



# ALBERTA PIONEER AUTO NEWS



VOLUME 64, NUMBER 05

MAY 2023

HAPPY  
Mother's Day!





# ALBERTA PIONEER AUTO CLUB

P.O. BOX 111, STATION "M", CALGARY, AB. T2P 2G9

Visit our website at [www.apaccalgary.ca](http://www.apaccalgary.ca)

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<https://www.facebook.com/AlbertaPioneerAutoClub>

*Founded in 1959*



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**Contact any of the Executive's at:  
[apac.calgary@gmail.com](mailto:apac.calgary@gmail.com)**

Founded in 1959, the purpose of this club is the preservation and enjoyment of all antique, classic, vintage and special interest vehicles and all relevant historical materials pertaining thereto; and to encourage and promote the social aspect of camaraderie found among fellow members, their families and friends who share those interests.

*Meetings are held at 7:30 pm on the second Tuesday of the month except July and August, at*

**THE HANGAR FLIGHT MUSEUM OF CALGARY**

**4629 MCCALL WAY N.E., CALGARY**

This newsletter is published in an effort to keep the membership and fellow organizations, apprised of club activities along with information of interest.

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## VIEW FROM THE TOP



The very agreeable Spring weather we have been experiencing since early April has already provided us with several opportunities for being able to venture onto public roads behind the wheel of our classic vehicles.

Our first APAC outing mid April for brunch at the Wainwright Hotel in Heritage Park fell on such a day and the combination of a delightful menu offering and a blue-sky auger well for the driving season ahead.

We continue our planning for an interesting series of upcoming events and activities for our members. Please look out for details to be advertised in both our APAC Newsletter and by additional information bulletins to be circulated by e-mail.

Next Saturday, May 13, we would like all members to bring their vehicles to the annual safety inspection event arranged by SVAA at North Glenmore Park. As checks will be ongoing from 10:00 am to 2:00 pm, please load your lawn chairs, pack a picnic basket, and join the gathering for some socializing.

Continuing with our intentions for our monthly general meetings, our May meeting at The Hangar Museum again will have a shortened business segment and include some video entertainment of motoring interest. Looking forward to seeing you soon!

*Denis*



# VEHICLE REGISTRATION DEADLINE NOTICE

The month when your vehicle registration is up for renewal depends upon your last name. To find the expiry month of your vehicle(s), find the first letter of your last name.

## SOME LAST NAMES REQUIRE THE FIRST TWO LETTERS

LAST NAME BEGINS WITH	EXPIRY MONTH
A (no Av), I, J, Ke, U, X, or Company #	January
M (not Me) or Q	February
B (not Be) or Y	March
D or G (not Gr)	April
C (not Cl) or N	May
Cl, H, or Sc	June
Av, Be, L, Sz, V, or Z	July
E, Gr, or R	August
F, Po, or T	September
S (not Sc or Sz)	October
K or P (not Ke or Po)	November
Me, O, or W	December

## APAC NEWSLETTER ADVERTISING RATES


Include 10 issues and 1 year on our website.

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# MINUTES OF A MEETING OF THE ALBERTA PIONEER AUTO CLUB HELD TUESDAY, APRIL 11<sup>TH</sup>, 2023 AT THE HANGAR FLIGHT MUSEUM IN CALGARY, ALBERTA

President Denis Broadhurst called the meeting to order at 7:31PM and welcomed all those in attendance (16). Denis asked for approval of minutes printed in our last newsletter, motion made by George Edworthy, seconded by Kip Rogers, carried.

**Membership:** 55 paid members, end of evening 59 members. Report given by Fran Tomlinson in Marks absence.

**Treasury report:** given by Darren Weidner. Keith Robertson made a motion to approve the report, seconded by Geoff Loble, carried.

**Hearts and flowers:** Allan and Grace were in a motor vehicle accident; their vehicle was written off. They are reported to be ok.

