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RIDES



**COLLECTOR CAR
APPRECIATION DAY**
Commemorating
the preservation of
automotive history.

OUR OIL IS KILLING OUR CARS

A look at the problem of changing oil
formulations and the effect on our vehicles.

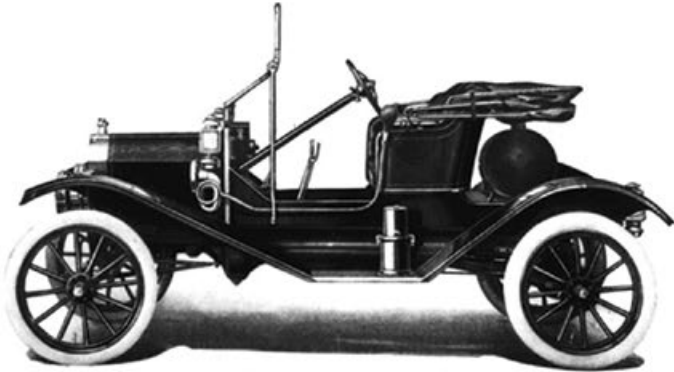
LAKELAND COLLEGE OFFICIAL OPENING

Lakeland College celebrates the official
opening of their Energy Park Site.

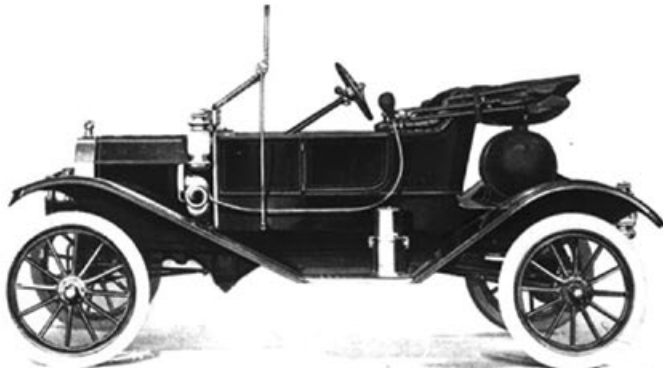
5-Passenger Touring Car, Fully Equipped



3-Passenger Roadster, Fully Equipped



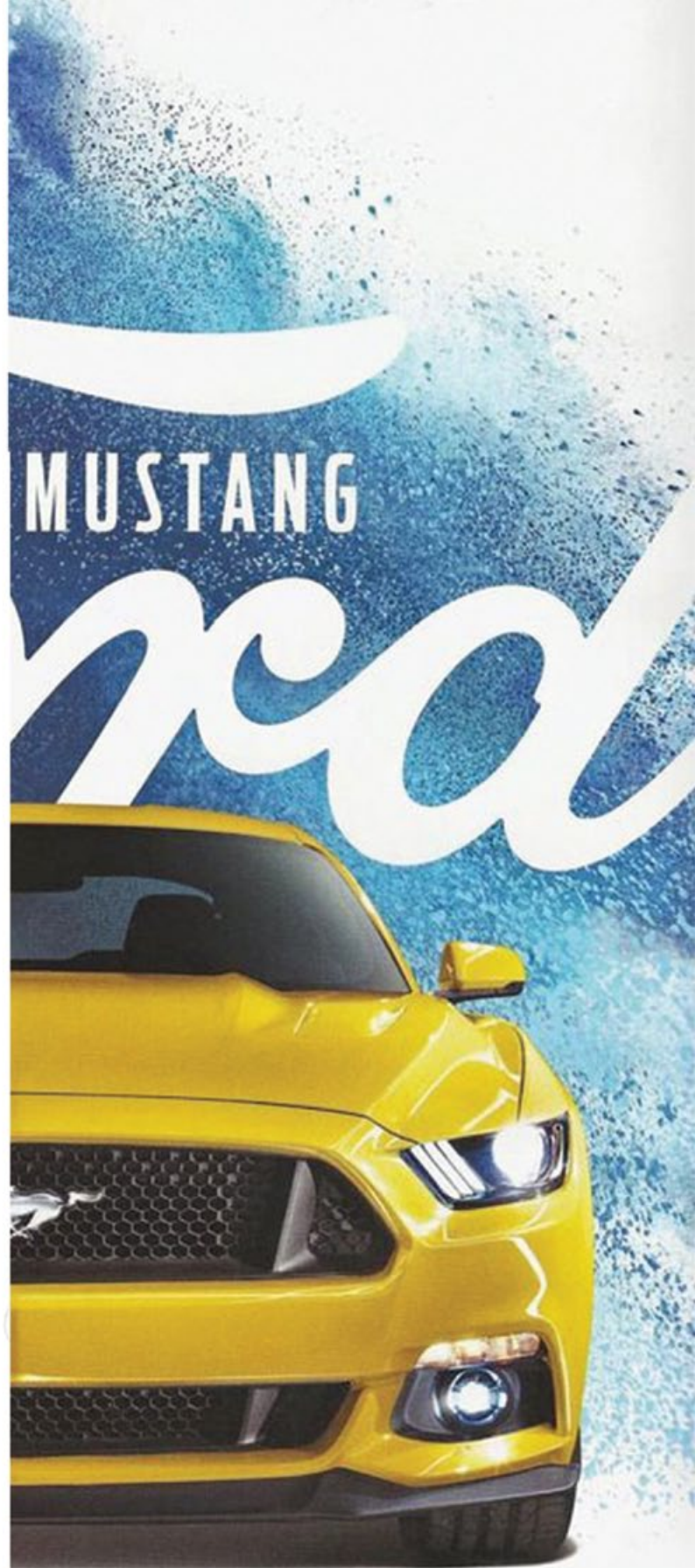
2-Passenger Open Runabout, Fully Equipped



2-Passenger Torpedo Runabout, Fully Equipped



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



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Collector Car Appreciation Day

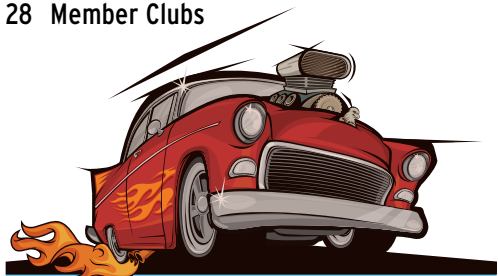
Commemorating the preservation and restoration of automotive history.

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ON THE COVER:

The tail light of a '56 Pontiac Star Chief Convertible.
Photo by Teak Sato

PRESIDENT'S MESSAGE

Maybe Spring is finally here. The glaciers are slowly receding from around the shop, the winter work project on the MG is finally finished and is waiting a test drive before I drive over mountains to Kamloops to participate in the Hagerty Spring Thaw Classic Car Adventure.

As the summer driving season approaches and perhaps you are considering a new ride for the summer, two of the articles in this issue are for you. Jeff Hill's article on when is the best time to buy and Kevin Clark's article on preparing your new ride for an Out of Province inspection hopefully will be a help.

Your executive team has been working hard to put together another Collector Car Appreciation Day celebration. Plans are coming together for major events in Calgary and Edmonton. Also to aid all our member clubs in hosting their own event, an event poster has been developed that have the local event data inserted. This is available on the svaalberta.com website.

With safety and driving in mind, Randy Rollo, SVAASafety Check Director, in conjunction with Vintage Sports Car and Alberta Pioneer Auto Club are holding an open "Safety Check" event at the opening of Glen Deer Circle A&W cruise nights on Friday May 11.

Our hobby continues to grow and great example of the this is expansion of the Lakeland College's Street Rod Technologies program to a great new facility in Lloydminster. This is a great program to bring new skilled technicians into the hobby.

If I missed you at SVAA AGM in Red Deer on May 5, have a safe summer cruising season.

Jim

NEW MEMBERS

The SVAA would like to welcome our newest member clubs for 2018:

- Alberta Mustangs Auto Club
- Calgary Pontiac Club
- Edmonton Classic Sports Car Club

SVAA INSURANCE PACKAGE SUMMARY

Top Notch Protection at Low Cost

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

One word: PROTECTION. The SVAA has, for many years, worked with its broker to provide a comprehensive insurance program to clubs at reasonable cost.

