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RIDES



DRIVEN CALGARY

2017

'Tuners' unite!
Custom rides
invade the UofC.

COLLECTOR CAR

APPRECIATION

The provincial
government joins
in the celebration.

EVERY GUY NEEDS AN OLD TRUCK

Del Morrison waxes poetic about the pickup

WHERE ARE ALL THE MEMBERS?

How to bring in new members and enthusiasts
to your club. Jim Herbert has some ideas.

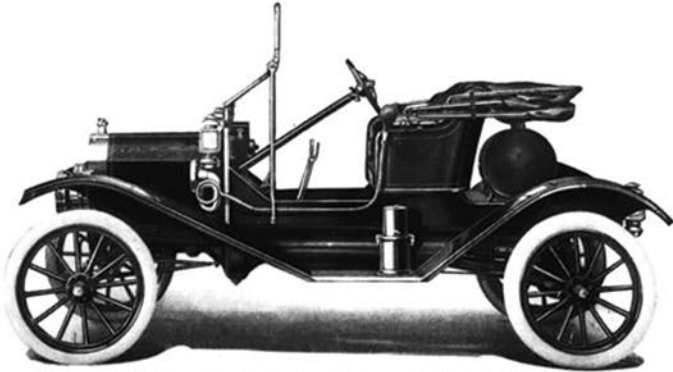
GOT GAS?

Do you know what fuel you should be
putting in your ride?

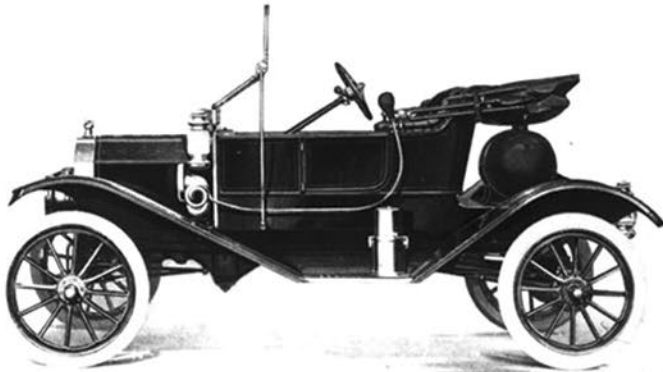
5-Passenger Touring Car, Fully Equipped



3-Passenger Roadster, Fully Equipped



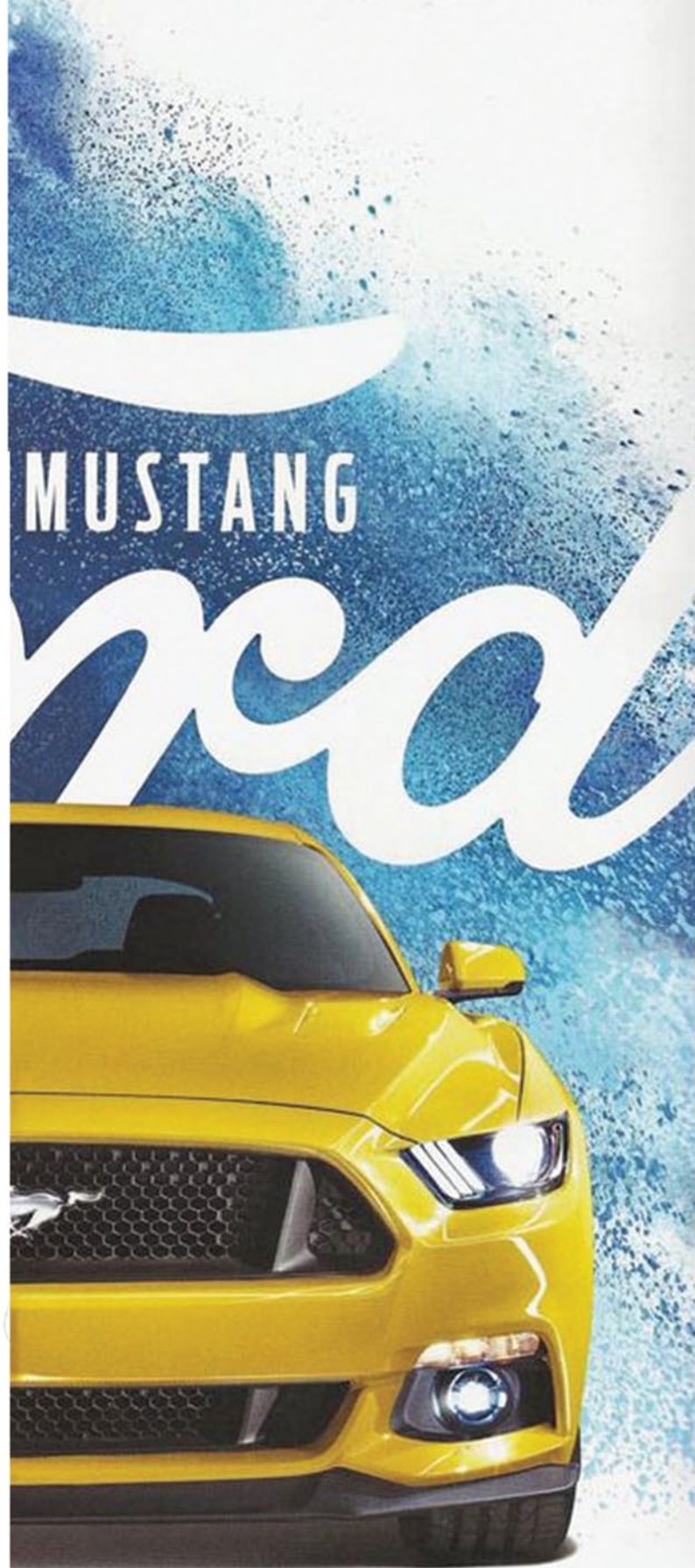
2-Passenger Open Runabout, Fully Equipped



2-Passenger Torpedo Runabout, Fully Equipped



6-Passenger Town Car, Equipped with 3 Oil Lamps, Tubular Horn and Kit of Tools



A Lot Has Changed In the Last 100 Years!
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The Alberta government celebrates Collector Car Appreciation Day.

18 Driven Calgary 2017

A 'Tuner' gathering like no other at the Olympic Oval in Calgary where enthusiasts show off their customized and personalized rides of choice.

26 Ponies at the Presidential

The Alberta Mustangs Auto Club (AMAC) holds its 34th Annual Presidential Show and Shine.

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ON THE COVER:

The 'Tuners' come out in force at Driven Calgary 2017.
Photo by Bill MacKenzie Jr.

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PRESIDENT'S MESSAGE

Where have the last three months gone? The driving weather has been great and I am nearing the insurance mileage limit on several of my cars. Summer driving kicked off with a rain delayed "Spring Thaw" followed by a run to Red Deer for the SVAA annual meeting. A special thanks to all the club reps that took time to attend. The Rock & Roll music of the "Lost in the 50s" in Sandpoint, Idaho saw us twisting the night away with members of various Alberta car clubs followed by a stop for a small town Show'n Shine in Creston BC complete with numerous Alberta classics. June started out a little rainy as all those who attended the All British Show in Edmonton and/or History Road at the Reynolds Alberta Museum can attest. It was great to see the quality and quantity of the collector vehicles showing up at the events even in the rain. A "picnic in the park" was the theme that took us to Radium for the Calgary MG Club's annual event. Another great showing of little British cars from the USA, BC and Alberta. Back to Calgary to change cars and clothes to head back into the roaring twenties at The International Auto Meet in Moose Jaw. The trip out saw one full day of rain and cross wind. The Little British Car might have been a wee bit drafty and damp.

July started out with a roar, with the burning smell of alcohol fuel when "Outcast 1" was fired up on Canada Day

at the A&W. Better than fireworks for some of us old racers. The Canadian Coasters were in southern Alberta for a week on their way across Canada and they can't say enough about all the club support that they got while they were in Alberta. They wanted me to pass on a special thanks to all the clubs and club members that helped make their stay in Alberta memorable.

Just when I thought things couldn't get any better, the Province of Alberta issued a Declaration declaring July 14, 2017 Collector Car Appreciation Day. This was all due to the hard work of Albert Ogusuku, who saw a opportunity to advance our hobby and acted on it.

What a busy few months? I can honestly say that the collector vehicle hobby is alive and doing well mainly due to the numerous hours that the club members put in arranging events and drives.

Thanks to all you "unsung" heroes for your hard work.