**Editors report:** Webmaster Richard Bellaart is still looking for his replacement, he is willing to help and instruct a new person. **If no replacement is found, we will have to look at alternatives, possibly no news letter, or a varied format, which could change release times, dates, etc.**

**Tours and events:** Geoff reported Sunday April 16th brunch, 18 people confirmed, RSVPs requested.

**Other events to consider:** April 23rd Spring Thaw. Heritage Park, Red Deer Swap Meet May 5th and 6th, SVAA/AGM Red Deer trail blazer room May 6th, at 12:30PM. Safety car check May 13th at North Glenmore Park. See SVAA webpage, Little Britches Rodeo May 19th and 20th in High River, self register for parade. Wings and Wheels at the Hanger on Fathers Day, Sunday June 18th. Tire Kicking Picnic on August 13th.

**New business:** Advertising 7 contributors are paid up, 4 more to come in. Reported by Keith Robertson.

In regard to increased membership participation, we are considering a questionnaire to do a survey approximately 2-3 different times a year, in hopes to increase membership turnout.

Surveillance cameras show people prying off plaques on the memorial (one dozen or more). It was brought up if the Hanger could use materials less costly for the plaques. Brass plaques have always been the tradition. Keith Robertson said that we need to inquire about how the Hanger feels about that. Kip Rogers questioned if we could ask our sponsors to donate?

Keith made a motion that the club asks the Hanger management what they would think would be a reasonable donation. Motion made by Keith Robertson, seconded by Gord Van Vliet, motion carried.

Meeting adjourned at 8:05PM.



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## IT'S TIME TO RENEW YOUR MEMBERSHIP!

2023 CLUB DUES ARE DUE BY THE END OF MARCH!

**OTHER WISE YOU WILL BE REMOVED  
FROM ALL MAILING LIST'S!**

**THERE ARE THREE WAYS TO SUBMIT YOUR DUES FOR 2023:**

1. In person at the club meetings.
2. On-line banking e-transfer to the club's email address at [apac.calgary@gmail.com](mailto:apac.calgary@gmail.com)
3. Mail a cheque directly to membership director Mark Tomlinson at 7 Sienna Park Crescent. SW, Calgary, AB. T3H 5H4

**AND MORE IMPORTANT THINGS:**

1. Did you add a new car to the fleet?
2. Change your address or phone number?

Please let Mark know about any updates via phone:  
403-246-4499 or email [markt734@outlook.com](mailto:markt734@outlook.com)





## ALLEN COLLINS

**March 27, 1924 - April 24, 2023**

It is with deep sadness that we bid our farewells to a dear father and father in law, grandfather, great grandfather and friend.

Al was born to Robert and Josephine Collins in Burdett Alberta. He was predeceased by his dear sister Elnora Collins Williams in 2007.

Al joined the Air Force in May of 43 until Jan of 46. He was proud of his service as well as all men and women in the service. His grandfather was one of the original N.W.M.P. based out of Ft. McLeod, of which he was very proud.

He married Eileen " Georgie" Given in Oct 1943 and started their family. Son Ronald "Allan " in 1949 followed by Debi in 1952. Allan married Gail Jones and the first grandson was added. Allan passed away suddenly in 1976 but are still left with the gift of daughter-in-law Gail who later married Arnott Thomson. Daughter Debi (Bruce) added 2 grand daughters to the mix. Al leaves behind grandchildren Chris Collins (Linda), Whitney "Cobra" Collins (Matt ) and Quinn Greenawalt (Ben) and 2 beautiful great grands Keltie Kramer and Brady Collins. Al was also very fortunate to have united with his nephew Dwayne and his lovely family Darren, Shauna and Tory.

Al loved his family, older cars, genealogy ,and most everything from the "good old days". He was proud of being a member of the Mayflower society.

He was humble and kind with a very sharp wit that he kept to the end.

We wish our dad, our grandpa, our great grandpa and friend a speedy and safe trip.

His wish was no service. If you would like to make a donation he asked that it be to The Canadian Legion of your choice.