What do we get?

Our sanctioned events and meetings have General Liability coverage ranging from bodily injury and property damage to volunteer medical payments. It also includes setup and takedown at club events, all club meetings and events such as swap meets and fundraisers.

Further, the insurance company acts on our behalf and our member clubs when there is an incident. All volunteers and committees are covered. Our current limit is \$5,000,000.

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

What does the SVAA insurance program cost us?

Using a club with 20 members as an example, the cost of insurance is \$110 per year. A Certificate of Insurance is sent to the club upon receipt of their application for membership. Additional Certificates covering specific events are provided as needed at no additional charge.

Insurance is available only to SVAA member clubs.

This summary is issued as a matter of information only and is subject to application of terms and conditions the actual policies placed by SVAA.

For more information email us at

insurance@svaalberta.com



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SUE MacKENZIE ON THE INJURED LIST

Calgary, AB

No doubt you might notice the absence of one of our regular contributors, Sue McKenzie this issue. Sue, unfortunately, slipped on some ice badly breaking her ankle and lower leg. She is held together with screws and pins for the moment. (It only seems appropriate that she was coming from a high end dealership where she and her son, Bill, had been admiring the sleekly designed fast cars on display.)

Sue has been a stalwart and multi-talented supporter of Alberta Rides since early in its inception. Issues have includ-

ed at least one story and many images from Sue since she became one of our beloved regulars. Sue has had her photographs featured numerous times on the cover and in the centerfold (earning her the nickname "Centrefold Sue").

Get well soon, Sue. Driving season is only days away and it wouldn't be the same without you and the 'Bird.

With any luck, by the time you are reading this, she will be convalescing at home.



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BY **Keith Ansell**

Article Archive@ Foreign Parts Positively, Inc. November 2006

Note that this article was published in November 2006 and is offered here to provide background to the problem of changing oil formulations. More recent information can be found in the follow-up article at www.foreignpartspositively.com.

About a year ago I read about the reduction of zinc dialkyl dithiophosphate (ZDDP) in the oils supplied with API approval that could affect sliding and high pressure (EP) friction in our cars. The reduction of these chemicals in supplied oils was based on the fact that phosphates reduce the effectiveness and eventually damage catalytic converters and introduce minute amounts of pollutants into our atmosphere.

A couple of months ago I had a member of the Columbia Gorge MG Club bring a totally failed camshaft and lifters back to me that had only 900 miles on them!! I immediately contacted the camshaft re-grinder (Delta Cam) and asked how this could happen. They were well aware of this problem as they were starting to have many failures of this type. In the past the lack of a molybdenum disulfide camshaft assembly lubricant at assembly was about the only thing that could create this type of problem. My customer has assembled many engines and had lubricated the camshaft properly. Then the bad news came out: It's today's "modern" API (American Petroleum Industry) approved oils that are killing our engines: Meaning all flat tappet (cam follower) equipped engines,

as used in all BMC products, all British Leyland products, most pushrod engines prior to 1980, early Volvos, American high-performance engines and many others.

Next call: To a major camshaft supplier, both stock and performance (Crane). They now have an additive for whatever oil you are using during break-in so that the camshaft and lifters won't fail in an unreasonably short period of time. They also suggest using a diesel rated oil on flat tappet engines.

Next call: To a racing oil manufacturer that we use for the race cars (Red Line Oil). Their response: "We are well aware of the problem and we still use the correct amounts of those additives in our products". They continued to tell me they are not producing API approved oils so they don't have to test and comply. Their oils were NOT the "new, improved and approved" ones that destroy flat tappet engines! "We just build the best lubricants possible". Sounds stupid, doesn't it, New-Approved but inferior products, but it seems to be true for our cars.

To top this off: our representative from a major supplier of performance and street engine parts (EPWI) stopped by to "warn us" of the problem of the NEW oils on flat tappet engines. This was a call that the representative was making only because of this problem to warn their engine builders! "The reduction of the zinc, manganese and phosphates are causing very early destruction of cams and followers". They

are recommending that, for now at least, there must be a proper oil additive put in the first oil used on new engines beyond the liberal use of molydisulfide assembly lube. They have been told that the first oil needs the additive but remain skeptical that the first oil is all that is necessary. Their suggestion is to use diesel rated oils such as Delo or Rotella that are usually) available at auto stores and gas stations.

This problem is BIG! American Engine Rebuilder's Association (AER) Bulletin #TB2333 directly addresses this problem. I had a short discussion with their engineer and he agreed with all that I had been finding.

Next phone call was to a retired engineer from Clevite, a major bearing and component manufacturer. The first surprise was that he restored older British Motor bikes. The second surprise was that he was "VERY" aware of this problem because many of the old bikes had rectangular tappets that couldn't rotate and are having a very large problem with the new oils. He has written an article for the British Bike community that verify all the "bad news" we have been finding. '

Comp Cams put out "#225 Tech Bulletin: Flat Tappet Camshafts". They have both an assembly lube and an oil additive. The telling sentence in the bulletin was "While this additive was originally developed specifically) for break-in protection, subsequent testing has proven the durability benefits of its long term use. This special blend of additives promotes proper break-in and protects against premature cam and lifter failure by replacing some of the beneficial ingredients that the oil companies have been required to remove from the "off the shelf oil".

Next question: Now what do we do?

From the camshaft re-grinders (DeltaCam) "Use oils rated for diesel use", Delo (Standard Oil product) was named. About the same price as other quality petroleum based oils. They have the ZDDP we need in weights we are familiar with.

From one camshaft manufacturer (Crane): "use our additive" for the first 500 miles.

From General Motors (Chevrolet): add EOS, their oil fortifier, to your oil, it's only an 8-ounce can (This problem seems to be something GM has known about for some time!). The additive says for break-in only, some dealers add it to every oil change.

From Redline Oil: Use our street formulated synthetics. They have what we need! Early in 2007 they will be supplying a "break-in oil" specifically for our cars.

From Castro!: We are beginning to see a pattern emerging

on older cars. It may be advantageous to use a non approved lubricant, such as oils that are Diesel rated, 4 Cycle Motorcycle oils and other specified diesel oils. They will be supplying "new oils" specifically for our cars in early 2007.

For you science buffs: ZDDP is a single polar molecule that is attracted to Iron based metals. The one polar end tends to "Stand" the molecule up on the metal surface that it is bonded to by heat and friction. This forms a sacrificial layer to protect the base metals of the cam and tappet from contacting each other. Only at very high pressures on a flat tappet cam is this necessary because the oil is squeezed or wiped from the surface. This high pressure is also present on the gudgeon pin (wrist pin) in diesel engines, therefore the need for ZDDP in all diesel engines.

The Second part of the equation is Molybdenum disulfide (Moly). The molybonds to the zinc adding an additional, very slippery, sacrificial layer to the metal. I found out that too much of the moly will create problems; lack of this material reduces the effectiveness of the WDP. The percentage, by weight is from .01 to .02%, not much, but necessary according to the chemists.

Now there is no denying that there is a problem, lack of ZDDP (Zinc Dialkyl Dithiophosphate) in modern oils kills at least our cams and tappets. There seems to be no known alternative.

Our cars are a small percentage of the total market and BIG Corporate, the American Petroleum Institute and possibly government have made decisions that are detrimental to our cars. This problem isn't going away. The trend today is to lighter weight oils to decrease drag, which increases mileage. Most of these seem to be the "Energy Conservation" oils that we can-not use.

Redline oil and others are suggesting a 3,000 mile break-in for new engines! Proper seating of rings with today's lubricants is taking that long to properly seal.

Shifting to synthetics before that time will just burn a lot of oil and not run as well as hoped.

The "Energy Conservation" trend was first led by automakers to increase mileage numbers and secondly because the ZDDP and other chemicals degrade the catalytic converter after extended miles, increasing pollution. Most of us don't have catalytic converters and the mileage gains are not that significant.