Jim Herbert



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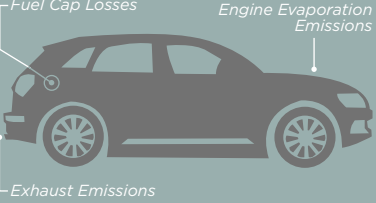


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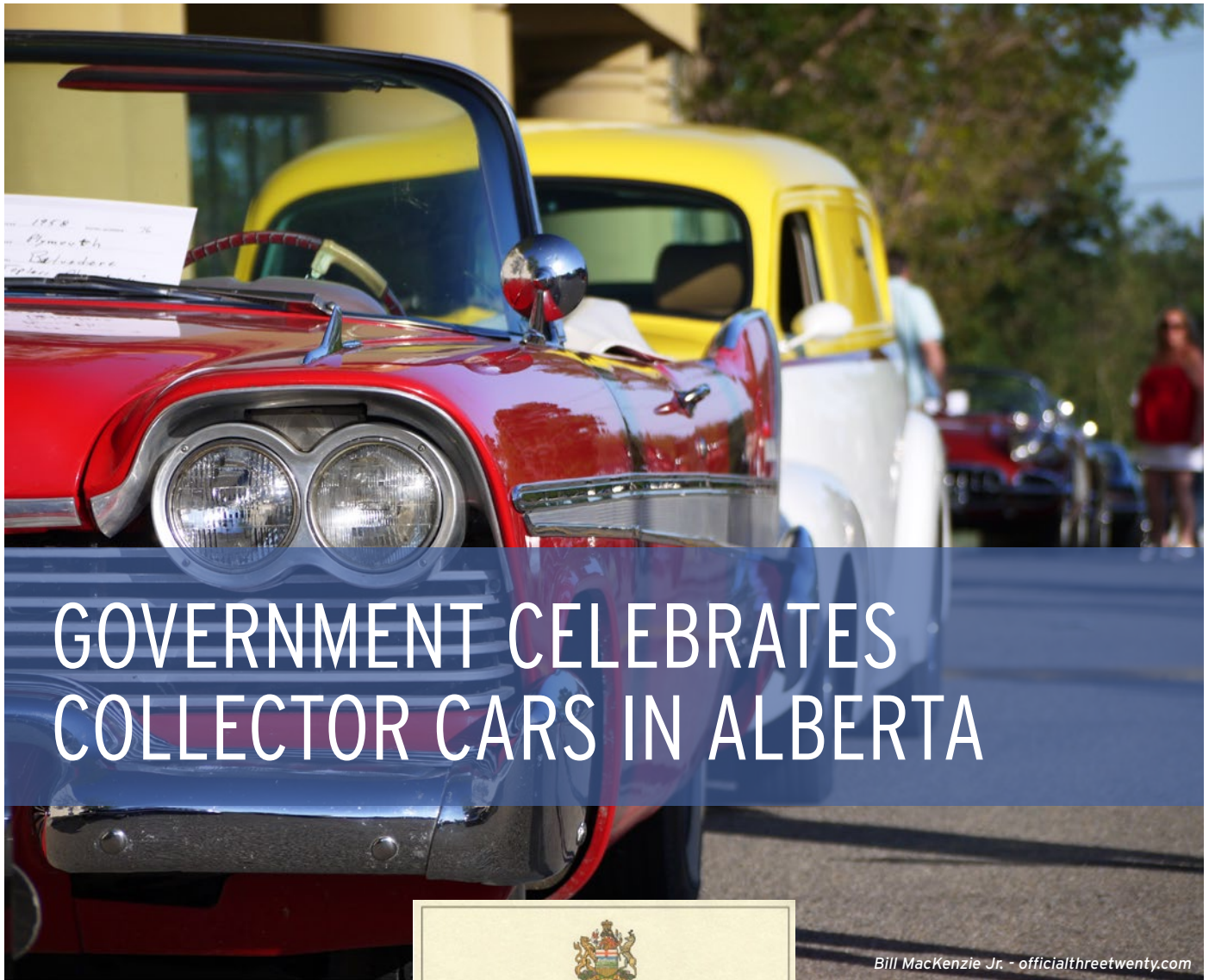
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GOVERNMENT CELEBRATES COLLECTOR CARS IN ALBERTA

By Sue MacKenzie Photos by Bill MacKenzie Jr.
Calgary, Alberta

Thanks to a Calgarian with a vision, Alberta has now joined the ranks with British Columbia, Saskatchewan, Manitoba, Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island in declaring the second Friday in July each year as Collector Car Appreciation Day, with this year's event held on July 14th.

Research on this relatively new event reveals it was first organized by the Specialty Equipment Market Association (SEMA) and its affiliates in 2010, in an effort to acknowledge the importance of the automobile in American culture as the inspiration for music, literature and many other arts. The movement spread to several Canadian provinces, with Alberta noticeably absent.

Under a beautiful blue Calgary sky and standing in a park-



ing lot overflowing with vintage vehicles, the large crowd listened and watched as Stephanie McLean, Minister of Service Alberta and Status of Women signed the proclamation that made it official.

A smaller framed copy was given to Albert Ogusuku, the driving force behind the campaign to get Alberta on board. Albert commented on the display vehicles on either side of the podium, and then reminded us of the economic importance the collector car hobby plays through automotive parts, repairs, restorations, insurance, appraisals, museums, etc.

"I'm grateful to the Government of Alberta for recognizing collector car hobbyists and their contributions to the province. We are women and men of ages and from all walks of life, passionate about preserving our heritage vehicles of the past. Whether it's giving rides to seniors in cars of their youth or



Premier of Alberta

Office of the Premier, 307 Legislature Building, Edmonton, Alberta T5K 2B6 Canada

Message from Honourable Rachel Notley Premier of Alberta

On behalf of the Government of Alberta, I am delighted to send greetings to you as you celebrate Automotive Heritage Month.

This month gives all Albertans an opportunity to share in the passion of automobile enthusiasts. Whether it is through car shows, cruise nights, or simply going for an afternoon drive, classic cars never fail to turn heads and start conversations.

Thank you for your passion in restoring, preserving, and collecting an important part of Canada's rich history and heritage. Best wishes as you celebrate the important role automobiles have had on our collective history.

Thank you to the National Association of Automobile Clubs of Canada as your association preserves automotive heritage for future generations, and for using your historic vehicles to give back to many communities and charities throughout Canada.

Rachel Notley

July 2017



raising funds for local charities, we are proud to share our joy of restoring collector cars with the community."

Evidence of the passion that Albertans have for the hobby can be found weekends at small town car shows, weekday gatherings for burgers or an ice cream cruise, as well as being daily driven for errands or a pleasurable evening drive.

The ceremony took place at a favorite Calgary Friday night meeting place, the A&W on Glen-deer Circle. Donny and his staff have provided a welcoming venue for collectors to meet and share their passions for many years, and it was a most fitting place to sign the proclamation.

After the ceremony, Minister McLean and her staff visited with the owners of the autos on display, learning about the diversity of ownership, the vehicles, and the stories that made each one unique. Thanks to Albert Ogusuku, Alberta collectors now have a special day to recognize their role in preserving our automotive heritage.





RETIREMENT OF DICK WALLACE

By **Alberta Superrun's Rock'n'Red Deer**
Red Deer

With SuperRun 2017 just wrapping up in Saskatoon, the Alberta SuperRun Association is hard at work planning for SuperRun 2018 without the guiding hand of one of its long serving members. Started in Saskatchewan in 1990, the concept was to have a major low cost, fun-filled, not for profit rod run that is hosted by local car clubs for the benefit of local charities, and is shared between the Prairie Provinces on a 3 to 4 year rotation.

When an eager (naïve) band of car club members first held a meeting in Red Deer in 1995 to discuss the concept of hosting a SuperRun event in Alberta, Dick Wallace was there representing the Nifty Fifty's Ford Club of Calgary. After the first run in 1997, he took over the reins of the organization as President and led the committee for 6 successful runs and helped to raised over \$100,000.00 for the Shock Trauma Air Rescue Society (STARS).

As President he presided over meetings, arranged entertainment, provided graphics for web pages and all printed material, designed the web page, designed all plaques, maintained contact with sponsors and STARS, and most importantly kept the rest of the committee in line. His dedication to the position was intense and unwavering, as was his vision

of the event. This vision has made the Rock'n'Red Deer a destination event that lasts a week for those who arrive early and a fun filled weekend event that was recognized by the Red Deer Experience Awards as the best event/attraction of the year. Through his guidance, the event has strived to make this an affordable family outing for spectators that encourages the love of cars in the young and rekindles the memories of past rides in the old and promotes the hey days of Rock and Roll music.

Dick has retired to spend more time with family and friends and to finally get some time to drive his beloved T-Bird.

A job well done Dick!

From the Alberta SuperRun committee.



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Article and Photo By **Del Morrison**

Like many guys, I have had a few pickups over the years but due to busy family and career choices I hadn't owned one for over ten years. Living on an acreage west of Elk Island Park, a pickup would have been handy, but wasn't in the cards.

A good friend of mine, Garry Drachenberg, approached me one day asking about the possibility of getting what had been his father's 1974 Chrysler Imperial back on the road. It had sat in a small garage for about 12 years and needed attention. To make a long story shorter, after about two months, a lot of help from my friend Darry Anderson, and over \$1000.00 in parts the white (with white vinyl top and white leather interior) Imperial was resurrected. To cover the labour, Garry agreed to "sell me" his dad's 1980 GMC Sierra Grande Heavy Half pickup.

Now I had my pickup. It was in good shape but well used. After using it for various jobs for about a year I decided to "perk it up a bit". With Darry's help I pulled the old 350 4 barrel out to discover that the camshaft was shot (two lobes completely missing) both heads were cracked and the crank was worn out. I dropped it off at E. C. Engine Rebuilders in Edmonton where they installed a strong RV cam, flat top pistons and a few other goodies. It took a couple of weeks for us to get everything back together but what a difference! About

double the horsepower it had when new. The turbo 400 automatic was fine so we proceeded to bend new two and a quarter inch dual exhaust pipes and installed a couple of cherry bombs. Once again I used the truck for about a year until I decided that the original two tone paint and the rust that started to become obvious had to go. In April of 2009, while on a road trip to the Portland Oregon swap meet, I picked up good box sides and front fenders for the 80 (at Big Toe Auto Wteckers), giving me a good start on planning the necessary bodywork. The following January, while at the SEMA show in Vegas I spotted the most amazing Candy Tangerine Metallic paint. Knowing full well that that my skills and the level of the paint job I was considering, were not even close, I started looking for the product when I got back to Alberta. Canada Car Color was able to supply the product. Three coats of gold metallic basecoat, three coats of candy tangerine over that and then three coats of clear coat. With the three coats of epoxy primer, we painted the truck 12 times! I then rolled on Rhino bed coating on the inside of the box, except for the original wood floor. It took a lot of work, lots of help from friends, and plenty of time putting in the glass and new parts ordered from LMC in Kansas but the 80 now has a new life. The orange is almost blinding in the bright sunlight. It isn't perfect but a pretty good job for a couple of amateurs in a garage. Hey, my wife, Diane even likes the truck now.



