

redacted letter McQueen had sent to Sean's father. Sean took out his folder and showed the genuine document. In modern times, this is as close to becoming blood brothers as it gets. Sean was now in the movie business.

Horstmann guessed they needed about \$15 million for the movie. Among the three amigos, they had energy, possibly some talent, and a secret car that anyone with an ounce of gasoline in their veins would love to see, but they didn't have \$15 million.

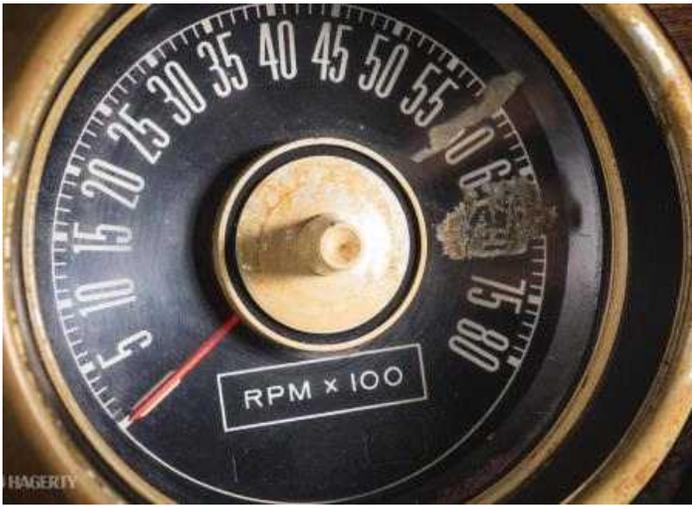
"We figured a private showing of the car would be a good way to get investors involved," Sean said. "I just needed to put the car back together."

That was a horrifying task. "I can build a show car all day long," he said, "but this was history. What if I screwed it up? The *Bullitt* scared the shit out of me." None of them had the money to bring in a professional who was used to curating an artifact. The lucky break was that Sean and his dad had left the body largely untouched. They hadn't removed the doors or the dash. Everything was there. So during the first five months of 2016, Sean carefully put it back together in his father's small garage.

In May, he loaded his still-not-running *Bullitt* onto a trailer and hauled it to Horstmann's studio in Atlanta. They needed a third party to validate that the car was, in fact, real. They called Kevin Marti, who signed a nondisclosure agreement and flew to Atlanta on his own nickel.

Marti is one of those interesting characters in the classic-car community. With \$1700 saved from delivering papers in Phoenix, he bought a Mercury Cougar in 1971 and has been a Ford guy ever since. He knows, for example, that Fords came with Motorcraft spark-plug wires, not Autolite, after 1972, and countless other obscure details. In 1996, he bought a trove of Ford's production data and is now the guy you call with your VIN to find out your Ford's original equipment. Along the way, he's also become an expert at recognizing fake VIN tags.





“I walked in to see the car,” he said, “and thought, ‘Here’s another car that looks like the *Bullitt*.’ I went over, looked at the VIN on the tag, and immediately, my emotions flipped from skepticism to ‘Oh, my god, it’s real.’ ”

Marti marveled at the modifications made for the movie. Underneath the rockers, three metal tubes were clumsily welded perpendicular to the car’s center line for camera mounts. There were holes cut in the trunk for the cords that ran from a generator to power the cameras and lights. Even tape residue remained—on the tachometer to mark the redline, and on the floor, presumably to secure the seatbelts and wires. “Ninety-eight percent of the original car is there,” he said. “It’s an incredible artifact.”

Horstmann filmed everything and used the footage over the summer of 2016 to make what’s known in the movie business as a teaser reel, which is basically a summary of the project. The trio then reached out to anyone they thought had the means and interest in the project. They hosted a few showings, actually secured some funding, and prepared for the big fish they hoped to hook at the annual Specialty Equipment Market Association (SEMA) aftermarket parts show held in Las Vegas every November: Ford Motor Company.

“My dad and I always talked about enlisting Ford to bring our car back into public view,” said Sean. The pair didn’t need Ford to vet the car. They simply thought it deserved to be a part of the official Mustang legacy. Whatever the reason, Sean intended to follow his father’s wishes.