Many oil companies may have products that will continue to function well in our cars. Castrol, Redline, Valvoline, Mobil,





Shell, Amsoil and others have now commented on my original article and are making suggestions. Some companies are offering short lists of "acceptable" oils, others just one. One company has responded without any substantive information in a two page "bulletin". By their account all their oils are superior and applicable. This is typical of many companies.

Some oil manufacturers are pointing to metallurgy, blaming poorly built cams and followers. This may have some validity but the bottom line is that there has been a big increase in failures with products that have been on the market for many years but are now having greatly increased failures. To me the bottom line is, if the lubricants are working there is no contact between surfaces, it shouldn't matter what the materials used in the products are, within reason.

On "modern" production cars, stay with the manufacturers' suggestions. For any car produced before about 1990 the owner needs to be aware that the factory suggested lubricant may have changed and may not be applicable. Flat tappet, stock, performance or modified may be affected. MGBs from 1975 to 1980 must choose to sacrifice the cam or the catalytic converter as an example of how difficult the decisions are becoming!

Yes, there is more! Castrol does understand our dilemma and is actively looking into what it can do to support our cars. We can soon expect to see products from them with specific application to classic cars. Red Line will be offering a "break-in" oil soon after the first of the year. Shell's Rotella will be good until about June or July of 2007 with possibly nothing after that date. Delo (Chevron) will also be questionable after the new "CJ-4" standards come in the middle of 2007.

Now the important information, here are Oils that may be correct for our cars today:

(As reported by manufacturers by 2-18-07, NOTE: many have changed their recommendations over the last three months!)

Castrol Syntec "Classic" 20W-50 (available after April, 2007)

TWS Motorsport: 10W-60*

BMW: Long Life 5W-30*

Red Line: 10W-30, 10W-40 (Synthetic oils)

Valvoline: VR-1 20W-50 (Conventional oil)

Amsoil: 20W-50 (TRO),
10W-40 (AMO),
15W-40 (AME) &
20W-50 (ARO)

Mobil: Mobil 1 5W-30
20W-50 (Synthetic)

Chevron: Delo 400

Shell: Rotella

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What we are doing at Foreign Parts Positively has been difficult to determine but with few options left, the following is what we are forced to do. Some of our choices have been based on the manufacturer's willingness to help and specific reports. This list will change in the next months with Castrol and Red Line adding products just for our cars.

- Break-in uses Delo 400 30W (a break-in oil will be available from Redline soon!) or Castrol HD-30 if it was produced before July 2006. We have some old stock of Castrol HD-30.



- Conventional oil is Valvoline VR-1 20W-50 or Castrol GTX-20w-50 if it was produced before July 2006. We have some old stock.
- Synthetic oil is Red Line 10W-30 in newer engines or 10W-40 in older engines.
- Break-in is now 3,000 miles before changeover to running oil.
- 1-year or 18,000 mile oil change interval with Red Line synthetic
- 1-year or 2,500 mile oil change interval with conventional oil (Valvoline VR-1 20W-50).

Thank you to Castrol, Redline, Christiansen Oil, Valvoline, Mobil, Shell, Standard Oil and Amsoil for input. We're sure this subject will continue: Please forward any new information on this subject that you may encounter.

We have received some very interesting material from "Mr Moly" that may be putting molybdenum disulfide (MoS) into this discussion. It seems that ZDDP plus MoS is the best from the oil companies' opinion but MoS by itself may be beneficial. Some racers swear by it. The literature seems to support "Mr. Moly's" position.

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WHAT ABOUT STREET RODS AND TRUCK DRIVER TRAINING?

BY **Malcolm Fischer**
Stettler, Alta.

If these topics are of interest to you, a mosey over to Lloydminster to Lakeland College's buildings at the Energy Park site would be time superbly spent. There are two beautiful donated buildings at this site. In the south building, you'll find Street Rod Technology students working on projects of all kinds, learning the skills of restoration and modification. Great shop, wonderful facility, and interesting goings-on of all things auto. On the left below you see a '67 Firebird that students are taking from junk to showroom, and it's well on the way. It will be auctioned off when completed with half the loot going back into the program and the other half buoying up their scholarship funding. On the right is a '66 Valiant convertible, freshly painted, and she's a beauty. Grand work!



Once you pry yourself out of the Street Rod shop and head over to the nearby Truck Driver Training building, you see another progressive facility and program. Below left are SVAA attending members, Dr. Dave GTO Scragg on the left, President Jim MG Herbert in centre, and the Old Editor, Slave of Buicks there on the right.



The elaborate ribbon-cutting ceremony was the focus of the event and in the middle is the couple who made the incredible \$2.7 million donation of property and buildings. (Not sure if they want their names mentioned herein.) On the right is one of the Peterbuilts used in the course which essentially consists of everything you have to know in regard to your tractor and trailer, and all the skills required to drive and operate the big rigs. There is now space to keep these beauties indoors, and look after them even better. This is definite drool country for those thusly inclined, and SVAA greatly appreciated being invited to participate!

Press release from Lakeland College

LAKELAND CELEBRATES ENERGY PARK SITE OFFICIAL OPENING

(Lloydminster, Alta.) – Lakeland College officially opened its Energy Park Site on April 18.

Dignitaries, industry partners, alumni, students, employees and friends of the college celebrated the opening of the three-acre industrial site just west of Lloydminster. The site includes two large buildings that now house Lakeland's street rod technologies (SRT) and truck driver training programs.

Lakeland acquired the Energy Park Site through the generosity of a private donor. Valued at \$2.7 million, it is the largest philanthropic gift in the college's history.

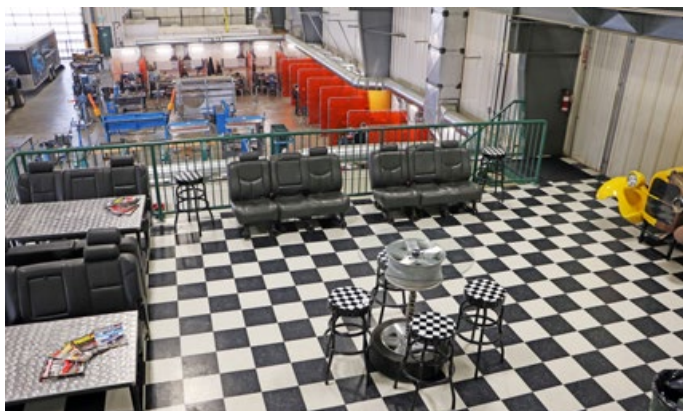
"We're thankful for this generous donation. With this wonderful addition our street rod technologies students are turning their passion for vehicles into rewarding careers and our truck driver training program finally has a permanent location," says Alice Wainwright-Stewart, Lakeland's president and CEO.