A message from your long-time, should be committed, Publisher and Webmaster, (soon to be retired)  
Richard Bellaart

Well, I don't know what to tell you, its pretty simple, put a picture in a rectangle, ad some text. Then the fun begins because you get to be as creative as you want! GO CRAZY! The bigger your imagination, the better our newsletter will become! Our newsletter begins to reflect YOU and YOUR choices! And since most club members now download the newsletters from our club web page, (I suspect the newsletter will be paperless soon anyway) everyone now enjoys it in full **COLOUR!**

after 15? years, I'm ready to pass this honour on to fresh eyes! If you are gifted, ingenious, innovative, inventive, original, and productive, then this could be perfect for you.

It generally takes me a week to get the layout ready for printing. You have a month to get it done, what's a week out of a month. You don't have to do it all in a week, an hour a day gets it ready, easily!! When a contribution comes in, I'm on it!

I am willing to help you get started if you are interested.

If no one comes forward, there will no longer be a club newsletter in September.

Richard Bellaart [mainwheel@shaw.ca](mailto:mainwheel@shaw.ca)



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# TRIUMPH MOTOR COMPANY

*suggested by Denis Broadhurst*

## May 3<sup>rd</sup> 2023 celebrates the 100<sup>th</sup> Anniversary of the Triumph Motor Company Marque

The marque was a British car and motorcycle manufacturing company in the 19th and 20th centuries originating in 1885 when Siegfried Bettmann of Nuremberg formed S. Bettmann & Co. and started importing bicycles from Europe and selling them under his own trade name in London. The trade name became "Triumph" the following year, and in 1887 Bettmann was joined by a partner, Moritz Schulte, also from Germany.

In 1889, the businessmen started producing their own bicycles in Coventry, England. Triumph manufactured its first car in May 1923. The company was acquired by Leyland Motors in 1960, ultimately becoming part of the giant conglomerate British Leyland (BL) in 1968, where the Triumph brand was absorbed into BL's *Specialist Division* alongside former Leyland stablemates Rover and Jaguar. Triumph-badged vehicles were produced by BL until 1984 when the Triumph marque was retired, where it remained dormant under the auspices of BL's successor company Rover Group. The rights to the Triumph marque are currently owned by BMW, who purchased the Rover Group in 1994.



### Triumph Cycle Company

The company was renamed the Triumph Cycle Co. Ltd. in 1897 and was based in Nottingham. In 1902 they began producing Triumph motorcycles at their works in Coventry. At first, they used engines purchased from elsewhere, but the business prospered and they soon started making their own engines. Major orders for the 550 cc (4 hp) Model H were placed by the British Army during the First World War; by 1918 Triumph had become Britain's largest manufacturer of motorcycles producing a total of 57,000 Triumph Model H motorcycles (aka 'The Trusty') from 1915 until production ended in 1923.



1922 Triumph Model H 'The Trusty'

### Triumph Motor Company

In 1930 the company's name was changed to Triumph Motor Company. Holbrook realized he could not compete with the larger car companies for the mass market, so he decided to produce expensive cars, and introduced the models *Southern Cross* and *Gloria*. At first, they used engines made by Triumph but designed by Coventry Climax, but in 1937 Triumph started to produce engines to their own designs by Donald Healey, who had become the company's experimental manager in 1934.

The company encountered financial problems however, and in 1936 the Triumph bicycle and motorcycle businesses were sold, the latter to Jack Sangster of Ariel to become Triumph Engineering Co

Ltd. Healey purchased an Alfa Romeo 8C 2300 and developed a new car model with an Alfa inspired straight-8 engine type named the Triumph Dolomite. Three of these cars were made in 1934, one of which was used in competition and destroyed in an accident.

In July 1939 the Triumph Motor Company went into receivership and the factory, equipment and goodwill were offered for sale. The Thos. W. Ward scrapping company purchased Triumph, but the effects of the Second World War again stopped the production of cars, the Holbrook Lane works being completely destroyed by bombing in 1940.