By Sue MacKenzie
Photos by Bill MacKenzie Jr
Calgary, Alberta

The arrival of fall brings yellow leaves and thoughts of storing our beloved classics safely away, but before car season ends, a special event is happening at the picturesque Spruce Meadows equestrian centre.

The Horsepower Classic Car event will feature two components: the Okotoks Collector Car auction, and a car club invitational show, with a special 50th anniversary celebration of the 1967 model year.

Jeff Hill, President of The Okotoks Collector Car Auction and Enthusiast Events developed this unique event as an opportunity to create a different kind of car show in a world-class location. "We believe in supporting our local car culture and scene vs. the out of town businesses that set up shop, take their money and leave with no investment in the local clubs and enthusiasts," says Hill.

Hill adds, "we are the only automotive business outside of major corporate sponsors to be allowed to use Spruce Meadows and we are incredibly honoured! We are dreaming big but we believe Albertans will see the potential and join us. This is not a parking lot or park or even town street that can be used for show and shines for free, there is significant cost to this and we are willing to assume the risk as we believe many enthusiasts share our vision and look forward to the event."

**YOU GET TO
TALK TO GREAT
PEOPLE, SEE
FANTASTIC
CARS, AND
CALL IT WORK!**

Participation by the automotive community is essential for the continuance of this type of event. Kevin Coan, Director of Events for OCCA's Horsepower at Spruce Meadows Car Show, says the Company is building a total experience for the auto enthusiast: A "must-go" annual fall event, with the driving force being OCCA (Canada's longest running collector car auction); an internationally renowned venue in Spruce Meadows; the participation of fantastic local car club members; and a top-notch team (including the SVAA all of the superb car club volunteers over the years!), Horsepower is destined to become western Canada's premiere auto event.

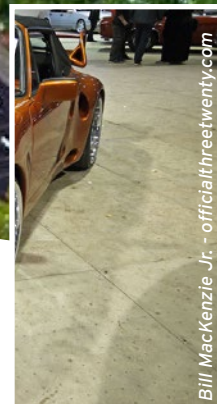
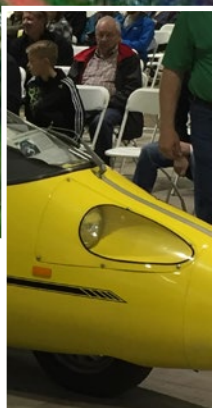
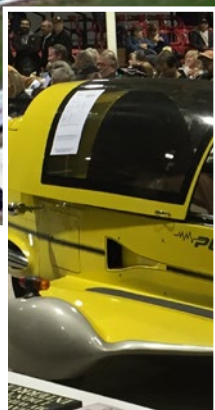
He goes on to say that he looks forward to seeing all of the auction regulars as well as meeting new people participating in either the show and/or the auction.

"You get to talk to great people, see fantastic cars, and call it work! What better way to spend a day? We always garner such positive comments about our staff and the quality of cars from people at every auction we do. I guess by adding the second annual event last year in the fall, and including the car show element, we were just looking for ways to continue to prove them right! We love what we do".



HORSEPOWER EVENT AT SPRUCE MEADOWS

Classic car show and auction comes to a world-class venue



Bill MacKenzie Jr. - officialthreetwenty.com

The vision is that one day Horsepower could become a well-known event similar to Monterey or the Pebble Beach show and auction.

The venue is perfect – large adjacent parking lots minimize walking between the participant and spectator areas, the indoor Equi-Plex provides a comfortable auction experience, tree-lined walking paths allow for a relaxing stroll, and green spaces with picnic tables make Spruce Meadows the ideal place for a day's outing.

This year the Calgary Thunderbird Club will be the featured organization, and their chosen charity will be the recipient of \$5 from each car show participant's registration fee. The club recognizes the growing needs of many charitable organizations and wants to select the one they feel will benefit the most from the proceeds, thus a decision will be forthcoming very soon.

The event runs 2 days; Friday, September 15th is the auction preview from 6-9 pm in the Equi-Plex, and on Saturday September 16th doors open at 9 am with the auction and car show starting at 10 am.

Clubs from Calgary and surrounding areas have been invited to participate in the show and shine, while the auction will

present 100 lots or more of high quality cars and classic car memorabilia.

Admission for car club participants is \$20 and this includes admission to the auction, and \$25 for individuals who want to take part in the show but aren't affiliated with any specific club.

Admission for spectators is \$20 for adults, \$10 for kids 7-12, and free for kids under 6. Free parking and admission to the car show and auction is included in the price.

A bidder's card can be purchased for \$20, which gives access to special seating at floor level and provides a great close-up view of the vast selection of vehicles up for auction. For those unable to attend the auction in person, the website www.okotokscarauction.com will have online registration and bidding forms as well as information about the featured items.

Please consider coming out and supporting Horsepower – the future of car shows, whether in small towns or large cities depends upon participation by both enthusiasts and spectators, and expresses appreciation for the many hours, the generosity, and effort expended to make these events a reality. It's up to us to keep the car community vibrant and thriving.



By **Bob Bownes**
Red Deer

With today's confusing fuel mixtures it takes a sharp eye to know which pump or button to push to get the proper mix in your vehicle. To make the decision harder, there are regular, flex fuel and "use only high octane" vehicles on the road these days. To further add to the confusion, different vendors sell fuels with confusing octane or ethanol mixes, or no information regarding either. If you really have a rare fuel requirement there are also many "snake oil" additives on the market to allow you to mix all sorts of lethal cocktails for your particular ride. The compression ratios of your engine used to drive the decision of which fuel to use (octane rating) in your vehicle.

Early vehicles compression ratios ranged from 4:1 up to 8:1 with high compression cylinder heads. Fuel octane was low or high, regular or premium - "orange or red" depending on the percentage of lead in the fuel to control "ping" or "knock". The addition of lead also prevented or reduced the frequency of burnt valves. Lead is no longer in auto fuel available at your local fuel pumps. Some aviation and racing fuels still use lead or similar additives to raise the octane values. Lead and other chemicals created severe pollution issues and were discontinued in every day gasolines.

New technology and engine design have overcome many of the engine problems of the past. Also new lubricating oils are custom designed to work with today's engines and fuels.

Newer vehicles clearly designate a recommended engine oil and fuel. The best policy is to follow the manufactures recommendations.

Now for antique 20's - 60's vehicles using original engines, regular or 85 octane fuel should be okay. Late 60's "muscle

...different vendors sell fuels with confusing octane or ethanol mixes...

cars" running high compression engines should use a high octane fuel (91 - 112). Timing may need to be adjusted to reduce "pinging" or "knocking" caused by preignition if the octane is lower than your requirements.

The new guy on the block is the ethanol additive in most gasoline's. Ethanol is added to fuel usually up to 15%. Most pumps in this country have a label on the front panel which says "may contain up to 10% ethanol". South of the border you may encounter several different mixtures of ethanol added to gasoline and may vary from state to state. Many problems have arisen in the U.S.A. with ethanol augmented fuels. Corrosion of metal parts, deteriorated rubber parts and general destruction of fuel system components are blamed on ethanol fuels.

Several interesting articles regarding ethanol laced fuels have been written in Hemmings daily blog <https://www.hemmings.com/blog/2012/11/14/tech-101-ethanol-in-gasoline-and-its-effects-on-collector-cars/> and <https://www.hemmings.com/blog/?p=654162>. The latter discusses EPA proposes further increases in ethanol amounts, wider E15 distribution

If you wish to use fuel which is ethanol free there are 27 outlets selling "pure gas" in Alberta. The names and locations of "pure gas" outlets are available at <https://www.pure-gas.org/index.jsp?stateprov=AB>. It should also be noted that using a high octane fuel in a vehicle with a low compression engine will cause no harm other than a thinner wallet.

The purpose of using ethanol mixed gasoline's is to reduce emissions. After reading the pros and cons of the blogs in the Hemmings articles it seems it would be up to the consumer to choose the best fuel for his or her vehicle. Unless the laws of the land make the choice for you in our future. Stay alert.

Enjoy your summer cruising, it's a gas!



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NATIONAL THUNDERBIRD APPRECIATION DAY



Article and Photos By **Sue MacKenzie**
Calgary, Alberta

The bright spring sun was out in full force, glinting off the chrome as the members of the Calgary Thunderbird Club lined up their cars for a group photo to commemorate the first-ever National Thunderbird Appreciation Day on May 21st, 2017.

Three nationally renowned Thunderbird clubs – the Classic Thunderbird Club International, the Vintage Thunderbird Club International, and the International Thunderbird Club joined together to create a special day to honour one of the most successful automotive brands created by Ford.