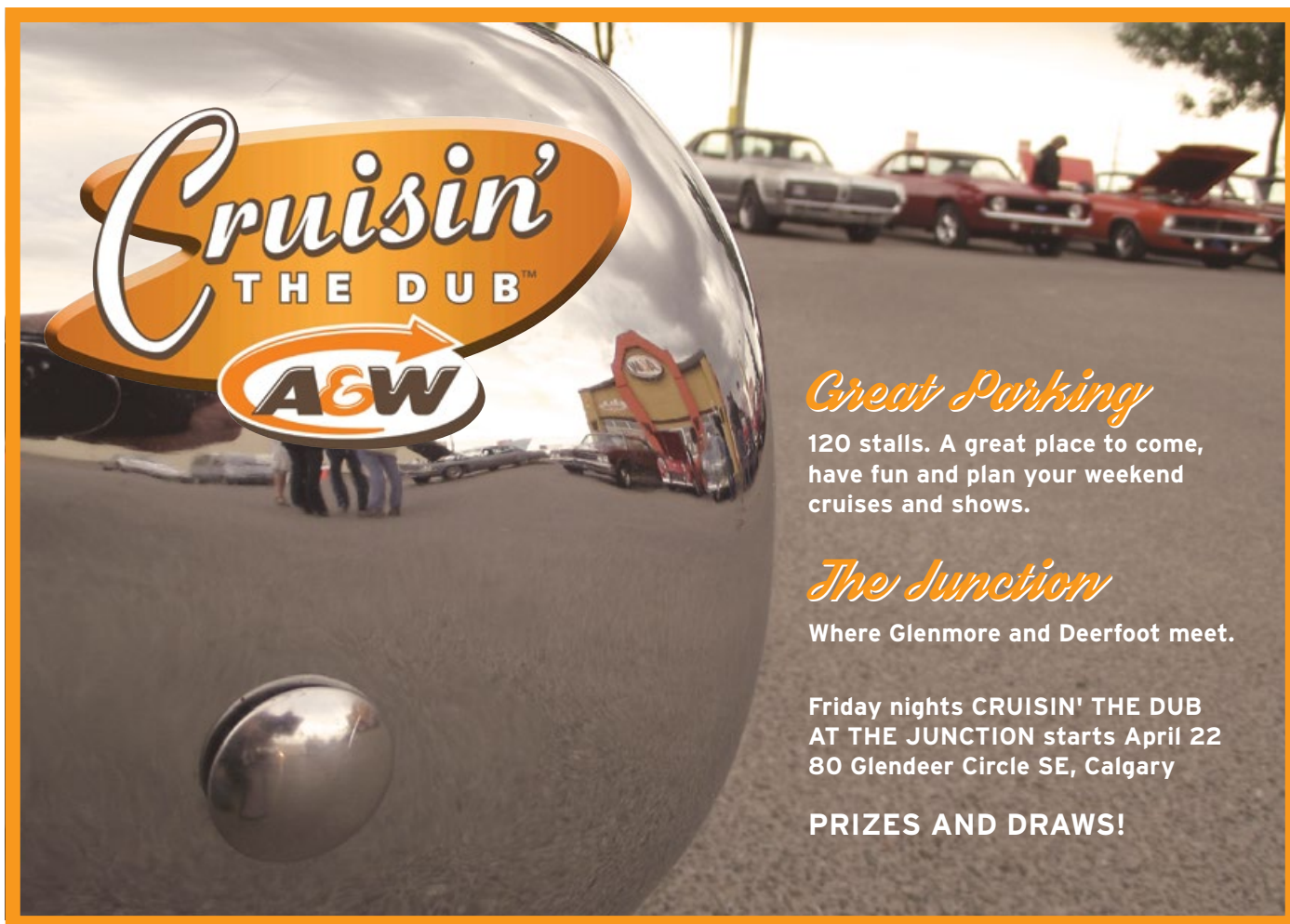
Donor Barry Anderson says the celebration is all about the college, the students, and this facility that they'll use for years to come. "I'm proud to be a part of it, but I was only one piece of a lot of moving parts to get to this point. What they've done to the site is amazing and unbelievable. I'm glad this has worked out for the college and for the younger generation to be able to have an educational facility like this."

Officially opening the Energy Park Site is significant for Lakeland's School of Trades and Technology and its students. "This innovative facility is filled with outstanding potential for Lakeland to grow its presence in industry, and to train students with current, industry-relevant programming," says Dave King, dean of the school.

"We've been able to increase our capacity for enrolment in our SRT program, as well as have all of the tools they need to excel under one roof and have additional space for them to keep their personal projects," King says. "For our truck driver training program, the location is its first permanent home. Before, we parked our trucks and trailers at either campus or in area parking lots. Now, our equipment is safely stored inside the north building at the Energy Park Site, shielded from the elements."

SRT students learn to customize and restore vehicles in this one-year certificate program. They learn about vehicle design, electrical systems, frames, suspension and more. Using specialized tools, students develop valuable skills in metal shaping, custom painting and welding, among others. In addition to finding employment in the restoration and fabrication industry, SRT graduates have the opportunity to challenge the auto body prepper apprenticeship exam. Lakeland offers both Alberta and Saskatchewan Class 1 and 3 truck driver training. For more information visit www.lakelandcollege.ca.





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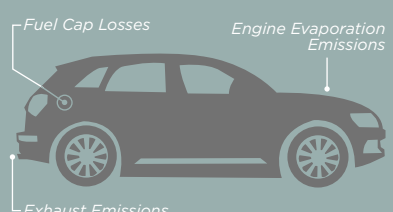


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BY Ted Lobley
Calgary

For the second consecutive year, the SVAA took part in the World of Wheels events in Alberta. Sharing space with our sister organization, the Specialty Vehicle Appraisers Institute gave us the opportunity to make new acquaintances and renew existing ones. Jim Herbert, Dave Scragg, Malcolm Fischer, Del Morrison and numerous others worked the booths.

Participation in events such as World of Wheels requires considerable organization. Booth space has been rented, an eye catching display assembled, promotional materials prepared and printed and, often most challenging, a booth staffing schedule is required. Led by Jim Herbert and Dave Scragg all of the above was smoothly accomplished. Our old display was retired (lovely but bulky, heavy and time consuming to assemble and take down) and a lovely pop-up unit donated in its place.

The goals of SVAA participation were to:

- Make hobbyists aware of the SVAA
- Provide a contact point for clubs to ask questions
- Recruit new individual and club memberships

- Sell advertising in our flagship magazine, Alberta Rides
 - Scout opportunities for stories/articles for Alberta Rides
- According to Jim Herbert, we were successful on all counts. You will see new ads in Alberta Rides (please support our advertisers). The staff at the booth was kept busy

answering questions and providing information throughout the events. Herbert says, based on the success of the SVAA participation, we will be back in 2018.

World of Wheels has for 53 years run as many as 20 custom car shows across North America. This year saw three Canadian shows, Edmonton, Calgary and Winnipeg. The shows are produced by Championship Auto Shows with local operation of each show.

While street rods are the heart and soul of World of Wheels, classics, motorcycles and more take part. Manufacturers, insurance companies, anybody who is providing services to the hobby is welcome to rent booth space. The combination makes the show a destination for the automotive enthusiast.



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OUT OF PROVINCE INSPECTIONS - WHAT YOU NEED TO KNOW



So you just inherited old Uncle Henry's classic car and want to bring it into Alberta so you drive it on special occasions a few times a year. When you went to register the car at your local Alberta Services outlet you found out that you need an OUT OF PROVINCE INSPECTION. When you questioned the boys at the local coffee stop, they regaled you with horror stories of the costs and work required to get this dreaded OOP inspection.

What do you do now?

Kevin Clark, a register mechanic, from the Lloydminster Auto Club has come with a list of items that can cause your vehicle to fail an OOP inspection. These are items that you can fix or have repaired on your timeline before you take the vehicle in for inspection.

Remember once your vehicle has failed to pass the OOP you have only 14 days to have it repaired before you have to start the whole inspection process over.

PRE- OUT OF PROVINCE INSPECTION

Customer Check list.

- 1 Windshields cannot have a crack larger than a nickel (12mm) in size anywhere in the wiper path or a crack of 75mm anywhere else on the windshield.
- 2 No Aftermarket Tint is allowed on the windshield or the front drivers and passenger side windows.
- 3 All Lights and horns must be in operating condition and be DOT approved.
- 4 All lamps including headlamps cannot be broken or cracked and must not be discoloured or contain any moisture.
- 5 Tires must not protrude passed the wheel wells unless covered by Mud Flaps and/or Wheel Well Flares.
- 6 Tires must have no deep sidewall cracks and must have thread depth above the wear bars.
- 7 Rearview mirrors cannot be cracked, broken, discoloured or have loose mountings.
- 8 All Side Windows, Doors, Latches & Locks must operate properly.
- 9 HVAC must operate in all modes. (A/C does not have to be maintained or charged).
- 10 Instrument panel lighting and gauges must be operational.
- 11 No SES (check engine light), SRI, ABS, brake warning lights or warning messages should be present or illuminated when driving. (excludes TPM) Note: All vehicles equipped vehicles will be scanned for DTC's during an inspection.
- 12 No severe brake pulsation or brake lead must be present.
- 13 The steering wheel must be centered and the vehicle must steer properly without side pull.
- 14 Wheels must not be out of balance.
- 15 Windshield wipers and windshield washers must be operational
- 16 Seats & interior must be all secure.
- 17 No exhaust leaks or inadequate mufflers are allowed.