The timing could not have been better. Ford was preparing to launch a third Bullitt Edition Mustang at the Detroit auto show in early 2018, and what better way to secure mass attention than by debuting the car alongside the lost original? Ford was in.

That’s when I was brought into the fold. On the advice of Kevin Marti, Sean called my boss, McKeel Hagerty, who told Sean that the car should be part of the National Historic Vehicle Register. The Register is a thorough dossier on significant cars prepared and placed with the Library of Congress by the Historic Vehicle Association (HVA), which is run by the ebullient Mark Gessler.



For the film, racer and mechanic Max Balchowsky tweaked the 390-cubic-inch Ford V-8. At SEMA, Gessler and I arranged to have drinks with the trio one evening in Vegas, where I heard the whole story. My jaw dropped. We made plans to ship the car to the HVA facility in Allentown, Pennsylvania, the following March for a full suite of photography and documentation. Sean, for his part, loved the idea that the car's history would be preserved in the Library of Congress, a fitting tribute to a cultural treasure. But once more, life got in the way.

The other *Bullitt* Mustang surfaced that same month, in March 2017. Body-shop owner Ralph Garcia and partner Hugo Sanchez announced they had found it in a Mexican junkyard. "When I heard, I freaked out," said Sean. "I thought I had been outed." What are the odds? Sanchez and Garcia also called Kevin Marti to validate their car. Marti inspected it and verified that it wore the VIN of the second "jumper" Mustang, 125558. Speculation then swirled around how much the pot of gold was worth. Millions, most said, although the car had been stripped of most of its parts, and extensive restoration work was done to it, against the advice of Marti, who said that an unrestored car—even a shell—would be worth more. However much of the original car remained was largely inconsequential; one of two *Bullitts* was found. About a week later, Chad McQueen, Steve's son, announced his own search for the *Bullitt*. He even established a website, FindingBullitt.com, that included a tip line. As to McQueen's motives? On the site there's a section called "Why We Are Searching," which attempts an answer. "We are searching because when we first saw them on screen... something inside us clicked."

Perhaps all these twists and turns of the path to revealing Sean's car are more of a movie than the one he and his buddies are working on. Anyway, the Allentown visit was

scrapped in favor of a trip to Sean's house in May. But that, too, was cancelled after the trio feared a leak before the *Bullitt's* planned appearance in Detroit. Gessler, however, said his team needed time to get the documentation in order by that deadline. As the clock spun and the car's new public life got hashed out, I flew to Nashville last fall with a photographer to meet Gessler's team at Sean's house.

On a Tuesday morning in early September, I turn off a tree-lined country road onto a paved driveway that looks almost too steep to climb. It's a long ascent, perhaps 800 feet, until the road crests at Sean Kiernan's house. I park off to the side of the house and admire the sloping lawn and the surrounding green mountains that are half-covered in fog. There's a barn tucked behind the house, where the forest begins. The garage is on the side, with the doors positioned perpendicular to the front of the house. One is open. There's the Mustang, sitting on jack stands, the rear of the car nearly flush with the opening.



It occurs to me how many similarly modest garages harbor long-dormant Mustang projects. If Sean's house were in your neighborhood, you might see the car countless times while walking the dog and never give it another thought, except perhaps to notice how it slowly becomes a storage shelf. It's just another faded Mustang; Ford made millions. You probably hope your neighbor someday gets his car back on the road but realize that every passing day diminishes that likelihood.

I walk into the garage. There's another car under a cover in the other bay and a black checkerboard runway between the two that leads to two steps and a door to the house. The front of the Mustang is about a foot from a toolbox and workbench. A washing machine rests in front of the second car, a bright green 1976 Porsche 911.

Sean comes out of the house. "Well," he says, holding his long arms out, "here it is. What do you think? Crazy, right?"

I'm not sure what to say, a bit tongue-tied over what's in front of us. This is pretty close to the car version of the ark of the covenant. Sean recognizes my awkwardness and says, "Let me show you around."

Some of the forum posts I've read about the hidden *Bullitt* Mustang suggest that the owner is a selfish crank, a hermit hoarding his treasure. Sean's the exact opposite. He looks intimidating because he's tall and his head is shaved, but there's a kindness to him. He speaks slowly, with a bit of Southern drawl. He's genuinely polite and looks you in the eye while speaking. During all our discussions, one thing has become clear: He wants to do the right thing, if he can simply figure out what that is.