1923 Triumph Model 10/20

## Standard Triumph

In November 1944 what was left of the Triumph Motor Company and the Triumph trade name were bought by the Standard Motor Company and a subsidiary "Triumph Motor Company (1945) Limited" was formed with production transferred to Standard's factory at Canley, on the outskirts of Coventry. Triumph's new owners had been supplying engines to Jaguar and its predecessor company since 1938. The Company's objective in acquiring the rights to the name and the remnants of the bankrupt Triumph business was to build a car to compete with the soon to be launched post-war Jaguars.

The pre-war Triumph models were not revived and in 1946 a new range of Triumphs was announced, starting with the Triumph Roadster. The Roadster had an aluminum body because steel was in short supply and surplus aluminum from aircraft production was plentiful. The then current models prominently sported the "globe" badge that had been used on pre-war models. When the then range of cars was discontinued without being replaced directly, the use of sheet aluminum was also ended as it had become a prohibitively expensive alternative to sheet steel for most auto-industry purposes.

In the early 1950s it was decided to use the Triumph name for sporting cars and the Standard name for saloons and in 1953 the Triumph TR2 was initiated, the first of the TR series of sports cars that were produced until 1981. Curiously, the TR2 had a Standard badge on its front and the Triumph globe on its hubcaps. The success of the TR range meant that Triumph was considered a more marketable name than Standard, and the new car was introduced in 1959 as the Triumph Herald. The last Standard car to be made in the UK was replaced in 1963 by the Triumph 2000.

## Leyland and beyond

Standard-Triumph was bought by Leyland Motors Ltd. in December 1960. In 1967 Leyland Motor Corporation bought the Rover company and in 1968 Leyland Motor Corporation merged with British Motor Holdings (created out of the merger of the British Motor Corporation and Jaguar two years earlier) which resulted in the formation of British Leyland Motor Corporation.

Triumph set up an assembly facility in Liverpool in 1960, gradually increasing the size of the factory to the point that it could produce 100,000 cars per year. However, only a maximum of 30,000 cars was ever produced as the plant was never put into full production use, being used largely as an assembly plant. The only all-new Triumph model initiated as *Rover Triumph* was the TR7, which was in production successively at three factories that were closed: The four-cylinder TR7 and its short-lived eight-cylindered derivative the TR8 were terminated when the road car section of the Solihull plant was closed (the plant continued to build Land Rovers.)

## Demise of Triumph cars

The last Triumph model was the Acclaim, introduced in 1981 and essentially a rebadged Honda Ballade built under license from the Japanese carmaker Honda. The BL car division had by then been named the Austin Rover Group and when the Acclaim was replaced by the Rover 200, a rebadged version of Honda's next generation Civic/Ballade, the Triumph name disappeared over the summer of 1984. To this day, Triumph cars remain very popular with loyal fans mainly in the United Kingdom, Australia and South Africa where the 100<sup>th</sup> Anniversary is being enthusiastically celebrated.

**Credit: Wikipedia**



1946 Triumph 1800 Roadster



1954 Triumph TR2



1982 Triumph TR7 cabriolet



## BRUNCH AT WAINWRIGHT HOTEL, HERITAGE PARK

A blue sky and warm weather provided a delightful setting for the APAC brunch outing arranged by Ted Lobley for Sunday April 16<sup>th</sup> to the Wainwright Hotel at Heritage Park.

Our crowd of over twenty participants sat down to a delightful brunch fare comprising options of breakfast pastries, waffles, variety of eggs, bacon, hash browns, a Vegan ratatouille, seasonal fruit, juices and hot beverages, to mention a few.

Several of our members arrived in their classic cars and these provided some viewing interest to other



Those days two bits (25cents) bought a full meal in the restaurant and another \$1 secured a room for the night!

Then when the Grand Trunk Pacific Railway was routed through Wainwright instead, this hotel and several other buildings in the town were simply lifted off their foundations and skidded to new locations in Wainwright. Sadly, most of downtown and this hotel was destroyed in a fire in 1929.



private guests also enjoying brunch at the Hotel.