The day was a celebration of this unique automobile and owners around the globe were encouraged to take their TBird out for a drive, even if just to the corner coffee shop or diner.

The Calgary chapter met at a familiar place to local classic car owners, the A&W in Glendeer Circle, followed by a cruise out to Cochrane for a scoop of MacKay's famous ice cream.

Ford's 1963 advertising slogan claims, "Unique in All The World", and TBird owners would agree that their cars hold a special place in automotive history.



MEMBERS, MEMBERS, WHERE ARE ALL THE NEW MEMBERS?



By Jim Herbert
Calgary, Alberta

Clubs are the cornerstone to the collector vehicle hobby. They are the place we gather, share information, plan, and spend time face-to-face with the like-minded individuals who share our passion for our vehicles. As President of the SVAA, I have met with many clubs in the past 16 months and there is one question that is always asked. "How do we attract new young members?"

"Young member" is a relative term. Look around our traditional car club and you will quickly notice that demographics are heavily weighted toward those who learned to drive a standard three-on-the-tree buying gas in gallons. The average age of many clubs is approaching 65 to 75 years old. For this article, young members are those under the age of 50.

Car Club or Meeting Club?

Clubs take many forms but the key to attracting and retaining young members is to keep the driving in the car club and avoid what happens all too often when the car club becomes the meeting club. There is nothing worse than walking into a club meeting for the first time, ready to take part, only to have to sit through a formal board style meeting where everything under the sun was talked about except the vehicles and the drives. Usually by the end of these meetings everyone is so exhausted from the bickering and non-driving banter that once the meeting is adjourned, it is a race for the exit, and not one bit of technical information or windy road story has been shared.

Tired Boards Need Fresh Tires

The other recurring theme at many clubs is an executive committee that has selflessly given countless hours of their time and have often sat for many consecutive terms because nobody steps up to take their place. They dutifully carry on for the good of the club despite being completely burnt out. They have done their part and are desperate for some "young" blood to take the wheel and steer the club down new and innovative roads. The ice cream run has been overdone and it is time for some new ideas. Remember, a "young" board will attract "young" members.

Executive Committee Politics

The President and the executive committee was elected by the members. Trust them to do their job. Imagine a meeting where members show up, enjoyed a cold beverage and some snacks, heard a guest speaker or discussed the best way to repair some issue with the vehicles, all because the committee was left to do their job. Sure, let the President give a brief synopsis of what's new but let the politics stay within the committee.

If you don't like what the committee has accomplished in their term then let your opinions be heard at the next election or better yet be part of the change and get nominated and put your time in to effect the change that you want to see.

Enable committee and/or board members and members at large to take initiatives without going through exhaustive committees. Nothing stifles a great idea like the delay caused by waiting for the next committee meeting. Common sense prevails of course but trust and leeway to make decisions can be the reward for good judgement and decision making. Act on member's ideas swiftly and cut the red tape before the enthusiasm is gone.

You Get What You Give

When it comes to clubs, ask not what your club can do for you but what you can do for the club. They are truly a place where you get what you give. If you are taking on a leadership role don't expect anything in return. You are doing the job for your own fulfilment and the betterment of your local car community.

In order to be successful, clubs need new "young" members to carry the torch and new "young" members need to make themselves heard. Take a risk and express an opinion, even if goes against the grain.

Put In Some Sweat Equity

Many traditional car clubs today need a boost much like a stock that was once hot but needs the next big idea to get going again. Think of the annual membership dues as an investment in the future success of the organization. If you as a new member make an effort to be part of the change and put in some time and ideas, you very well may be able to produce the next big thing that the club needs to revisit or even surpass its past and present glory.

"Young" members have the ability to invest their skills in the club. You can volunteer to look after the club's website and social media account. Don't kid yourself, the "older" crowd will resist, citing a disdain for THE FACEBOOK and digital newsletters. Don't worry, once they see the attention and the fresh faces that it brings to the club they will come around and might even sign up. Remember that no change happened without someone taking a chance.

Youth Attracts Youth

If you are the new "young" member consider inviting a friend to a meeting. Yes, you might have to be one of the only "young" guys for a while but think of yourself as bait to attract other like-minded gear heads of your generation to join the club.

Get The Club Driving

Car clubs are about driving our cars. In order to retain members the club must give the members an opportunity to drive their vehicles. Every club says: "We should do more drives and rallies". Be the person in the club to make it happen. It is easy to be passive member waiting for someone else to do it but why not start with organizing a single event and go from there. If you plan it, they will most likely come. Remember that our cars were designed and built to be driven – and that is why we are in the hobby!

Collaborate with Regional & National Associations


When it comes to The Collector Vehicle Hobby, there is no room for protectionism. Find the clubs and associations that share your passion and build a mutually beneficial relationship. Organizations like the Specialty Vehicle Association of Alberta and the National Association of Automobile Clubs of Canada are great places to start and are in place to support your club and the Collector Vehicle hobby at large.

Let's make the driving the purpose and goal of our clubs. Active clubs attract new members with new ideas.

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DRIVEN

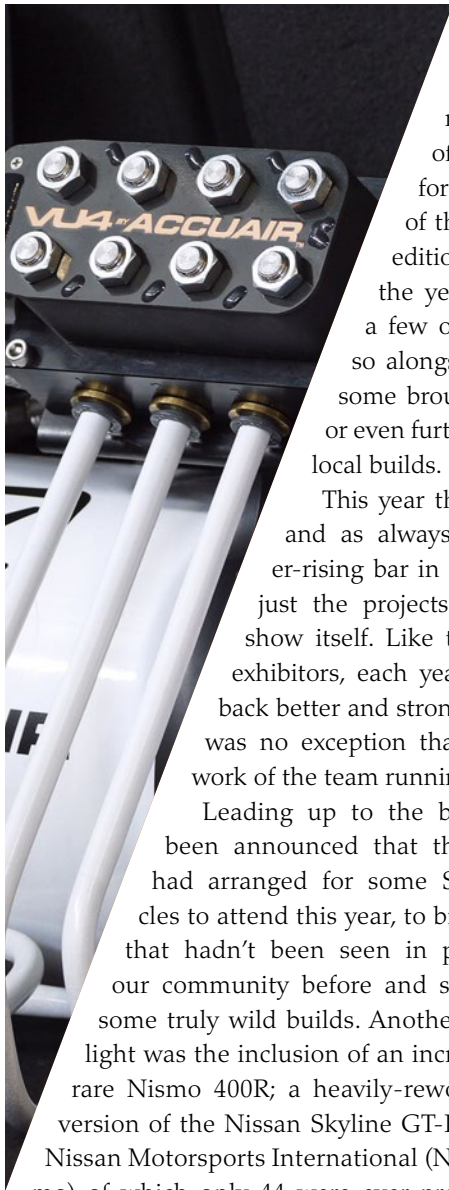


Bill MacKenzie Jr. - officialthreetwenty.com

CALGARY 2017

Story and Photos by Bill MacKenzie Jr.
Calgary, Alberta

Following each long winter, when shows and events start approaching, one of the first (and incidentally one of the largest) for the 'tuner' community is Driven Calgary. Held at the Olympic Oval on the University grounds, Driven brings together a large number of vehicles with the emphasis being on the aftermarket, so under one roof you'll find a range of vehicles - compacts, trucks, exotics, classics, and even bikes - with the common bond being the owners' desire to customize and personalize, be it via a few select alterations to a platform or rebuilds so extensive that only parts of the shell remain from the starting point.



Winter serves as a great time of course to get to work on project vehicles, so Driven is usually where a number of reworked or even brand new builds will officially be unveiled to the public before attending more shows over the rest of the season. As it happens, Calgary's edition of the show is also the first of the year as Driven then carries on to a few other locations around Canada, so alongside local cars you'll also find some brought in from other provinces or even further to be unveiled alongside local builds.

This year the show fell on May 6th, and as always demonstrated the ever-rising bar in terms of quality of not just the projects on display, but the show itself. Like the competitors and exhibitors, each year the event comes back better and stronger and this year's was no exception thanks to the hard work of the team running it all.

Leading up to the big day it had been announced that the organizers had arranged for some SEMA vehicles to attend this year, to bring in cars that hadn't been seen in person by our community before and showcase some truly wild builds. Another highlight was the inclusion of an incredibly rare Nismo 400R; a heavily-reworked version of the Nissan Skyline GT-R by Nissan Motorsports International (Nismo) of which only 44 were ever produced. Just prior to the show, chassis

number 29 was imported into Canada by a local enthusiast and understandably all day long at Driven was getting a lot of attention from spectators and exhibitors alike.

Looking around the rest of the Oval, the majority of vehicles on display were the 'hotrods' of the new generation; Honda Civics, Subaru BRZs, BMW M3s, Nissan 350Zs, and so on; and within that group as always was a large number of right-hand drive (RHD) vehicles, which are a common sight on our roads thanks to Canada's favourable vehicle import laws – Nissan Silvias and Skylines, Toyota Supras, Mazda RX-7s, and more could all be found around the event. Despite the differences in year, make, or country of origin though, all were alike in that they showcased their respective owner's vision and interpretation of the platform. Engine swaps, elaborate body kits, interior retrim, custom paint, rare parts; every one had its own nuances and custom touches to set it apart from the rest.