We walk to the rear of the car, and Ken Horstmann joins us. I ask about the blacked-out gas cap. Sean shrugs but points out the sloppily welded patches that covered the holes left when the under-bumper backup lights were removed. "McQueen," Sean says, "was very specific about how he wanted the car to look."

On Chad McQueen's site, he mentions that his father considered the car a character, not a prop. McQueen the senior chose the Mustang because it was a car his character, police detective Frank Bullitt, could afford. Also, McQueen tried to make *Bullitt* a modern Western, with the good guy in a Mustang and the bad guy in a black Charger. As befitting Frank Bullitt, the Mustang was made to look meaner by removing the badges and backup lights. The engine was modified for speed and sound. There's no background music during the chase; the music is the engine, as we like it. Unlike any other McQueen artifact, this is the one he poured his heart and soul into.

We open the trunk, and I notice a couple of foam blocks glued to the forward wall and other modifications for camera rigging. Sean points out a chip on the edge of the passenger's-side rear fender, which reveals a thick layer of filler. "This entire side is Bondo," he says. "There must be 40 gallons of it in the door alone. It oozes out of the inside. Whoever put it on was a real sculptor, because it matches the lines of the car perfectly." The door was smashed in during the closing stages of the chase scene, and the filler is the result of the shortcut repair.

Sean suggests I open the door, but I'm hesitant to touch anything. "Go ahead," he says. "It closes perfectly, better than the other side. With all that weight, I can't believe it hasn't sagged." I open and close it with a solid click.



We move to the engine bay. The V-8 doesn't look like anything special. It was originally modified by Max Balchowsky, the same guy who opened Hollywood Motors and built the Old Yeller II race car plus several movie cars. Sean and his father had the engine rebuilt using as many original parts as they could. Before installing it, they had the engine tested, and it produced 315 horsepower at 4500 rpm and 400 pound-feet of torque at 3000. The air cleaner is not original; Sean says it was stolen by someone who broke into the Kentucky barn at some point. I see new screws holding the fenders to the frame and ask about them. "The original ones were junk," Sean says, "but believe me, I tried to save them."

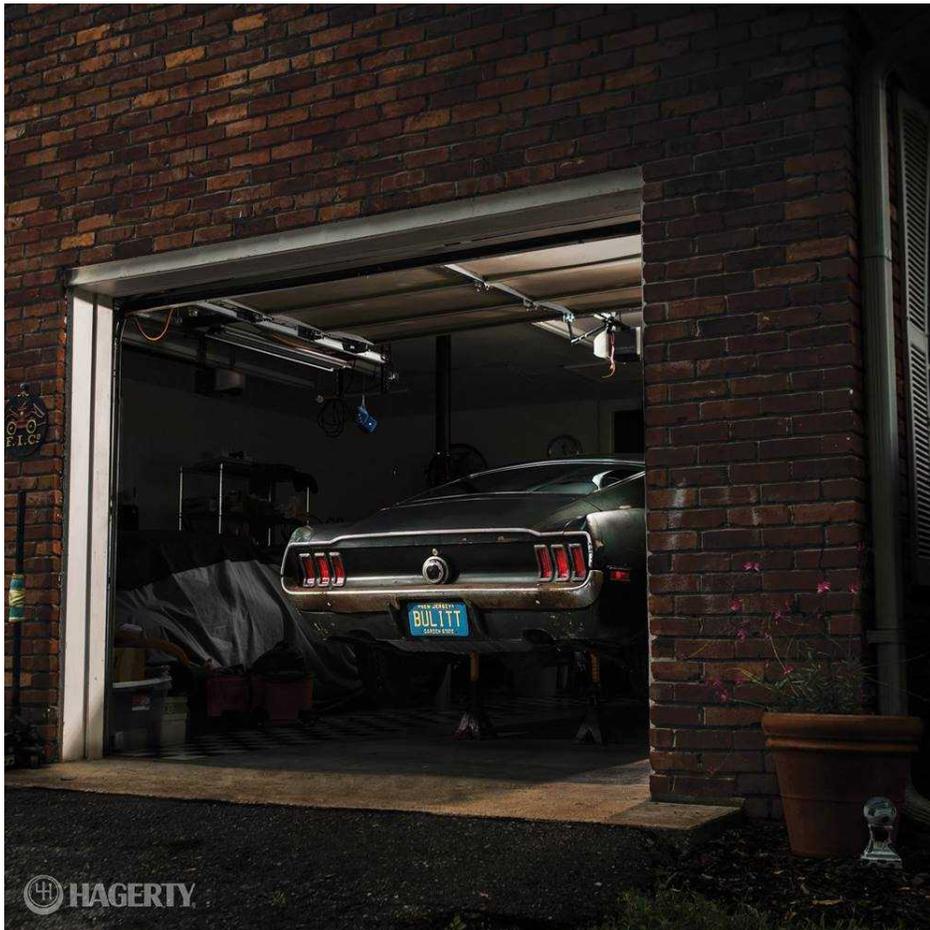
I lie on the floor to get a look at the underside. The only shiny bits are new brake lines and a few bolts. The welded camera bars still jut out from both rockers; the original custom exhaust is still in place. The rear axle with its 4:10 gear ratio and limited-slip differential doesn't have the usual oil coating.