From an historic aspect, the Wainwright Hotel at Heritage Park is a replica of the original thirty-room hotel first built in 1907 in Denwood, Alberta, a town located 4 km from Wainwright.

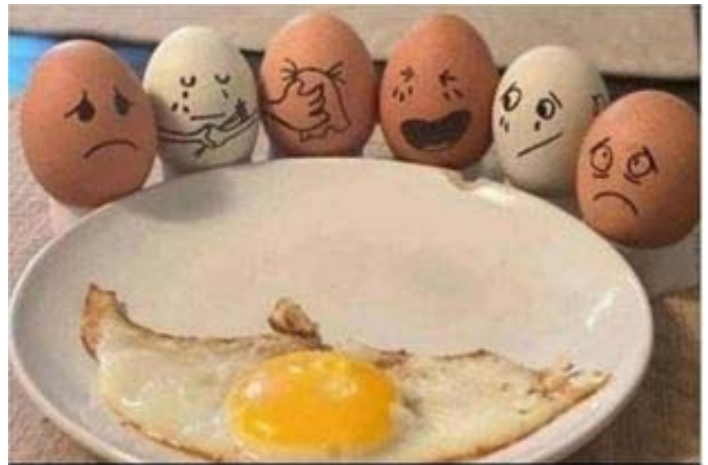




I CHILD PROOFED  
MY HOUSE  
BUT THE KIDS  
STILL GET IN

HE WHO IS WITHOUT  
OIL SHALL THROW  
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Anyone  
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**Don Boyd**

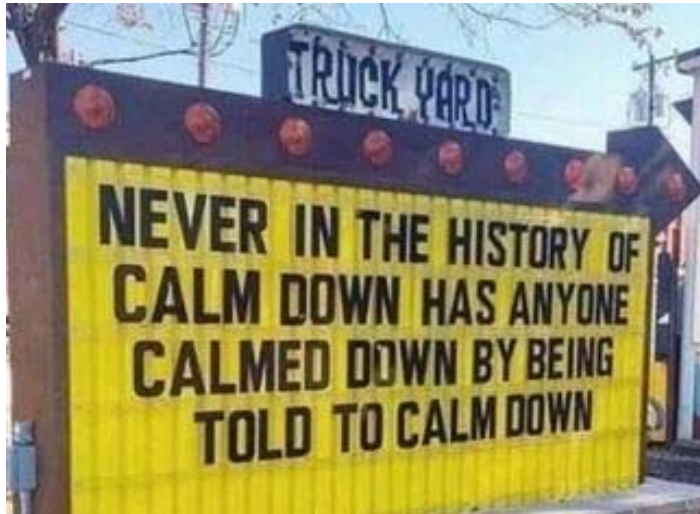
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A pastor giving a children's sermon on vestments asked: "Why do you think I wear this collar?" One kid answered: "Because it kills ticks and fleas up to 30 days?"



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# All the advantages of an import --plus some big home-grown ones



Corvair 500 Sport Coupe

## Corvair



One reason Corvair's such an obliging car to drive is that it's blessed with a split personality.

If what you want is a car that's economical, sensible and easy to park, Corvair fills the bill as neatly as any of the imports you see buzzing around.

Along with its superb handling and maneuverability, it has a thrifty knack for steering clear of places like gas stations. And it shares some other practical European notions about driving—like doing away with anti-

freeze (via air cooling) and coming to grips with snow, mud and such impediments (by way of rear-engine traction).

But beyond this there's a robust Yankee side to Corvair's nature you're just not likely to find anywhere in the foreign legion.

Like a solid-built Body by Fisher that allows room for long American legs, luggage space for long American trips and power team choices that include Powerglide transmission or a

110-hp Turbo-Air engine you can order. Not to mention such items as a full quota of GM safety features and the overall dependability (backed by parts and service available at some 6,400 dealers) you've come to expect from a Chevrolet-built car.