That said, not every vehicle at Driven was extensively modified, or even modified at all. As some of the commonly-modified platforms are now reaching or even surpassing the 25-year mark, we're seeing some owners refrain from heavy modification in favour of a more restoration and preservation-focused approach. Case in point, my mother had on display at the

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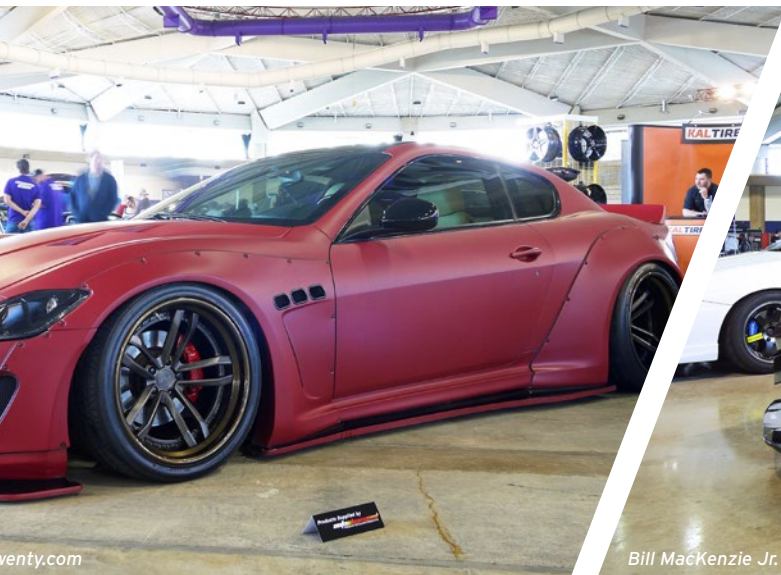
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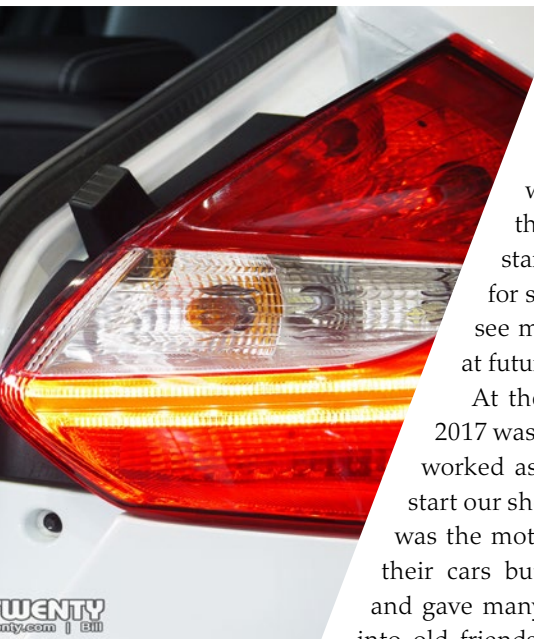
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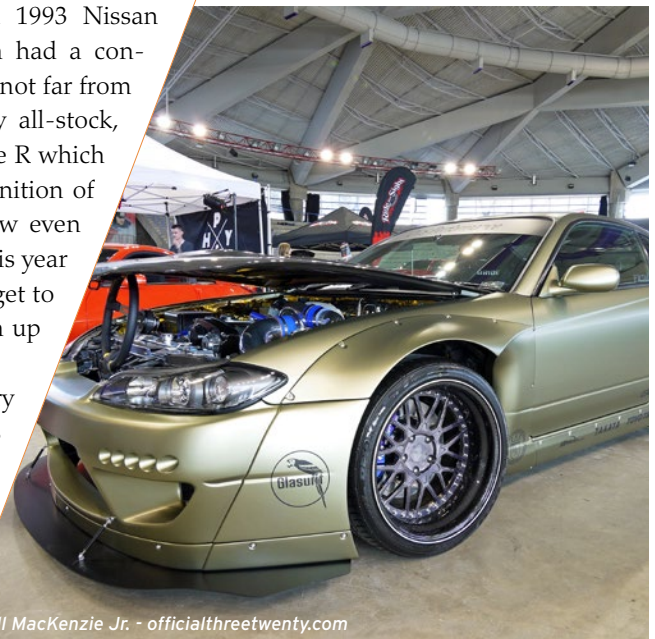


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show her entirely-stock 1993 Nissan 240SX convertible, which had a constant crowd around it, and not far from our group was a seemingly all-stock, Canadian market Integra Type R which was another unicorn. In recognition of this, the organizers of the show even started a new awards category this year for survivors, and hopefully we'll get to see more untouched examples turn up at future events.

At the end of it all, Driven Calgary 2017 was a great success and as always worked as a great way to really kick-start our show season into high gear. It was the motivator for everyone to get their cars buttoned up and detailed, and gave many of us a chance to run into old friends and catch up during the day.

Since Driven Calgary, two more of the four total events have taken place but the last of the season is still to come; Driven Edmonton is to be held on August 19th at the MacEwan University, and based on not just Driven Calgary but Vancouver and Winnipeg as well, should see another fantastic gathering of vehicles. Following that, the shows will restart again in 2018 - following another long winter of planning and wrenching. No matter how high the bar seems to be set, exhibitors, competitors, and organizers will still find a way to make the next edition of Driven the best one yet.



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EVENTS CALENDAR

AUGUST

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

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30	31	1	2	3 1 3	4 3	5 3 3 4
6	7	8 5 6	9 7 8 9	10 1 10 11 12	11 13 14	12 15 16 17 18
13 19 20	14	15	16 21	17 21 1 22	18 21 23 24 25	19 21 23 24 25 26 27 28 29
20 23 24 26 30	21	22	23	24 1	25 31	26 31 32 33 34 35 36
27 31 37	28	29	30 38	31 1	1	2

SEPTEMBER

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27	28	29	30	31 1	1	2 39
3	4	5	6 40	7 1 40	8 40 41 42	9 40 41 42 43 44 45 46 47
10 41 48	11	12	13	14 1	15 49	16 49 50
17 50	18	19	20	21 51	22 51	23 51 52 53
24 54	25	26	27 55	28 55	29 55 56	30 55 56

OCTOBER

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 55 56	2	3	4 57	5 57 58	6 57 58	7 57 58 59 60
8	9	10	11	12	13 61	14 61
15 61	16	17	18	19	20 62	21 62
22 62	23	24	25	26	27	28
29	30	31	1	2	3	4

1	Every Thursday until Sep 15	Spruce Grove Cruise Nights – Spruce Grove, AB 6:30pm-8:30pm Columbus Park <i>Cruise Nights are held every Thursday night through to September. Open to all old car, truck, and motorbike enthusiasts.</i>
2	Aug 3-5	Mercun Auctions Harrisburg – Harrisburg, PA Pennsylvania Farm Show Complex www.mecum.com/auctions/harrisburg-2017/
3	Aug 5	13th Annual Main Street Crowsnest Show & Shine – Bellevue, AB 11:00am-4:00pm M.D. McEachern Community Centre <i>Annual Show & Shine for car, bike and truck enthusiasts in the heart of the Rocky Mountains.</i>
4	Aug 6	Dropsicles Meltdown 2017 – Edmonton, AB 9:00am-4:00pm NAIT South Campus http://www.dropsicles.com
5	Aug 8	Rock'n August Pancake Breakfast – St. Albert, AB 7:00am-9:00am St. Albert Inn & Suites www.rocknaugust.com
6	Aug 8	A Night Out at the Century Casino – St. Albert, AB 6:00pm-10:00pm Century Casino www.rocknaugust.com
7	Aug 9	Rock'n August Pancake Breakfast – St. Albert, AB 7:00am-9:00am Memories Funeral Home www.rocknaugust.com
8	Aug 9	Rock'n August BBQ Compliments of Fraternal Order of Eagles – St. Albert, AB 11:30am-1:30pm Fraternal Order of Eagles www.rocknaugust.com
9	Aug 9	Rock'n August Classic Car Rodeo/ Cruisin' the Dub – St. Albert, AB 7:00am-9:00am A&W Parking Lot www.rocknaugust.com
10	Aug 10	Rock'n August Ricky's All Day Grill Pancake Breakfast – St. Albert, AB 7:00am-9:00am Ricky's All Day Grill Parking Lot www.rocknaugust.com
11	Aug 10	Rock'n August Honda BBQ – St. Albert, AB 11:00am-1:30pm St. Albert Honda www.rocknaugust.com
12	Aug 10	Rock'n August Fountain Tire Mini Show and Shine – St. Albert, AB 6:30pm-8:30pm Fountain Tire www.rocknaugust.com
13	Aug 11	Rock'n August Friday Night Cruise – St. Albert, AB 6:30pm-8:00pm Century Casino www.rocknaugust.com
14	Aug 11	Rock'n August Street Dance – St. Albert, AB 7:00pm-11:00pm St. Albert City Hall www.rocknaugust.com
15	Aug 12	2017 Airdrie Summer Classic – Airdrie, AB 8:00am-4:00pm Nose Creek Park www.timetravellers.ca/
16	Aug 12	Andrew Cruisers Car Club – Andrew, AB 8:00am-3:00pm Main Street, Andrew, AB www.svaalbertaevents.info
17	Aug 12	Mopars at the Mall – Red Deer, AB 9:00am-4:00pm Parkland Mall www.centralalbertamopar.com
18	Aug 12	Rock'n August Show and Shine – St. Albert, AB 10:00am-3:030pm Lions Park/Red Willow Park www.rocknaugust.com
19	Aug 13	Milo Lions 3rd Annual Show & Shine/ 56th Annual BBQ – Milo, AB 11:00am-4:00pm Main Street, Milo, AB www.milolions.ca/events
20	Aug 13	PHCC 25th Anniversary Show N Shine – Claresholm, AB 9:00am-3:00pm Centennial Park Campground Registration \$10.00. Contact: Dave Wasylyshen 403-625-6023
21	Aug 16-19	Mercun Auctions Monterey – Monterey, CA Hyatt Regency Monterey Hotel and Spa on Del Monte Golf Course www.mecum.com/auctions/monterey-2017/
22	Aug 17	NAPA Leduc Cruise Night – Leduc, AB NAPA Leduc www.svaalbertaevents.info