Inside, the bottom of the seats are torn along the pleats. Sean did replace the carpet, because the original was simply too far gone to save. There are two adhesive smudges on the tachometer, one at 5600 rpm and another at 6500. The cabin smells musty, that comforting aroma of your favorite vintage car waiting to be taken for a spin. We have to cut our tour short, however, as time is tight.

Sean's 16-year-old daughter will be home from school soon. She does not know about the car's significance. "I didn't want to burden her with it," Sean says. Before Sean opened up about the Mustang's history, only a few knew of it. When his wife's family would visit, he'd simply cover the car and call it a Camaro. Luckily, no one inquired, besides, of course, the internet.

"I can't wait to get this out there," he says as our photographer goes to work and we talk. He mentions his father a lot, clearly still dealing with the loss of a man he loved and admired. "My dad didn't care about other people's opinions. He had his mountain. He had his car. He never let the Parkinson's slow him down. He bought a 2008 Mustang GT with a stick."

After its scheduled re-emergence at the 2018 Detroit auto show and a few other appearances, the Bullitt Mustang will likely return to its modest garage.



Soon, the son will finish the mission he started with his father. After that, who knows? Kiernan has no plans to sell, but he recognizes the car is worth multigenerational money. In the meantime, he hopes the movie project moves forward. He wants to build the *Bullitt* replicas for the film. “Who better to build them than the guy who owns the original?” he asks. Then he wants to auction the movie cars for the Michael J. Fox Foundation for Parkinson’s Research, a cause his father supported.

Whatever happens to the *Bullitt* Mustang, it’s in good hands. It always has been.

The Original Bullitt Mustang

A cultural icon that was thought long lost was just part of a family's own story all along

by DEREK MCNAUGHTON
DETROIT, MI

Steve McQueen was only 50 when he died from cancer on Nov. 7, 1980. Nearly forty years later, he captivates us still. Once the worlds’ highest paid actor, it’s been well documented that McQueen loved motorcycles and cars more than actually being a film star. He performed many of his own stunts, including the surreal car chase through San Francisco in *Bullitt*.

It was in the 1968 movie *Bullitt* that so many of us learned just how skilled and how good the man was, hooking us with his professionalism and talent. Wheeling a dark green,

1968 Mustang Fastback, McQueen – as detective Frank Bullitt – gave us a wild, 10-minute car chase that, with so much rawness and realness, remains to this day the best Hollywood has ever produced. And that Firestone-smoking Mustang in the film, the 1968 Mustang Fastback McQueen drove in that chase — a car estimated to be worth up to US\$3.5 million today — had long since disappeared, a mystery as deep and as fascinating as Stonehenge, until this week.



