

Heritage Classic

CAR SHOW MAGAZINE



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The Shoppers Paradise Market will keep your loved ones busy while you check out the muscle

THIS YEAR'S FEATURE **'86 PONTIAC AEROCOUPE 2+2**

A rare gem, along with some other treasures from the Pontiac Association incorporating Buick and Oldsmobile



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SCHEDULE OF EVENTS

Heritage Classic Car Show's 2018 Schedule of Events

Registration: 7:30 AM - 10:00 AM

Breakfast: 8:00 AM - 10:30 AM

Show Hours: 9:00 AM - 6:00 PM

Shopper's Paradise Market: 9:00 AM - 6:00 PM

Swap Meet: 9:00 AM - 6:00 PM

Food Trucks: 9:00 AM - 6:00 PM

Pedal Car Derby: 11:00 AM - 1:00 PM

Muffler Rapping: 2:00 PM - 3:00 PM

Barrel Train Rides: 1:00 PM - 4:00 PM

Face Painting: 1:00 PM - 4:00 PM

Bouncer: 1:00 PM - 4:00 PM

Live Bands: 1:00 PM - 5:00 PM

Awards: 5:30 PM - 6:00 PM

From all of us involved with the Heritage Classic Car Show and Mennonite Heritage Village, we thank you and hope you have a great day.



Patricia West
Development Coordinator
Mennonite Heritage Village

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That Changes
Everything About
Them..."*



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Gerald Huhtala's 1978 Pontiac Trans Am

An example of a true survivor, it has only 53,000 miles and sports original paint, upholstery, interior and it's numbers-matching 400ci unmolested engine. An excellent summer cruiser with T-tops, A/C, power windows & locks and highway gearing – Gerald is the 4th owner having bought the car locally in 2008. Earlier in her life she spent almost 15 years in a climate-controlled warehouse in Michigan through the late 80's and 90's. A numerous award winner, in 2010 she won the Best in Class and 'Mayor's Choice' awards at World of Wheels, and was the cover car for the 2015 MAAC Event Guide.



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Bernard Harfield's 1977 Pontiac Trans Am

This 1977 Pontiac Trans Am is a Winnipeg original car, purchased from Birchwood Pontiac, on Portage Ave in October of 1977. The car is a true survivor as it only has 58,000 original miles. This car has not been restored and remains as close to its original condition as possible after 40+ years. The car is equipped with a 400cid Pontiac engine along with PS, PB, PW, AT, PTR, Tilt Steering, 2:41 posi rear end, velour upholstery and the very rare option, rear seat console. Rear window louvres, a Panasonic AM/FM Cassette stereo with power amp and a CB radio were added to the car to round things out. A true classic at a time when there wasn't much coming out of Detroit, it is a real pleasure to own and drive.

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BUILT TO GO FAST, NOT TO LOOK PRETTY

Growing up Rob Mazur was always around Pontiacs. Whether it be his Dad's or uncles, he has very fond memories of family vacations in his Dad's 1982 Grand Prix which he purchased new. And on Rob's 16th birthday his Dad handed the keys over to him, therefore starting his love affair with the Grand Prix.

Rob drove the car for many years and was always on the look out for another one as the '82 was starting to show its age and beginning to rust.

He found and purchased a 1987 Grand Prix T-Top car which he drove in the summer months and the '82 in the winter.

In the summer of 2002 the vehicle was stolen and after a week Rob was told it most likely wouldn't be recovered. So the search for a replacement began.

He came across a 1986 Grand Prix 2+2 Aerocoupe and immediately fell in love. He worked out a deal with the original owner, but that deal fell short after Rob received a phone call from the City of Winnipeg Police that they found his car and it was undamaged.

He did not have space for two vehicles and had to pass up the 2+2.

The bug never left his system and he still admired the Aerocoupe. The fact that there are so few of them attracted him to it, and being a Grand Prix lover, this model is the Holy Grail

to him.

Over the years he'd surf the internet and look for clean original examples of the car, most needed too much work or were not in original condition and modified. In the summer of 2017 Rob came across an ad in Ontario of a very clean original condition Aerocoupe.

After a few discussions over the phone a deal was made and his brother and himself boarded a plane and were off to Toronto. After looking over the car Rob knew this was the one, very well kept, documented and original Canadian car.

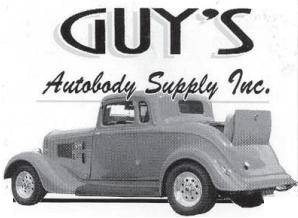
After signing a few papers and a hand shake they were on the road. They put the car through its paces with a non stop 22 hour road trip home to Winnipeg. The car ran and handled flawlessly.

Richard Petty and other NASCAR drivers demanded General Motors design a vehicle that would lower drag coefficient of the cars so that they could compete with the slick Ford Thunderbirds which were winning all the races.

Pontiac came back with the Grand Prix 2+2 Aerocoupe. Out of the 1225 cars they produced, only 107 examples were made and sold in Canada.

Beauty is said to be in the eye of the beholder, and in Rob's eyes, this strange bird is a beaut.





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Gone but not forgotten...

WILBERT BARKMAN

October 20, 1944 – October 27, 2017

Wilbert Barkman died suddenly on Friday October 27th 2017 one week after his 73rd birthday. He passed away in Hillsboro, ND at the rest area.