23	Aug 18-20	The Grove Cruise – Spruce Grove, AB Jubilee Park www.grovecruise.ca
24	Aug 18-20	Goodguys 16th Great Northwest Nationals – Spokane, WA Spokane County Fair & Expo Center www.good-guys.com/gnwn-2017
25	Aug 18-19	Sun City Ford Presents Cars and Guitars – Medicine Hat, AB Canalta Centre www.carsandguitarsfestival.com
26	Aug 19-20	Dinosaur Downs Speedway – Drumheller, AB Dinosaur Downs Speedway <i>A full weekend of motorcycle and car racing. Live band Saturday night.</i>
27	Aug 19	Calgary Thunderbird Club 16th annual All Ford Show & Shine – Calgary, AB 9:00am-4:00pm Richmond/Knob Hill Community Centre www.calgarythunderbirdclub.ca
28	Aug 19	Endless Summer Show & Shine – Sherwood Park, AB 10:00am-3:30pm Sherwood Park Alliance Church www.svaaevents.info
29	Aug 19	Cypress Rod & Custom 31st Annual Show & Shine – Medicine Hat, AB 11:00AM-4:00pm Canalta Centre www.svaaevents.info
30	Aug 20	Cold Lake Cruisers 17th Annual Show & Shine – Cold Lake, AB 9:am-3:00pm 50th Ave (Main Street) Cold Lake www.svaaevents.info
31	Aug 25-27	Goodguys 31st West Coast Nationals – Pleasanton, CA Alameda County Fairgrounds www.good-guys.com/wcn-2017
32	Aug 26	Taber Corn Country Cruisers Car Show – Taber, AB 8:00am-4:00pm 49 Ave, Taber
33	Aug 26	Chestermere Show and Shine 2017 – Chestermere, AB 8:00am-4:00pm Chestermere Recreation Centre www.chestermereshowandshine.com
34	Aug 26	Peace Classic Wheels Street Spectacular – Fairview, AB 9:00am-4:00pm Main Street (110 St), Fairview www.facebook.com/Peace.Classics/
35	Aug 26	Rock 'n RimbeY – Rimby, AB 9:00am-11:30pm Peter Lougheed Community Center www.rocknrimbey.com
36	Aug 26	The Prairie Motor Brigade 1st Military Vehicle Display – Red Deer, AB 9:00am-5:00pm Parkland Mall www.svaaevents.info
37	Aug 27	Show Your Ride For Brandon Jr Thomas – Calgary, AB 7:00am-5:00pm University of Calgary, Lot 10 www.showyourrideforbrandon.com
38	Aug 30	Canadian Coasters Tour Ends – St. John's, NL Evening Royal Canadian Legion #56, St. John's, NL www.canadiancoasters.ca
39	Sep 2	Capital Region Fall Swap Meet – Stony Plain, AB 9:00am-4:00pm Pavilion at Heritage Park www.svaaevents.info
40	Sep 6-9	Mercun Auctions Dallas – Dallas, TX Kay Bailey Hutchison Convention Center www.mecum.com/auctions/dallas-2017/
41	Sep 8-10	EG Auctions Red Deer Fall Finale & Speed Show – Red Deer, AB Westerner Park www.theelectricgarage.com
42	Sep 8-9	Goodguys 20th Colorado Nationals – Loveland, CO The Ranch Events Complex www.good-guys.com/cn-2017
43	Sep 9	AIIPC Edmonton All Pontiac Show & Shine – Edmonton, AB 9:00am- 3:30pm Don Wheaton Chevrolet, GMC www.ironindiansedmonton.com
44	Sep 9	Barrhead Show & Shine – Barrhead, AB 9:00am-3:00pm Barrhead Agrena Parking Lot www.chariotscarclub.ca/events/show-and-shine
45	Sep 9	Dalhousie Show & Shine – Calgary, AB 9:00am-2:00pm Dalhousie Community Centre www.svaaevents.info

46	Sep 9	West Central Alberta Classic Car Club Show & Shine – Hinton, AB 11:00am-3:00pm Contact Ron Brookes, 780-865-7066 jbrookes@moradnet.ca
47	Sep 9	Model T Racers on the 1/2 mile Track – High River, AB 11:00am-3:00pm High River Fairgrounds www.svaaevents.info
48	Sep 10	Cochrane Classic Show & Shine – Cochrane, AB 8:00am-4:00pm Downtown Cochrane Contact: Ray Kaczmer 403-932-2504 kaczmer@telus.net
49	Sep 15-16	Horsepower At Spruce Meadows Collector Car Auction And Show – Calgary, AB 6:00pm Spruce Meadows www.svaaevents.info
50	Sep 16-17	Dinosaur Downs Speedway – Drumheller, AB Dinosaur Downs Speedway The season concludes with Canadian IMCA Supernationals
51	Sep 21-23	Mercun Auctions Louisville, – Louisville, KY Kentucky Exposition Center www.mecum.com/auctions/louisville-2017/
52	Sep 23	Call of the West Museum Swap Meet – High River, AB 9:00am-4:00pm High River Rodeo Grounds Contact Mel Babitzke 403-256-3826 sodbuster77@gmail.com
53	Sep 23	River City Classics Burnout Night – High River, AB 5:30pm-7:30pm Centre Street, High River www.rivercityclassics.ca

54	Sep 24	River City Classics Show & Shine – High River, AB 7:00am-4:00pm Downtown High River (1st St SW & 8 Ave SW) www.rivercityclassics.ca
55	Sep 27-Oct 1	Fall Carlisle – Carlisle, PA Carlisle Fairgrounds www.carlisleevents.com
56	Sep 29-Oct 1	Goodguys 25th Summit Racing Lone Star Nationals – Fort Worth, TX Texas Motor Speedway www.good-guys.com/lisn-2017
57	Oct 4-7	AACA Eastern Regional Fall Meet – Hershey, PA 8:00am-5:00pm Hershey Park Parking Lot www.hersheyaaca.org/fallmeet.html
58	Oct 5-7	Mercun Auctions Chicago – Chicago, IL Renaissance Schaumburg Convention Center Hotel www.mecum.com/auctions/schaumburg-2017/
59	Oct 7	Quicktimes Swap Meet – Red Deer, AB 8:30am-4:30pm Westerner Park www.svaaevents.info
60	Oct 7	SVAA Fall Information Meeting – Red Deer, AB 12:30pm-2:00pm Westerner Park www.svaalberta.com
61	Oct 13-15	Goodguys 6th Nostalgia Nationals – Bowling Green, KY Beech Bend Raceway Park www.good-guys.com/nn-2017
62	Oct 20-22	Goodguys 24th Southeastern Nationals – Concord, NC Charlotte Motor Speedway www.good-guys.com/sen-2017



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REDCLIFF, ALBERTA

Article and Photos By **Sue MacKenzie**
Calgary, Alberta

Under a warm June sky that briefly threatened rain but thankfully didn't deliver, the Alberta Mustangs Auto Club (AMAC) held its 34th Annual Presidential Show and Shine at Southview Church in the southeast neighborhood of Walden. Highlighting Ford-powered vehicles, the event featured an impressive display of Mustangs from all eras, as well as a selection from the Calgary Thunderbird Club of TBirds, Lincolns, and a modified Focus ST sedan, the only one of its kind in Canada. In total 119 vehicles attended, with plaques awarded in over 35 categories.

AMAC was registered as a society in November 1980, and since then has grown into a club of over 175 members who are actively involved in a variety of events including monthly meetings and brunches, World of Wheels displays (winning a few First Place awards along the way), social outings, cruise events, weekly meets in and around town, scavenger hunts, and highway cleanups, to name a few. When the need arises, members support each other by sharing knowledge and sourcing parts and resources.

The club also celebrates National Mustang Day, held April 17th each year, where Mustang enthusiasts around the world honour the legendary muscle car by participating in local events.

The International Mustang Meet, held alternatively between Canada and the Northwest United States each year, is hosted by AMAC on a 12-year cycle, with the most recent in Calgary being held in 2016 at the Grey Eagle Casino.

The upgrading and modification of an enclosed trailer purchased a few years ago has provided the club with a project for members to enjoy socializing as well as creating an organized place to carry supplies and display materials needed for the many shows and meets they attend.

Along with their busy schedule of activities, the club sponsors two important charities in our community, the Calgary Emergency Women's Shelter, and Prostaids Calgary.

The love of two iconic brands in automotive history has created a friendship between AMAC and the Calgary Thunderbird club, and by each supporting the other's annual show and shines, an impressive selection of automotive history is highlighted and enjoyed by enthusiasts of the Ford brand.