Making its debut alongside the upcoming 2019 Ford Mustang Bullitt, the 50-year old car resurfaced at the North American International Auto Show on Sunday after its owner, Sean Kiernan, 36, let Ford Motor Company in on the secret he had been sheltering for years, a secret he inherited from his father, a secret so big not even some members of his family knew, a secret that so many in the old-car world had been trying to uncover for so long. The '68 Bullitt Mustang, still in its original green patina but updated with a refresh to its 390 engine, new fuel and brake lines, still bearing all the character (and bondo) it acquired in the movie, was finally revealed when it snarled and strutted onto the Ford stand in Detroit.

“My dad bought it in 1974 from a classified ad in *Road & Track*,” Kiernan says in an interview. “Funny enough, [Bullitt] was spelled wrong. It was not the best ‘selling’ ad. It was an ‘or best offer’ ad. So my dad at the time was looking for a new daily driver and was obviously a Mustang fan, and as the second owner explained, my dad was the only guy that called, the only guy that showed up. And my dad showed up, bought it and took off. As soon as my dad got the blessing from my mother – like hey, you can do it – he saw it, went after it.” The couple was just 26 years old.

That classified ad in the magazine was posted by real-life police detective Frank Marranca, who was selling the ‘Stang because he needed something more practical for his family, ending up with a Chevrolet Vega wagon. The detective had bought the car from Warner Bros. movie editor Robert Ross in 1971 with a letter from Ford certifying VIN

8R02S125559 had indeed been the Mustang owned by McQueen's Solar Productions. Solar had acquired the car for *Bullitt* on McQueen's insistence that his character drive a Mustang because it was a car that a detective could realistically afford.



“The ad itself said ‘can document’ on the classified,” Kiernan explains. “When my dad went to look at it, the camera mounts instantly scream out, and there’s no way those will ever come off the car. But when he took it for a drive, the car itself has this aura and persona that just makes you go ‘wow, this is the car’.” Bob Kiernan bought the car for US\$6,000.

In 1977, McQueen reached out to Bob Kiernan, trying to buy the car back; but McQueen was turned down. By that time, the Kiernan’s had owned it three years and put 30,000 miles on it. It was part of the family at that point, Sean says. “For my dad to tell him no ... everybody says, ‘oh, I can’t believe you told Steve McQueen no’; he would have told anybody no. No matter what. He hangs on to everything. I have pretty much every car we ever had. This just happens to be Bullitt.”

Later, when Kiernan’s dad got a company car, his mother drove the Mustang daily from 1974 to 1980 to her teaching job at a nearby school in New Jersey. “My mom drove it every day to school. She was a third grade Catholic school teacher.” The family put 45,000 miles on it. Kiernan was born in 1981, but the car had stopped running shortly after McQueen’s death when the clutch went, so it sat in the family garage for a long while.

Kiernan’s father was becoming more of an insurance executive and the car wasn’t a practical daily driver in the early eighties. The family moved to Kentucky and then Tennessee and “the car always went with us everywhere we went,” Kiernan explains. “It was always the goal to show it off, as much as we possibly could, to everyone.

“But like anybody else, and any other car guy on the planet, everybody’s got a car in the garage that they’re eventually going to get to, ours just happened to be Bullitt.” The restoration was something Kiernan and his father always wanted to do together but got put off when life got in the way. Children were born. Bob Kiernan was diagnosed with Parkinson’s.

Father and son had already taken the car apart in the Tennessee garage when Bob Kiernan died in 2014. “When that happened, I was avoiding the garage at all costs,” Sean says. “I didn’t even want to go into it. My wife and I would sit on the steps of my garage right after my father passed and stare at the car and not really know what to do. I was born a car guy and to stare at that car and know that when you build it, you’re going to have this, is one of the most scariest things I could have gone through ever.”

When Sean finally got past the grief to put Bullitt back together, it took him 45 days. Before the reassembly, everything had been dismantled except the doors, glass and dash. “It was more or less the easiest thing I’d done, and very therapeutic. And right after that I contacted Ford and from there, the stars just aligned,” he said, leading to the 50th anniversary of the movie and the car appearing on the world stage with Molly McQueen, Steve’s granddaughter at the Detroit show.

“Being able to pull it off the way it went, and then meeting Molly, and then intertwining our families together, through the whole history of the car — because the history of the car, to me, is the biggest thing, because you can see my life, and my family’s timeline, from bumper to bumper.”

Clever Anagrams

This is very clever. Someone has a lot of time on their hands and is “deadly” at Scrabble.