Note: Vehicles that are legible for antique status (25 years or older) will be inspected as per original or period correct regarding lights, mirrors, windshield wipers and washers, seatbelt,etc. It is well worthwhile to have documented proof of the accessories for the inspector.
Kevin also noted that as a garage they are more than happy to repair any of the above issues but as an additional cost over the Out of Province Inspection fee.





JULY 13, 2018

INTERNATIONAL COLLECTOR CAR APPRECIATION DAY

By Jim Herbert & Ted Lobley

SVAA in conjunction with NAACC and SEMA are sponsoring Collector Car Appreciation Day on July 13, 2018. This year's Collector Car Appreciation Day (CCAD) is the ninth consecutive commemoration of the role of automotive restoration, collection and the preservation of the automotive history in Alberta and Canada.



What is Collector Car Appreciation Day?

Collector Car Appreciation Day is a Specialty Equipment Market Association (SEMA) initiative. It is supported through SEMA Action Network (SAN). Begun in the United States nine years ago, it has become an event that spans continents.

An important question is: who can participate; what constitutes a collector car? Any person who is part of the hobby in any way is welcome. Simply enjoying seeing the vehicles qualifies you. Any vehicle that is seen as having value enough to preserve – even though it gets driven needs to be there. Street rods, military vehicles, motorcycles, antiques, customs, low riders, tuners... the list goes on. All welcome under the umbrella of Collector Car Appreciation Day

In preparation for the event the SVAA is once again seeking a Provincial Government declaration to recognize the day's significance. The collector car industry endeavors to preserve our nation's automotive heritage while providing well-paying, high-skilled jobs nationwide. Intended to celebrate the classics of the past and the future, CCAD is a singular tribute to the collector-car industry and the millions of hobbyists it supports.

Ask your local politicians to recognize the day, invite them to the event and have fun.

Official Events

This year, Jim Herbert, SVAA President, began working with staff from Service Alberta in February. The province is enthusiastically on board. They are helping with promotion (remember the request for club logos made by the SVAA in April). Promotional materials are being prepared. The initial thought was to demonstrate the breadth of our hobby through the use of the club logos. The provincial effort is a companion to the poster edited by our own Teak Sato. The poster, customizable for event hosts, has been sent to all the clubs for use in their newsletters, websites and social media. It is available on our website, www.svaalberta.com for download.

Two major events are planned. Once again, it is expected that Alberta Services Minister McLean, at the A&W at Glendeer Circle will make the proclamation. Yes, we are going to manage the show'n'shine sight to accommodate the volume of participants. Jim Herbert with the help of Rob Smith is coordinating the Calgary event.

In Edmonton, the preliminary plan is to marshal vehicles at Government House then cruise to the Legislature where a senior politician will be making



the proclamation. Dave Scragg, Vice President North for the SVAA is making arrangements.

For those unable to celebrate on July 13, the SVAA & SEMA encourage events to be scheduled throughout the month of July.

Benefits of CCAD

The SVAA has worked steadily promoting Collector Car Appreciation. Last year saw the first provincial proclamation for the day. The Minister Of Service Alberta, Stephanie McLean made the proclamation at the celebration in Calgary. (The event was held at the A&W at Glendee Circle. People turned out in such numbers that even the roadways on the lot were full.) Many towns and cities made similar proclamations. Malcolm Fischer, an SVAA director, encouraged Stettler to take part and they did. Jim Herbert lobbied the City of Calgary and was successful. Many others did similar things.

The day of recognition accomplishes a number of things. It acknowledges the work of the hobbyists in the building/preservation/maintenance of their vehicles. It further recognizes the extensive network of businesses supporting the hobby and providing employment across the province. Working with provincial officials has enhanced their understanding of the hobby and its place in Alberta.

The SVAA, in bringing the request for the proclamation to the province has made this the message at all of our meetings. Jim Herbert is pleased with the response from the provincial officials.

CCAD Events

The SVAA's message is to hold an event celebrating the day in your area. Let people see your beloved vehicle and begin to understand what the hobby does for all of us. Many of us cannot be at the provincial proclamations in Calgary and Edmonton. Ask your local politicians to recognize the day, invite them to the event and have fun.

The SVAA, through its Events page on the website, www.svaaevents.info is maintaining and publicizing events across the province commemorating CCAD 2018. SEMA is doing the same on SEMA Action Network's (SAN) website. Individuals, car clubs and business owners interested in publicizing events can submit the details of their celebrations at the events page on the svaalberta.com website or semasan.com. You can also submit them to Colby Martin, SAN director, at 909-978-6721 or san@sema.org.

For those unable to celebrate on July 13, SEMA encourages events to be scheduled throughout the month of July.

See you on July 13.

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EVENTS CALENDAR

MAY

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

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

JUNE

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27 12 13 14	28	29	30	31	1 15	2 15 16 17 18 19 20
3 16 21	4	5	6	7	8 22 23 24	9 22 23 24 25 26 27 28
10 24 28 29	11	12	13	14	15 30 31	16 30 31 32 33 34 35 36
17 30 31 37	18	19 38	20	21	22 39 40 41	23 39 40 41 42
24 43 44 45	25 43	26 43 46	27 43 46	28 43 46	29 47	30 47 48

JULY

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 47 49 50	2	3	4	5 51	6 51 52	7 51 52 53
8 51 52	9	10	11	12	13 54	14 54 55 56
15 54	16	17 57	18	19	20 58	21 58 59 60 61 62 63 64
22 58 59 65	23	24	25	26	27 66	28 66 67 68 69 70 71
29 66 72	30 73	31 73	1 73	2 73	3 73	4 73

1	May 4-5	49th Annual CAVAC Swap Meet - Red Deer, AB Westerner Park www.vintageautoclub.ca
2	May 5	W.H. Croxford High School 3rd Annual Show & Shine - Airdrie, AB 9:00AM-1:00PM W.H. Croxford High School www.svaaevents.info
3	May 5	SVAA 2018 AGM 12:30PM-3:30PM Westerner Park www.svaalberta.com
4	May 11-12	Goodguys 13th Nashville Nationals - Nashville, TN Nissan Stadium www.good-guys.com/nvn-2018
5	May 11-13	Didsbury Car Club / 2018 Fuel-A-Palooza - Didsbury, AB Various locations in Didsbury www.svaaevents.info
6	May 15-19	Mecum Auction Indy 2018 - Indianapolis, IN Indiana State Fairgrounds www.mecum.com/auctions/indianapolis-2018/
7	May 17-19	Sand Point Lost In The 50s Car Show - Sand Point, ID Second Avenue Pizza http://sandpoint.org/lostin50s/
8	May 19	65th Anniversary Of The Carena In Viking - Viking, AB 12:00PM-4:00PM Viking Carena Complex www.svaaevents.info
9	May 22	Lakeside Kruzers Cruise in/Show & Shine - Chestermere, AB 6:30PM-7:00PM Chestermere Safeway www.svaaevents.info

10	May 25-26	Okotoks Collector Car Spring Auction - Okotoks, AB Okotoks Rec Centre www.okotokscarauktion.com/auction-details/
11	May 26	CCMR Show & Shine - Spruce Grove, AB 11:00AM CCMR Performance www.ccmrmobiledyno.com
12	May 27	Northern Thunder Classic Auto Club Poker Rally - Drayton Valley, AB 11:00AM Masonic Hall www.svaaevents.info
13	May 27	Calgary Firebird Club 14th Annual Charity Show & Shine - Calgary, AB 10:00AM-3:00PM Blind Beggar Pub & Stage www.calgaryfirebirdclub.com
14	May 27	Autorama 26 Show 'N' Shine - St. Albert, AB 10:00AM-4:00PM Fountain Tire www.svaaevents.info
15	Jun 1-2	Mecum Motorcycle Auction - Las Vegas, NV South Point Hotel, Casino & Spa's Exhibit Hall www.mecum.com/auctions/las-vegas-motorcycle-june-2018/
16	Jun 2-3	Goodguys 25th Summer Get-Together - Pleasanton, CA Alameda County Fairgrounds www.good-guys.com/sgt-2018
17	Jun 2	Chipman Car Crafters Swap Meet - Chipman, AB 9:00AM-4:00PM Chipman Agricultural Grounds www.svaaevents.info
18	Jun 2	Revelstoke Mountain Paradise Show & Shine - Revelstoke, BC 8:30AM-4:00PM Grizzly Plaza www.facebook.com/Revelstoke-Vintage-Car-Club-227451064325208/