He is survived by his wife Sarah, 1 son - Darrel, 2 daughters, Gloria and Sandra, and their family, and 6 grandchildren , 2 great grandchildren. He was born in Steinbach to John J.R and Annie Barkman.

He met Sarah when his sister Marion brought home a friend from Steinbach and they were married June 12th 1965. He was a trucker for 46 years. Had the whole family home for their 50th wedding Anniversary 2 years ago.



Wilbert was an antique car enthusiast and spent many hours attending car shows or driving in parades with his restored 1958 Chevy Biscayne. Besides his trucking and car shows he was also into spending a lot of countless hours customizing model tractor/trailer units, displaying his handiwork at numerous toy shows.

For anyone interested, his '58 Chevy Biscayne is for sale. Please contact patriciaw@mhv.ca for details.



Craig Winters 1987 Buick Grand National

This super clean example of what has been called the last American muscle car was factory ordered in late 1986, the original owner took delivery on December 27, 1986 from McNaught Pontiac Buick in downtown Winnipeg. Craig purchased the car in February of 1996, and is the 3rd owner.

This numbers matching Grand National has basically undergone a "body-on" restoration starting in 1999 with the body being completely stripped of its original lacquer paint and re-done in modern base/clear, and later wet sanded and polished to a mirror finish.

The engine and transmission were re-built in 2017 due to an un-expected engine failure, a few performance parts were added to enhance the driving experience. The interior of the car is largely original with only the headliner and front floor mats having been replaced, and some Auto Meter gauges added to monitor engine operation.

This particular car is quite unique due to the way it is optioned, or lack of options. This Grand National is one of very few 87's built with no power windows or power door locks, however for a hard top it is quite heavily optioned otherwise.

Bob McIntyre's 1988 Pontiac Fiero

Hello, my name is Bob McIntyre. This is my 1988 Pontiac Fiero. I am the third owner. I purchased this car in September 2015. It was originally white but repainted by the original owner on request of his wife "to be ANY other colour than white". As a joke he had it painted YELLOW! The "joke" it turns out was on him! His wife loved the colour, he was not so pleased. It was modified by the second owner to include a 3.4-liter fuel injected V6, a 5-speed transmission, and larger brakes and wheels. It is a fun car to drive!



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TO VOLUNTEER OR NOT TO VOLUNTEER...THAT IS THE QUESTION

Are you ready to try something new? Do you have time on your hands? Why not volunteer at Mennonite Heritage Village? Visit our website for details and ways YOU can become involved!



Volunteers are priceless.



Top Ten Classic Car Care Tips

Here are 10 maintenance tips that you can follow to help keep your classic car or truck in tip top shape:

1. Change the oil. Nothing will destroy a motor quicker than old or low oil levels. On the other hand, nothing will keep a motor running smoothly, than regular oil and oil filter changes. It is the life blood of every motor and should be a number one priority to check and change regularly.

2. Flush the cooling system. At least once a year every car whether old or new should have its cooling system flushed out. Replace the old coolant with a fresh 50/50 mixture of coolant and distilled water to help prevent the system from corroding or developing any deposits that can restrict flow through the system.

3. Change transmission fluid and differential oil. This may not have to be done frequently, but the more often you can do this the better. Newer cars require it at their service intervals, but classics could really use this a little more regularly. Make sure to use the recommended transmission fluid and gear oil with the correct viscosity.

4. Keep it clean. Washing your car regularly will help to ensure you are removing any harmful impurities that will eventually eat away at your paint's finish. Don't forget about the undercarriage as well. Salt and road grime are really good at finding their way into every nook and cranny. Be sure to clean the underside of your car really well to keep all the exposed parts clean and corrosion free.

5. Wax on wax off. Wax is crucial in keeping the paint looking its best. You should give your classic a really good waxing at least once every six months. While you are at it, you should also apply some chrome care to the chrome trim to help keep it shining.

6. Protect the interior. Keeping your classic out of the sun is one of the best ways to protect the leather, vinyl and plastic in your interior from fading and drying out. There are also leather creams, vinyl treatments, and UV blockers that can also help to protect and preserve your classic car interior.

7. Check your ball joints. All too often we see ball joints fail before their time should be up. Regularly checking them to ensure they are packed with the grease they need is all you need to do. A dry ball joint will surely fail quickly while a well greased joint can last a lifetime.

8. Lube your drive-line. Many components of your drive-line, like the u-joints, require regular lubrication as well. Checking to see that everything looks greased well can save you a lot of money and frustration should any part of your drive-line need to be replaced. You may need to remove the drive-line to get to the grease fitting depending on your vehicle.

9. Repack your wheel bearings. You should regularly inspect, clean and repack your wheel bearings with the recommended grease. This might not be the quickest job in the world, but it is cheap to do. You will save yourself tons of money on pricey repairs down the road. It doesn't need to be done monthly, but you should certainly do it at your regularly scheduled major service intervals.

10. Pump the brakes. Regularly test your brakes to make sure everything feels right and isn't making any strange sounds. Bleed your brake system at least once per year. It is cheap to replace while calipers, hoses and sensors are not. It is also a good idea to keep a close eye on your brake pads to ensure they are not unevenly wearing down your rotors. Pads are another relatively inexpensive item to replace.



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