Ponies corralled the Presidential



MEMBER CLUBS

Alberta Iron Indians Pontiac Club (Calgary)

✉ bhunter@walter.com
📅 1st Tuesday 7 pm
📍 Ricky's All Day Grill
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

✉ apac.calgary@gmail.com
📅 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
📅 Tuesdays at 7:00pm
📍 Member houses
DQ Beaumont during summer

Blackfalds Show'n'Shine

✉ dustin.bateman@gmail.com

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 Plymouth & Friends Car Club

✉ ericksagen@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
4525 - 47A Avenue, Red Deer

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

✉ lzips@mcsnet.ca
📅 2nd Monday, 7:30 pm
📍 Chipman Village Office
4816 50 St, Chipman

Coaldale Custom Cruisers

✉ garyklassen@shaw.ca
📅 2nd Wednesday 7:30 pm
📍 Three G Eatery
1908 18th Street, Coaldale

Cochrane Classic Car Club

✉ kaczmer@telus.net
📅 Thursday 6 pm (in season)
📍 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

✉ ecorunner@hotmail.com
📍 Crowsnest Community Library

Cypress Rod & Custom Car Club

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

Diablo's Car Club

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

Didsbury Car Club

✉ gil.didsburycarclub@yahoo.ca
📅 First Thursday, 7 pm
📍 Didsbury Train Station
20 Street, Didsbury

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

✉ staceybenenson326@hotmail.com
📅 Last Thursday 7:00 pm
📍 Chateau Louis Conference Centre
11727 Kingsway NW, Edmonton

Elk Point Auto Club

✉ epac1986@yahoo.ca
📅 2nd Wednesday 7:00 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 Krusin' Specialty Vehicle Club

✉ jasonmanson75@gmail.com
📅 Second Wednesday, 7:30 pm
📍 Lloydminster Exhibition Grounds
5521 49 Ave, Lloydminster

Lakeside Kruzers Car Club

✉ lakesidekruzers@gmail.com

📅 1st Tuesday 7:00 pm

📍 Chestermere Landing, Chestermere

Lebarons Car Club

📅 1st Tuesday 7:00 pm

Lloydminster Auto Club

✉ lloydautoclub@gmail.com

📅 1st Wednesday 7:30 pm

📍 Heritage Bldg. Weaver Park
4515 44 Street, Lloydminster**Medicine Hat Vintage Vehicle Club**

✉ llstra@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**

✉ NTCC@live.ca

📅 3rd Thursday 7:00 pm, Jan - Oct

📍 Speedy Auto Glass,
5619 - 50th Ave, 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

📍 Member garages, Ponoka

Porcupine Hills Classic Cruisers Club

✉ o57sky@hotmail.com

📅 6:00 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 7:00 pm

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

✉ pother@shaw.ca

📅 2nd Wednesday 6:00 pm

📍 Member Garages

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

📍 Club House

Strathmore A&W Classic Cruisers

✉ dan.goertz@ghsd75.ca

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**

✉ gordbreto@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**

✉ cdurtnall@shaw.ca

📅 2nd Wednesday, 7:30 pm

📍 Austrian Canadian Club
3112 11 Street NE, Calgary**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**

✉ ianburnham64@gmail.com

📅 3rd Tuesday at 7:30 pm

📍 Shagannapi Community Hall
2516 - 14 Avenue SW, Calgary



BUYER BEWARE

So you want a hobby car. There are several categories to choose from...classics, hot rods, muscle car, restored, sports car, street rod, rat rod, antique...lots to choose from but what it comes down to is what interests you the most.

I built my own, a 1927 Model 'T' Tudor. Yes, you end up with something you created yourself but it's generally cheaper and faster to buy one already built.

So you search e-bay, Kijiji, Craig's list, car magazines, newspapers, Hemmings magazine, and you find the one you want.

Buying a vehicle from a private seller can come with great risk. The seller has no professional reputation to protect and one of the things they can skip out on is safety. It's an important issue these days, one you want to get right.

First of all....**NEVER BUY A VEHICLE UNSEEN.**

A friend of mine decided to buy a street rod and went to the internet to search. He found what he wanted in the eastern States and purchased the car based on pictures and phone conversations with the seller.

He flew to New York and completed the deal. The car looked great, just like the pictures.

He drove it back to Calgary and of course had an out-of-province done on it. He wanted a few minor changes done so he asked a mechanic friend to perform the modifications.

The mechanic put it up on a hoist and was aghast at what he found.

- 1 The rear suspension was held up with two grade 5 – 3/8 in. bolts....no lock washers and the coil-overs weren't installed perpendicular to the bracket [Pic 1].
- 2 The inner frame rail was cracked and coming apart behind the steering box [Pic 2].
- 3 The rear transmission mount was sitting on a piece of rubber hose with no bolts holding it down [Pic 3].
- 4 The motor was hard-mounted to the frame with 3/8 in. Gr.5 Bolts (The mechanic stated that the car looked like it was originally built as a drag racer) [Pic 4].
- 5 There was a fuel leak dripping onto the exhaust pipe in the rear.
- 6 The steel brake-lines were not secured and were rubbing against the frame.
- 7 There was no parking brake installed.

The mechanic that made the repairs said, 'He wouldn't have passed this car to cross the street let alone the country'.

The repairs were made and the owner stated that it feels like a whole new car, it drives and handles beautifully.

Remember...he drove this back to Calgary from New York. The new owner is very lucky none of the issues caused an accident on the way home.

Whether it's across town or the other side of the country, the best advice is to take along a trusted mechanic to have a look at the vehicle before any money exchanges hands. This could save you a lot of trouble (and money on repairs).





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SVAA INSURANCE PACKAGE SUMMARY

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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





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HIDDEN GEM ON THE PRAIRIES

Article and Photos By **Sue MacKenzie**
Calgary, Alberta

Sunny days on a highway stretching out to the horizon can yield some unexpected finds. As a native Calgarian (well, since I was a month old), I thought I knew a fair bit about Alberta, but each time I head out to a town I haven't visited before, I find a hidden gem.

Irricana, while not far away, was unfamiliar to me so a day trip was in order to give my car a good run and grab some lunch. A chat with some local residents at the farmer's market revealed the presence of Pioneer Acres, a museum featuring – just to name a few – antique trucks, steam tractors, automotive memorabilia, a blacksmith's shop, one-room schoolhouse, and a collectibles shop displaying items that our parents and grandparents used and often handed down.

I was impressed by what I saw while wandering through the area. A devoted group of volunteers generously donate their time to the gathering, refurbishing, and maintenance of the pioneer artifacts. Their dedication is evident by the pic-

turesque displays, incomparable restorations and well-maintained buildings and grounds.

Chugging slowly by me as I walked along, a steam-powered tractor circled the grounds, showcasing farming practices from an era not so long ago. Next was a visit to the blacksmith's shop where I was proudly shown a frying pan that had been made earlier in the day, and a friendly group relaxing in the shade had some stories to share over at the truck museum. This large building featured a colourful display of oilcans perched high on a shelf that overlooked a sizeable arrangement of trucks from all eras that were used on farms, oil fields, and in construction.

By a happy coincidence, a few members of my antique car club were also enjoying an outing thus providing an opportunity for a few snapshots, so I set up a colourful photo op in front of the replica Esso station.

Picnic tables on site allow for a nice afternoon's outing, so bring a lunch and enjoy the 50-acre site at your leisure.

Pioneer Acres is open May 15th to September 30th, 9 to 5 daily.





By **Peter MacFarlane**
Calgary, Alberta

On one of the warmest days to date this year, and the warmest show date in years, the Vintage Sports Car Club of Calgary held its annual show Saturday, July 22, in Stanley Park. With the Alberta Adolescent Recovery Centre as its designated charity, Fred Phillips, who has contributed greatly to the charity's efforts via tours of his collection and raffled rides in some of his cars among other endeavours, brought along a car marked to be sold for the benefit of AARC. Additional contributions will assist the Centre.

With Ferrari the featured marque in celebration of its 70th Anniversary, some 38, mostly red, examples of the Italian make turned up, with models dating from the '60s to the present, including a few cars not previously shown and some models that get driven more than shown. Rare (or rarer, relatively) models present included F40, F50, 330GTC, 275GTB/4 and 458 Speciale. Glenn Yuen arranged the fine show by number of cylinders and year so that viewers could get a sense of the development history of Ferrari.



But there were other Italian makes represented, including Alfa Romeos old and new, a Maserati spyder, a newly-restored Lamborghini Islero S coupe – one of the scarcer models, small Fiats, and two surprising Lancia models: a Fulvia Sport and a Touring-bodied Flaminia coupe, both recent additions to the Calgary collector car scene. In addition spectators were treated to the loud sound of a race-prepped Lamborghini Diablo coupe as it slid out in the mid-afternoon. And not one but two Panteras were there, in not quite the same shade of yellow.

German cars were extremely well represented this year with big BMW and Porsche turnouts, with club support. Both makes featured a wide range of their models (new and old), with the Porsche group also split into both air- and water-cooled groups.

BMW sedans complemented the roadsters and a few Porsche 356 (older model, for you newbies) gave a good idea of how the make started out. For range of models, it was hard to beat Mercedes-Benz, with a Unimog and a van accompanying sedan and convertible models. Audis present included sedans and an R8 coupe. A treat was seeing both a coupe and a convertible Karmann-Ghia together, both nicely restored in bright colours.