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19	Jun 2	Elk Point Car Show - Elk Point, AB 10:00AM-4:00PM 50th Ave (Main Street) www.elkpoint.ca	25	Jun 9	Brok'n Pistonz & Those Guys Garage 2nd Annual Show N Shine - Sherwood Park, AB 8:00AM-3:30PM Those Guys Garage www.svaaevents.info
20	Jun 2	7th Annual Cruise into Summer Show and Shine - Edmonton, AB 10:00AM-3:00PM North Pointe Community Church www.svaaevents.info	26	Jun 9	Beiseker Show and Shine - Beiseker, AB 8:00AM-3:00PM 6th Street (Main Street) www.beisekercarshow.com
21	Jun 3	Chipman Car Crafters 18th Annual Show n' Shine - Chipman AB 9:00AM-4:00PM 50th Street (Main Street) www.svaaevents.info	27	Jun 9	Edmonton 567 Club Area Charity Swap Meet - Sherwood Park, AB 8:00AM-4:00PM Millenium Place www.edmonton567club.com
22	Jun 8-9	Mecum Auction Denver 2018 - Denver CO Colorado Convention Center www.mecum.com/auctions/denver-2018/	28	Jun 9-10	History Road - The Ultimate Car Show - Wetaskiwin, AB Reynolds-Alberta Museum www.facebook.com/events/145196136253533/
23	Jun 8-9	Goodguys 26th East Coast Nationals - Rhinebeck, NY Dutchess County Fairgrounds www.good-guys.com/ecn-2018	29	Jun 10	A&W Early Bird Show & Shine - Edmonton, AB 10:00AM-3:00PM A&W 149th St. & 11th Ave. www.svaaevents.info
24	Jun 8-10	The Elegance At Hershey, Hershey, PA The Hotel Hershey http://theeleganceathershey.com			






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30	Jun 15-17	BritsBest Classics 2018 - Radium Hot Springs, BC Legends Field http://calgarymgclub.org/britsbest.html	41 Jun 22-23 11th Annual Calgary Collector Car Auction - Calgary, AB Grey Eagle Casino www.theelectricgarage.com/auctions/
31	Jun 15-17	Touring Tin Car Clubs 49th Annual Banff Rod Run - Banff, AB Tunnel Mountain Village Campground - Section K www.touringtin.ca	42 Jun 23 Lebarons 1/8 Mile Drag Race - Lethbridge, AB Event Time Lethbridge Airport http://lebaronscarclub.com
32	Jun 16	Didsbury 26th Annual Soap Box Derby - Didsbury, AB 8:00AM Hwy 582 www.facebook.com/TheDidsburyShowandShine/	43 Jun 24-28 2018 POCI Annual Convention - Wisconsin Dells, WI Chula Vista Resort www.poci.org
33	Jun 16	Fountain Tire Show & Shine - Edmonton, AB 9:00AM-4:00PM Fountain Tire (Truck Centre) www.svaaevents.info	44 Jun 24 Ukrainian Cultural Heritage Village, Vintage Day - Tofield, AB 10:00AM-5:00PM Event Location www.svaaevents.info
34	Jun 16	Mountain View Pistons Show & Shine and Fly-in - Olds/Didsbury, AB 9:00AM-3:00PM Olds Didsbury Airport www.svaaevents.info	45 Jun 24 Pacemaker Motorsports Classic and Performance Auto Show - St. Albert, AB 10:00AM-4:00PM Ron Hodgson Chevrolet Buick GMC www.ironindiansedmonton.com
35	Jun 16	Model T Races & Car Show - High River, AB 10:00AM-2:30PM High River Rodeo Grounds www.svaaevents.info	46 Jun 26-28 39th Annual 2018 GTOAA Convention - Oaks, PA Greater Philadelphia Expo Center http://svgto.com/
36	Jun 16	Beaumont Dream Cruisers Show & Shine - Beaumont, AB 2:00PM-8:00PM Ken Nichol Regional Recreation Centre www.svaaevents.info	47 Jun 29-Jul 1 Goodguys 27th Speedway Motors Heartland Nationals - Des Moines, IA Iowa State Fairgrounds www.good-guys.com/hln-2018
37	Jun 17	Vegreville Iron Runners Annual Father's Day Event - Vegreville, AB 10:00AM-5:00PM Vegreville Fair Grounds www.svaaevents.info	48 Jun 30 Knights Around the Lake Car Show - Lethbridge, AB 4:00PM-9:00PM Henderson Lake http://knightscarshow.com
38	Jun 19	Lakeside Kruzers Cruise in/ Show & Shine - Chestermere, AB 6:30PM-7:00PM Chestermere Safeway www.svaaevents.info	49 July 1 Canada Day Show & Shine - High River, AB 8:00AM-4:00PM George Lane Park www.svaaevents.info
39	Jun 22-23	34 Summer Cruise - Edmonton, AB Boaden Park www.svaaevents.info	50 July 1 Breton ATB Show & Shine and Parade - Breton, AB 11:00AM-2:30PM Along 51 Ave, Breton, AB www.svaaevents.info
40	Jun 22-23	Mecum Auction Portland - Portland, OR Portland Expo Center www.mecum.com/auctions/portland-2018/	51 Jul 5-8 57th International Auto Meet - Great Falls, MT Heritage Inn www.svaaevents.info
			52 Jul 6-8 Goodguys 21st PPG Nationals - Columbus, OH Ohio Expo Center www.good-guys.com/ggn-2018

53	Jul 7	3rd Annual KMS Tools Edmonton Charity Show & Shine - Edmonton, AB 7:00AM-3:30PM KMS Tools & Equipment www.svaaevents.info	64	Jul 21	Sylvan Lake Stollery Charity Show 2k18 - Sylvan Lake, AB 10:00AM-6:00PM Meadowlands Golf Course www.acceleratedrevolution.com/sylvan
54	Jul 13-15	Ponoka Piston Poppers 39th Hog Root Rod Run - Ponoka, AB Ponoka Stampede Grounds www.svaaevents.info	65	Jul 22	Ashmont 4th Annual Show & Shine - Ashmont, AB 10:00AM-6:00PM Ashmont, AB www.svaaevents.info
55	Jul 14	Sylvan Lake Customs & Classics Show & Shine - Sylvan Lake, AB 9:00AM-3:00PM Meadowlands Golf Course www.svaaevents.info	66	Jul 27-29	Goodguys 31st Pacific Northwest Nationals - Puyallup, WA Washington State Fair Events Center www.good-guys.com/pnwn-2018
56	Jul 14	Millet Show & Shine - Millet, AB 10:00AM-4:00PM Millet Agriplex www.facebook.com/Milletshowandshine/	67	Jul 28	Michener Allen Classic Car Auction - Calgary, AB Michener Allen Auctioneering www.maauctions.com
57	Jul 17	Lakeside Kruzers Cruise in/Show & Shine - Chestermere, AB 6:30PM-7:00PM Chestermere Safeway www.svaaevents.info	68	Jul 28	Western Wheels Hooked On Classics - Rocky Mountain House AB 9:00AM-3:00PM Rocky Mountain House, AB www.svaaevents.info
58	Jul 20-22	Sun Valley Cruise-In, Open Car Show, - Vernon, BC 30th Ave, Vernon, BC www.sunvalleycruisein.com	69	Jul 28	Rehoboth Christian Ministries Show & Shine - Stoney Plain, AB 9:00AM-4:00PM Rehoboth Christian Ministries www.svaaevents.info
59	Jul 21-22	Cold Lake Air Show, Cold Lake, AB 6 Hangar, Cold Lake Air Base www.coldlakeairshow.com	70	Jul 28	Cruise For Cancer - Calgary, AB 10:00AM-2:00PM First Alliance Church www.svaaevents.info
60	Jul 21	25th Annual Rocket Round Up in Olds - Olds, AB 12:00AM-4:00PM Hildebrand Motors www.svaaevents.info	71	Jul 28	Bruderheim Model T Races - Bruderheim, AB 10:00AM Agriculture Grounds www.svaaevents.info
61	Jul 21	Diablo's Greaseball Bash - Calgary, AB 9:00AM-5:00PM Thornccliffe Greenview Community Association www.svaaevents.info	72	Jul 29	Black Diamond Car Show - Black Diamond, AB 10:00AM-5:00PM 1st Avenue & Hwy 22 www.svaaevents.info
62	Jul 21	Northern Thunder Car Club Show & Shine - Drayton Valley, AB 9:00AM-3:00PM Canadian Tire www.svaaevents.info	73	Jul 30-Aug 5	Rock N Red Deer Super Run - Red Deer, AB Various Locations www.rocknreddeer.com
63	Jul 21	European Classic Car Meet - Calgary, AB 10:00AM-4:00PM Stanley Park www.svaaevents.info			