Check out Corvair's low price for yourself. Nice to know you can have the best from both sides of the ocean—without going any farther from home than your neighborhood Chevrolet dealer's.

BE SMART. BE SURE. BUY NOW AT YOUR CHEVROLET DEALER'S.



McScellaneous Ramblings  
By Mike McGowan  
Editor at large, Corvair Society of America  
reprinted with permission of the author  
*suggested by Michel Gelin*

### Use It or Lose It

I used to run, a lot. Miles most days, on solitary trails. That kept me in shape and cleared my mind. Now I am old, and I don't run unless something is chasing me. But I walk, a lot, miles most days, on errands or just pretences to get out. I say "use it or lose it." Whether you do Tai Chi to maintain your balance, or work Sudoku puzzles to make your mind sharp, or exercise to keep your heart pumping, the way to keep going is to keep going. Once you quit trying, you discover one day that you have lost the ability, and it is a formidable challenge to get it back.

I used to drive Corvairs, as my prime cars, and I maintained and repaired them myself. It was rewarding, and economical, and a part of my identity. Now I am old, and I choose cars that are more comfortable, safe, and reliable. But I have a Corvair-engined car again, for sport and fun. I am dedicated to maintaining and improving it, which exercises my old skills.

The thing is, I find that I have lost some of those skills. Use it or lose it. I had to rebuild some Rochester H carbs, which I have done countless times. Many of my Corvairs had two, most had four. I have all the parts and kits, all the tools, I wrote tech articles on the subject. Now I got back into that familiar job and I am hesitating to remember. Do secondary carbs use the accelerator pump plunger boots? (No.) Do they keep the plunger return springs? (Yes.) How about the check valves for the absent accelerator pumps? (Yes.) It's complicated, and the details are important. I get rusty and forget, and the details slip away.

Our Society supports us with technical resources. Yes, we need that. I need that. I can teach, but also learn. Let's retain our tribal wisdom about how to make our Corvairs keep running and run well. Use it or lose it.

4-carb CORSA engine developing 140 HP, as used in 1965-66



# 105<sup>TH</sup> ANNIVERSARY OF GM ACQUIRING CHEVROLET MOTOR COMPANY


*suggested by Michel Gelin*

On May 2, 1918, General Motors, on its way to becoming the world's largest automaker, acquires Chevrolet Motor Company.

GM had been founded a decade earlier by William C. "Billy" Durant, a former carriage maker from Flint, Michigan, whose Durant-Dort Carriage Company had taken control of the ailing Buick Motor Company.

In September 1908, Durant incorporated Buick into a new entity, General Motors, which within a couple years added other leading auto manufacturers –including Oldsmobile, Cadillac and Oakland – into the fold. When GM started struggling financially in 1910, stockholders pointed to Durant's aggressive expansion and removed him from the company he founded. In November 1911, Durant launched the Chevrolet Motor Company, named for his partner, the Swiss race car driver Louis Chevrolet.

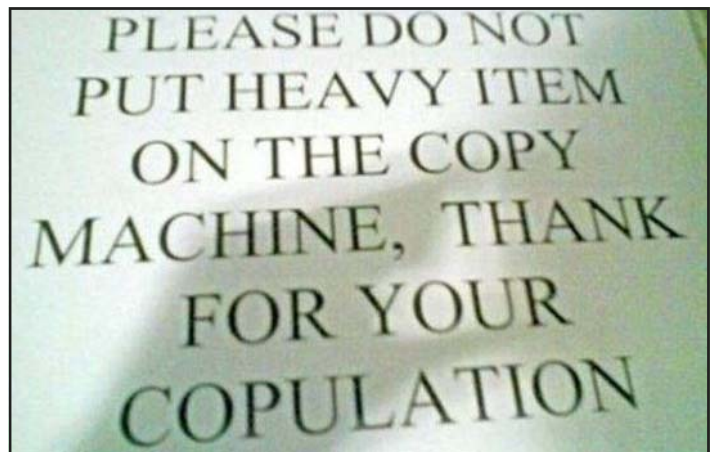
Still in possession of a significant number of GM shares, Durant started purchasing more shares in the company with profits from his new venture. In his final move to regain control, Durant offered GM stockholders five shares of Chevrolet stock for every one share of GM stock. Despite GM's very high stock price, the market interest in Chevrolet made the five-for-one trade impossible to resist for GM shareholders. With the sale, Durant regained control of GM. #ThisDayInAutoHeritage