Because many of the VSCC members own British sports cars a good showing of British (and related) cars (and related vehicles) is expected. And they delivered, with everything from workhorse and special touring Land Rovers through Minis (original type) to the more regularly seen Triumphs and MGs. But that wasn't all. Pre-war Austins (running and under work), a Rolls-Royce Silver Cloud, a Daimler SP250 (fiber-glass body), and a nice range of Jaguars, including sedans, convertibles and E-type coupes were all presented. Oh, and a Jensen-Healey to accompany the Austin-Healeys. A couple of late (new) generation MGs made an interesting contrast to the TD models present. Lotus Elan and Lotus/Caterham Super 7s were presented as well. Yes, there was an Aston Martin, but some British fans probably missed it, being as it was over with the Italians, having arrived late. Morgans included 3- and 4-wheel models.

Volvo, Citroen, Saab, DeLorean and Opel models were among the other European makes seen and I've probably left some out; the range (and number – 197) of cars exceeded that of any recent year. Most owners were near their charges and were willing to answer questions and tell stories about the vehicles and the adventures involved in acquiring and owning them, most even being true. Spectators arrived steadily all day long and most cars stayed until 4pm, the official closing time. There were food trucks, making it possible to eat on site and a supplier of ice cream, much appreciated on a hot day. A word of thanks goes out to the various sponsor organizations and vendors, many of whom set up on site and were available to both exhibitors and the public.

Now, finally, a word about the Volks Folks. A large (huge) contingent of VW fans and owners set up in an area adjacent to the main field (or maybe they are the main field) and while I didn't get there, it is pretty clear that, as in the past, they

have a terrific time. A completely amazing variety of vehicles show up, the owners are enthusiastic and outgoing and they play music and basically party all day. This hobby is supposed to be fun and they honour that. Of course, the most serious the non-VW group gets is competing for the people's choice

awards in the various classes (based this year on make): some people really get their cars sparkling in and out while others just hose the bugs off and hop on down to the show. (Not really; this year the cars were all in pretty outstanding condition.)

A lot of time and effort goes into a show like this; thanks and congratulations to the organizers. The result was well worthwhile and something to be proud of.



People's Choice Class Winners:

Chris Gorrie – '68 MGB

Brian Inley – '60 MGA

Steve Crosby – '60 Triumph TR3A

T. Armstrong – '70 Triumph TR6

Doug James – '62 Austin-Healey 3000

Bill Marshall – '69 Jaguar E-type

Michael Holtz – '64 Morgan 4+4

Bob Johnston – '70 BMW 2000ti

Hans Wissner – '92 Mercedes-Benz 100D

Jeff X – '59 Porsche 356

Mike Dunlop – '85 Porsche 944

Bob Merchant – '74 Alfa

Romeo 2000GTV

Stephen Ross – '63 Lancia Flaminia

Robert Francis – '67 Ferrari 275GTB/4

William Jordanov – '69 Lamborghini Islero S

Craig Squires – '74 VW Karmann-Ghia

Now ta begin with, Henry really was big. He stood about 6'5" an' probably weighed close ta 300 lbs. an' had a great big laugh ta match. A GREAT big laugh! He wuz a mechanic – prob'ly still is – an' more 'n' anythin', loved ta "tune stuff up." Now, ta most of us, thet means ta git'er runnin' smooth so's ya cain't hardly hear it, right? NOT ta Big Henry. Nope, not even close.

When Big Henry wuz tunin', he didn't use no fancy timin' lights er dwell meters, er scopes, er anythin' like that. Ya had ta perform this creative art "by ear", or "by the seat o' yer pants", er "by instinct", Big Henry declared. An' it seems Big Henry had lotsa instinct, because after he got done tunin', thet engine never sounded like thet in its life. Or went as fast. Now Big Henry COULD do a routine tune-up, an' do it well. He didn't even mind. As long as he got ta do one o' "his" tune-ups once in a while too.

This wuz back in them long-ago days when the Young Editor wuz workin' at the Chevy dealership all through high school. An' Big Henry was finishin' his apprenticeship. An' both he an' the Young Editor loved Pontiacs. The Young Editor's Sierra Gold Metallic and Adobe Beige '57 Laurentian wuz shinin', an' clean, an' fairly quiet. Not so much the case with Big Henry's '58. When Big Henry would start up thet '58 o' his after work, why, nearby folks would stop dead in their tracks fearin' the Russians was comin'. Er worse. But it wuz jes' thet nasty 427 comin' ta life. Ah, she wuz sumthin' ta hear. An' see.

One day, Big Henry was talkin' about this thing called a "blower" thet he had jes' bought ta put on his 427. Now the Young Editor wuz barely outta junior high school an' had no idea whut Big Henry wuz talkin' about. The only "blower" he knew of wuz the one on his Grampa's ol' forge out at the farm thet the grandson's used ta crank up jes' fer fun. THAT was a blower, an' he couldn't quite see how that'd help the '58 git more horses. But, he wuz soon ta learn he wuz wrong because one sunny Saturday mornin', when the half-staff thet worked Saturdays at the garage wuz jes' arrivin', Big Henry turned the corner about five blocks away. Y'knew it was him comin' because there weren't nuthin' around thet sounded like thet Pontiac. But this day, it wuz even louder, an' nastier, an' more evil soundin' than ever. An' then, the Young Editor got his first glimpse of Big Henry's Big Blower. As he got closer, y'could hear a new whinin' sound too, an' the car barely ran at all when it slowed ta idle. An' oh, it was nasty indeed. An' hoodless now too. Henry said she was runnin' over 800 horses. No wonder it wuz whinin'! If'n ya were ta have a peek at a picture o' Big Henry's big several-shades-o-green machine an' if ya c'n imagine the grille gone an' jes' a welded-on

pipe fer a bumper, that's somethin' like Big Henry's '58 looked afore the hood was yanked off ta make room fer an engine thet stood out loud an' chrome an' proud. Y' see, there ain't no real point in havin' a hood ya cain't close anyhow, right?

Well sir, Big Henry offered ta take anyone thet wanted ta join him fer a ride around the big slough at the edge of town. So Stan (The Man), a brave expert bodyman, said Sure. What the heck. He'd ride along. So into the Pontiac interior he got an' slammed the door shut. Now, the word "interior" might o' been a bit o' an exaggeration as far as Big Henry's Pontiac were concerned too. Y' see, fancy stuff like trim an' seats an' upholstery jes' added weight, don't ya know, so there weren't no seats 'cept fer those li'l fiberglass things with all the seat belts all over up front there, and the gauges were jes' ones screwed down ta whut once wuz the dash. An' door panels an' like thet? Why, who needs 'em? Gone. As far as thet, the outside weren't no beauty either. A interestin' mix o' white an' green an' primer an' a few screwed-on aluminum hole patches. BUT, the suspension? Ah yes! Everythin' like thet had been "tuned" by Big Henry. So away the two o' em went in a big cloud o' screechin' tires, chunks o' flyin' rubber, an' Big Henry's loud laughin' echain' down the street.

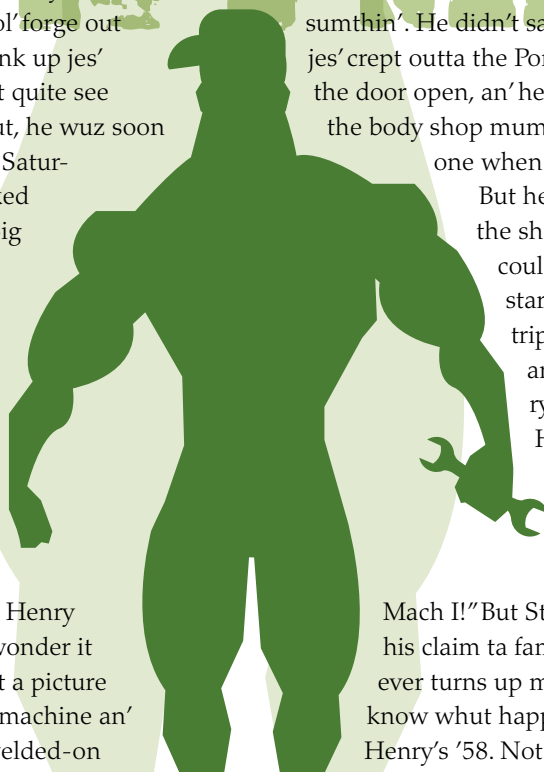
Yep. They did get back too. Really! Big Henry a-chucklin' an' lickin' his lips as he leaped out all excited. "Yep, we did'er at a hunderd!" he loudly proclaimed!

Now, lookin' over in the passenger seat weren't nearly as perty a sight. Stan the Man had crumpled right down til he weren't nearly half his size. His lips wuz frozen in a sort of a imitation grin, an' his eyes wuz WIDE open. Wide, wide open. He looked like he wuz sort o' in one o' them trances they talk about in the movies? Like he'd been to a séance er sumthin'. He didn't say a word at first. Not even one. He jes' crept outta the Pontiac when someone else crunched the door open, an' he wandered off into the direction of the body shop mumblin' sumthin' about killin' someone when no one wuz lookin'.

But he did speak. Eventually. He claimed the shock had all wore off an' now he could talk about it. But, as soon as he started describin' the famous slough trip, he'd git all tense an' red-faced, an' we never did hear the whole story. Not from Stan anyhow. But Big Henry was more'n happy ta oblige.

"We did'er at a hunderd, didn't we Stan? Y'know. Yer famous now! NO one has done'er at a hunderd, not even Louis in his

Mach I!" But Stan never seemed to care about his claim ta fame. He'd jes' say thet if Big Henry ever turns up mysteriously missing, WE would all know whut happened. An NO more rides in Big Henry's '58. Not fer Stan, anyhow.





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