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WHEN IS THE BEST TIME TO BUY A SPECIALTY VEHICLE?

By **Jeff Hill,**
Okotoks Car Auction

Over the course of a year I am frequently asked when is the best time to actually buy a Collector or Specialty vehicle? In looking at it, and from vast experience I have come to a pretty easy and direct answer...I'll get to that.

My personal experience is that there are a few variables that may come into play. Firstly, the rarity of the classic. How many were produced, how many still exist and where are comparable examples located globally?

Secondly, what do you intend to do with it? When will it see use? Is it ready to go or do you need to put some TLC or even complete some restoration work?

Thirdly, what is the motivation of the seller? Are they ready to let it go right away or ponder and wait for the stars to align before finally committing to let it go?

To be frank – when you find the classic that is right for you, regardless of season or weather, right then is the time to buy. With that said, the process of due diligence, negotiating or whatever would be part of that process but all too many times have I heard people talk about the car they missed because they just didn't commit to the buying process. Classics are not being made anymore as we all know and if something

pushes the right buttons and you're in the market, that's when you should buy.

Many think that Spring is the best time because the driving season is ahead. And of course, they are right. However, some sellers feel that because of that, they will get a higher dollar for the car. Again, it all comes down to the third variable – seller motivation. Regardless of season.

Some of the most substantial deals I have participated in happened in the dead of winter because well, that's when the car came for sale and hesitating meant missing the opportunity. With the reach of the internet special cars now sell globally. We have had cars sell at our Auction in Okotoks and go to Europe, the U.S or even Australia. But spring here is not spring in Australia so the buyers recognized the opportunity and capitalized.

For many collectors and enthusiasts, the hunt is as much fun as anything and feeds the insatiable appetite for new and fresh experiences. Really though, the best time to buy? The answer is simple – when the vehicle you want comes for sale... jump on it.

Jeff Hill is the Owner of the Okotoks Collector Car Auction. This years Auction runs May 25-26th in Okotoks. www.okotokscarauction.com

MEMBER CLUBS

Alberta Iron Indians Pontiac Club (Calgary)

✉ bhunter@walter.com

📅 1st Tuesday 7:00 pm

📍 Royal Canadian Legion, Branch 285
9202 Horton Road SW

Alberta Iron Indians Pontiac Club (Edmonton)

✉ sgeunge@torchindustries.ca

📅 Last Monday 7:00 pm

📍 Ricky's All Day Grill
12707 140th Ave NW, Edmonton

Alberta Mustangs Auto Club

✉ ststbtk@shaw.ca

📅 Last Thursday 7:00 pm

📍 Royal Canadian Legion, Branch 285
9202 Horton Road SW

Alberta Pioneer Auto Club

✉ apac.calgary@gmail.com

📅 2nd Tuesday 7:30 pm Sept - June

📍 The Hangar Flight 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, 6:30 pm except Jul & Aug

📍 Various locations, Calgary

Alberta Super Run Association Car Show

✉ stu.sheppard@icloud.com

📅 1st Sunday 10:00 am

📍 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

📍 Residences, as required

Bonnyville Gear Grabbers Car Club

✉ schuggz@outlook.com

📅 Irregular

📍 Thinkwerx Building
5011 50 Ave, Bonnyville

Calgary Firebird Club

✉ bandit77@shaw.ca

📅 Last Tuesday 7:00 pm

📍 Calgary Motor Products
1313 36 Street NE, Calgary

Calgary MG Car Club

✉ calgarymg@gmail.com

📅 2nd Tuesday 7:30 pm

📍 Royal Canadian Legion
Chapelhow Branch 284
606 38 Ave NE, Calgary

Calgary Plymouth & Friends Car Club

✉ kloppenl@telusplanet.net

Calgary Pontiac Club

✉ kbraudick@gmail.com

📅 2nd Monday, 6:30 pm

📍 A&W (three locations)

Calgary Thunderbird Club

✉ 6502301@gmail.com

📅 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

📍 ABC Country Restaurant
2085 50 Ave, Red Deer

Central Alberta Vintage Auto Club

✉ cavacreddeer@gmail.com

📅 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

✉ lzip@mcnet.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

✉ kaczm@telus.net

📅 Thursday 5:00 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

Cypress Rod & Custom Car Club

📅 1st Wednesday, 7:00 pm

📍 Member garages, Medicine Hat

Diablo's Car Club

✉ keith.malmkvist@servicemastercalgary.com

📅 Thursday, 7:30 pm

📍 Member garages, Airdrie

Didsbury Car Club

✉ dana.didsburycarclub@yahoo.ca

📅 First Thursday, 7:00 pm

📍 Didsbury Train Station
20 Street, Didsbury

Dropsicles

✉ paul@dropsicles.com

📅 Last Wednesday, 8:00 pm

📍 Tim Horton's
7502 Gateway Blvd, Edmonton

Edmonton Antique Car Club

✉ bemount@shaw.ca

📅 1st Wednesday 7:30 pm

📍 Old Timers Cabin
9430 - 99 Street (Scona Road),
Edmonton

Edmonton Classic Sports Car Club

✉ ecscchchair@gmail.com

📅 3rd Wednesday 7:00 pm

📍 Royal Alberta Museum
12845 - 102 Avenue

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

✉ 1936Cord@telus.net

📅 4th Wednesday 7:30 pm
Sep - May excluding Dec

📍 The Hangar Flight Museum
4629 McCall Way NE, Calgary

Foothills Street Rod Association

✉ phaywood@platinum.co

📅 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

✉ justkruzin@justkruzin.com

📅 Second Wednesday, 7:30 pm

📍 Lloydminster Exhibition Grounds
5521 49 Ave, Lloydminster

Lakeside Kruzers Car Club

✉ bobmarl@telus.net

📅 1st Tuesday 7:00 pm

📍 Chestermere Landing, Chestermere

Lebarons Car Club

✉ dan.brandon@outlook.com

📅 1st Tuesday 7:00 pm

📍 Member Garages

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

✉ Westmancoat.M@gmail.com

📅 3rd Thursday 7:00 pm

📍 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

✉ raysresto@gmail.com

📅 1st Tuesday at 7:00pm every other month

📍 Member garages, Ponoka

Porcupine Hills Classic Cruisers Club

✉ lonnieleelee@gmail.com

📅 6:30 pm Tuesday, April to Sept

📍 Bridges at Claresholm Golf Club
349 39 Ave W, Claresholm

Prairie Motor Brigade

✉ rdebruyn@telus.net

📅 Second Saturday at 9:30 am

📍 Cam Clark Ford Airdrie
1001 Highland Park Blvd, 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

📅 Biweekly at 6:00 pm

📍 Member Garages

Southern Alberta Antique & Classic Auto Club

✉ arevalib@shaw.ca

📅 1st Tuesday 7:15 pm

📍 Royal Canadian Legion Branch 4
324 Mayor Magrath Dr S, 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 7:00 pm

📍 St. Albert Inn
156 St Albert Trail

Stampede City Model A Ford Club

✉ gord.rouse@gmail.com

📅 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

✉ avhilker@telus.net

📅 1st Wednesday 7:00 pm

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

Taber Corn Country Cruisers Club

✉ brianmelissa@planger.ca

📅 2nd Tuesday 7:30 pm

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

The American Motors Club of Alberta

✉ regano@telus.net

📅 2nd Tuesday 6:30 pm

📍 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

✉ chrisdurtnall@gmail.com

📅 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

📍 Military Museum of Calgary
4520 Crowchild Trail SW, 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

📍 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



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LET'S YANK THAT SPEAKER!