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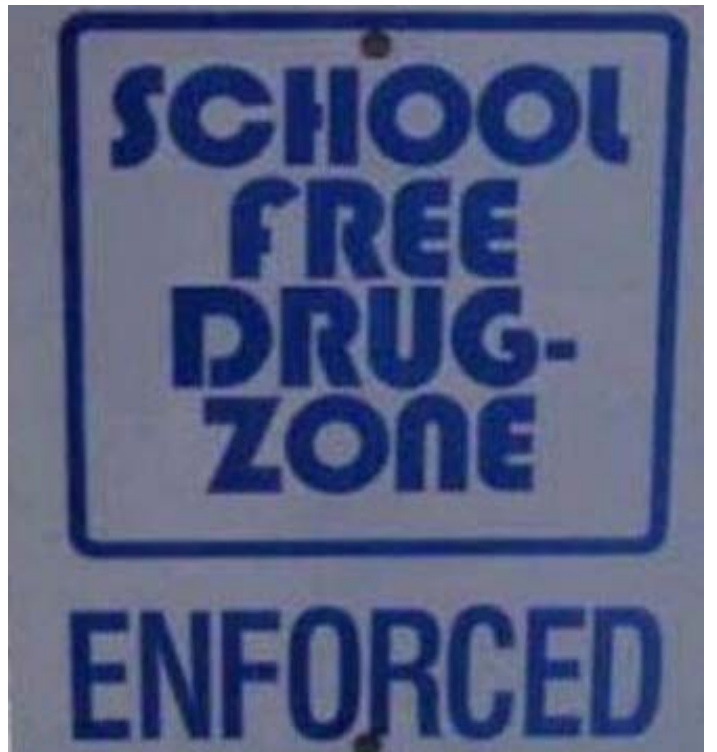




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# APACC Classified

## CARS FOR SALE

1959 CHRYSLER Windsor Sedan – 383 big block V8 engine. A no smoking car in very good condition. Interior is original and it has been repainted once in the original colour. Asking \$24,900 or best offer.

Please call Kevin Brown at 403-813-0503 for more photos, video or information.

\*05/23



*FOR SALE - 1949 Austin Devon 4 door sedan beige in color. All items needing repair or replacement have been done in the past 25 years of my ownership. This vehicle is currently in good running condition with all parts and pieces intact. It has a 4 cylinder engine with a 4 on the floor manual transmission. The body is in good condition with a little rust on the back panel below the trunk. The speedometer reads 44,000 miles. I have put on 6,000 miles in the past 25 years.*

*I am asking \$6,500 or best offer. I am selling due to my health and my age. Phone 403 282-4114*

\*11/22

### OTHER CLUBS PLEASE COPY

**1964 FORD GALAXIE 500 XL 2 DR HT.**

352 V8/Automatic/cold A/C, Jet Black with white interior. Ex Trevor Dumville collection - asking \$23,000.00

Ad listed on Kijiji ID# 1631258153 OCPC

\*09/22

# APAC Classified

## CARS FOR SALE

### ESTATE CARS FOR SALE

The family of former APAC club member Vince Mandaione have decided it's time to find new custodians for his cars.

Vince owned and restored these two treasures for around 40 years. After his passing, they have stayed in the garage and have only been started and driven occasionally, so the time has come to find new enthusiasts who will own and enjoy them.

**1927 Ford Model T Touring** – restored in the early '80's to original condition, driven on many tours and club events, also participated in the Calgary Stampede parade for many years. Good reliable T to enjoy with family or friends. Lots of the cars history and restoration photos included.

Asking \$ 15,000.00 or best offer.