BY **Ol' Editor aka Malcolm Fischer,**
Stettler, AB

Well now, some o' you faithful readers c'n remember the days the Ol' Editor talks about, can't ya? Shore ya can! Nuthin' better ta do on a Friday night er a Saturday night but cruise all over hell's half acre? Up an' down, up an' down every main drag aroun'. Maybe go to a show, er maybe, if'n yer girlfriend'd risk it, maybe even a drive-in movie? Oh yeah! But then, on some nights, the girls'd be havin' some sort o' girlie gig somewhere, an' the guys were on their own? THAT'S the night we are talkin' about here. Guys night out. At the drive-in!

A beer er two wuz a big deal then, so maybe we had some. Maybe not. But there the five of us wuz parked ta watch the latest flick at the local drive-in. Had some giggles, had a passle o' popcorn, red licorice, an' Pepsi ta burn. An' there we sat in Lester's awesome '62 Impala two-door hardtop. An' a beauty she wuz!

Lester hadn't had'er long, but she hadn't yet had a single particle o' dust on'er. The paint an' chrome'an seats wuz jes' like new, an' ya couldn't hardly hear that 283 purrin' away under the hood. She wuz Twilight Turquoise with matchin' interior an' we all knew better'n ta drop even one kernel o' popcorn in Lester's new Pride an' Joy. An' there we sat at the drive-in watchin' the flick, an' o' course addin' in our own few witticisms as it played out on the big ol' screen. A warm summer's night with popcorn, licorice, Pepsi, an' buddies a-settin' in a shinier than ever '62 Impala. What more could ya dream o'? C'n

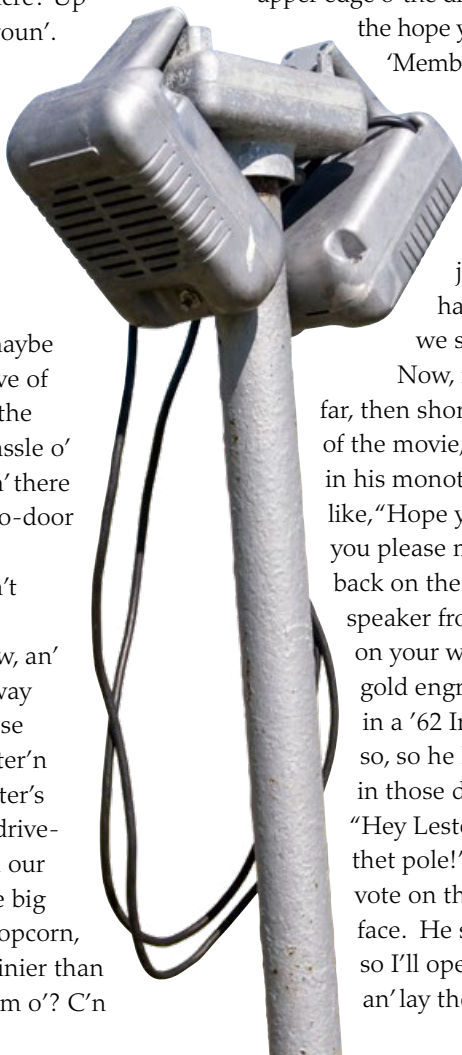
ya picture such a beautiful scene?

An' if'n yer at the drive-in, ya cain't fergit'bout the superior sound system ya listened ta the movie through, now can ya? Member them dull grey, fuzzy-soundin' ol' speakers hangin' there on the pole? An how you'd hang'em on the inside o' the upper edge o' the driver's window an' turn'em waaaay up in the hope ya could actually hear'em? 'Member that?

Member them?

Yep, li'l lip on the top back ta hang by. An' if'n it wuz a warm an' toasty night like the one in this story, you'd have yer hardtop windows all down, right? So, you'd hafta roll thet driver's window up jes' a titch, jes' enough ta have an edge ta hang thet speaker on. An' so it wuz, an' there we set. Watched the whole dern movie.

Now, if'n ya c'n picture all o' whut's been told so far, then shorely ya remember whut happens at the end of the movie, right? The projector-man comes on the air in his monotone, nasally kinda way an says sumthin' like, "Hope you enjoyed the show everyone, and would you please make sure to hang your speaker securely back on the pole. And if you should accidentally tear a speaker from the pole, please hand it to the attendant on your way out. "Now, don't thet jes' sound like a gold engraved invitation to a bunch o' teenage boys in a '62 Impala? Well, the Ol' Editor shore thought so, so he had this bright idea (he didn't have many in those days, so this wuz particularly noteworthy!). "Hey Lester, let's yank thet damn speaker right off'n thet pole!" Well, it didn't take long ta git a unanimous vote on that one, so Lester got a wry smile on 'is face. He said, "Well, I ain't gonna chip my window, so I'll open the door a crack an' lower the cord down an' lay the speaker on the floor of the car!" Brilliant,



huh? So he did, an' we all sighed in amazement at his genius.

So Lester got all couraged up, started thet purrin' 283, threw the ol' Powerglide into Drive, an' lurched ahead. Oh, 'twas a excitin' moment! Imagine the anticipation of bein' such a darin' bunch! The Chevy leaped ahead, the speaker cable tightened up an' there was a loud WHACK at the back corner of the car! Wha? The cord didn't break? What th'?

As we looked back we saw the sad tale unfoldin'. The speaker yanked it's pole an' other speaker over, the cable tore up outta the ground 'til it reached the next pole an' yanked it an' its speakers outta the ground. Oh, but thet wasn't enough! Then cable STILL didn't break, an' a third post an' speakers were toppled afore that cable finally gave up the ghost an' snapped past that third pole. Are ya pitcherin' this? Impala idlin' along draggin' 3 poles an' the speakers with 'em? Not a perty sight, eh?

Bout thet time, we reached where the startled attendant wuz standin', so Lester cracked the door open, lifted the speaker out an' handed it ta the attendant, said a polite "Sorry", an' off we darted, scared as hell. An' whut damage

had been done ta the spotless Impala? Oh, the Ol' Editor wuz watchin' dollar signs flash in front of 'im since it wuz his bright idea in the first place, an' off we scooted ta the nearest service station, the West End Esso. We all piled out o' Lester's beauty ta see whut calamity had been done to 'er, an' we all rushed aroun' ta the driver's side rear corner. An' guess whut?

No caved in fender, no paint gashed up, not even a scrape er a dent! Only mark wuz a small patch o' grey paint on the bumper thet rubbed off later with a bit o' compound. Well folks, the Ol' Editor is here ta tell ya RELIEF ain't spelled R-O-L-A-I-D-S like the ol' commercial said. Nope, thet sigh o' relief could o' been heard miles away in thet night air!

An' needless ta say, it were a quite a while afore any of us dared ta go back to a movie at the local drive-in. An' when we did we'd drive in separate cars an' then git together once inside.

An' Lester's beautiful '62 never again graced the grounds o' the local Passion Pit, as the Ol' Editor's girlfriend's Momma used ta call the beloved drive-in! (O' course, HER daughter was forbidden to go there, but that's ANOTHER story!)





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