Please call Rosaria O'Bray at 403-703-6968 or email inquiries to [robroy73@gmail.com](mailto:robroy73@gmail.com)

\*0621



**1926 BUICK McLaughlin Standard 6 four door sedan** – restoration carried out in the late 80's; 207 cid original 6 cylinder engine, 3 spd std, accessory heater, blue cloth interior. Vintage car attraction with all the comforts of a heated closed sedan for those cold weather outings. Nice older restoration driver with history and photo's supplied.

Asking \$18,500.00 or best offer.

Please call Rosaria O'Bray at 403-703-6968 or email inquiries to [robroy73@gmail.com](mailto:robroy73@gmail.com)

\*0621





# APACC Classified

## CAR PARTS FOR SALE

26/27 Rear axle with drive shaft/torque tube, radius rods, 2 wood spoke wheels and rims, 26/27 frame, older oil pans, front axles, spindles and some new parts suspension. Misc T tran drums.

1916 Ford T engine mounted on display stand with radiator and firewall..

Selection of wood spoke wheels, metal or wood felloe's. You will need a sample when choosing or good measurements.

Al Riise in Calgary: 403-274-4474 [ariise2@telusplanet.net](mailto:ariise2@telusplanet.net)

\*11/22

4, new 8:20X15 wide white wall tyres. \$300. for the set. Some other sizes available.

Robert Whitmore [rbwhitmore@shaw.ca](mailto:rbwhitmore@shaw.ca) 403-485-3035 \*06/22

## WANTED

### WANTED

1930 Hupmobile driver's side door post latch assembly

1930 Hupmobile gas cap metal gas cap attach parts

Contact Sid Gough [sagough@efirehose.net](mailto:sagough@efirehose.net) or 403-935-4216

Box 25 Irricana AB T0M 1B0

OCPC

\*04/22

### PARTS WANTED:

Looking for a set of headlight lenses for a late 20's car: measurement size is 9 5/16" X 8 1/2". If you have anything that may fit or need more information , please contact

John Bone at (250) 320-6626 or e/m: [boneyard@telus.net](mailto:boneyard@telus.net)

Any help or referrals for parts sources greatly appreciated!

OCPC

### WANTED

A generator/distributor unit for a 1926 Overland 4 cylinder touring. If you have parts, a parts car(s), or know of anyone who may be able to help me in finding parts, please call Trent Holt in Medicine Hat. 1-403-548-4789.

OCPC

\*09/21

PLEASE,  
DO NOT THROWAWAY  
YOUR TRASHES,  
OR PETS DROP TO THIS  
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# ALBERTA PIONEER AUTO CLUB

**Please complete an updated application to help keep our roster current.**

P O Box 111, Station "M", Calgary, Alberta, T2P 2G9

## **APPLICATION FOR MEMBERSHIP**

Is this your first application for membership to this club?    Yes     No     (please tick one)

If you have belonged to APAC before, what was your first year? \_\_\_\_\_

Name: \_\_\_\_\_

Home address: \_\_\_\_\_

\_\_\_\_\_

Postal code: \_\_\_\_\_    E-mail address: \_\_\_\_\_

Phone numbers:    Home: \_\_\_\_\_    Business: \_\_\_\_\_

Name of spouse: \_\_\_\_\_

<b>CARS OWNED</b>				
Year	Make	Model	Body style	Condition

0 = Original    UR = Unrestored    R = Restored    BC = Basket case    PC = Parts car

**Membership fees are \$ 40.00 per year from January 1<sup>st</sup> to December 31<sup>st</sup>.**

Permission is granted to publish within reason, the information supplied as above in this car club's roster, newsletters, or website. No mailing lists are sold or distributed for financial gain.

Signature: \_\_\_\_\_    Print name: \_\_\_\_\_    Date: \_\_\_\_\_





TO:

**ALBERTA PIONEER AUTO CLUB**  
PO Box 111, Station "M", Calgary, AB.  
Canada T2P 2G9