- | | | |
|-------------------------|---------------------------------|----------------------|
| Presbyterian: | When you rearrange the letters: | Best in Prayer |
| Astronomer: | When you rearrange the letters: | Moon Starer |
| Desperation: | When you rearrange the letters: | A Rope Ends It |
| The Eyes: | When you rearrange the letters: | They See |
| George Bush: | When you rearrange the letters: | He Bugs Gore |
| The Morse Code: | When you rearrange the letters: | Here Comes Dots |
| Dormitory: | When you rearrange the letters: | Dirty Room |
| Slot Machines: | When you rearrange the letters: | Cash Lost In Me |
| Animosity: | When you rearrange the letters: | Is No Amity |
| Election Results: | When you rearrange the letters: | Lies – Let’s Recount |
| Snooze Alarms: | When you rearrange the letters: | Alas! No More Z’s |
| A Decimal Point: | When you rearrange the letters: | I’m A Dot In Place |
| The Earthquakes: | When you rearrange the letters: | That Queer Shake |
| Eleven Plus Two: | When you rearrange the letters: | Twelve plus One |
| For The Grand Finale!!! | | |
| Mother-In-Law: | When you rearrange the letters: | Woman Hitler |

The 9 Hottest Cars Under \$25K

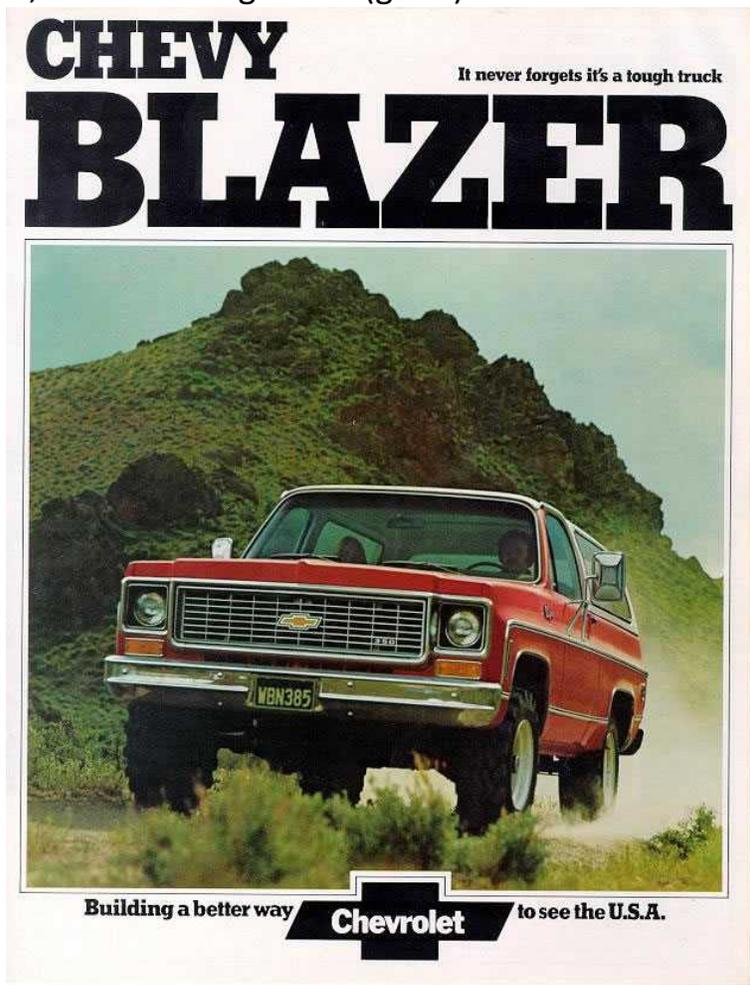
by Eric Weiner

By now you know that the collector trucks and SUVs are red hot. Nevertheless, just because demand is high doesn't mean prices are out of reach for mere mortals just yet. The striking similarity between the Hagerty Vehicle Rating Top 25 and this list of the hottest cars and trucks under \$25K is indicative of just how much activity there is in the affordable collector car market.

"These nine cars aren't just the hottest affordable cars, they're essentially the hottest period, because of all the action in this price bracket," says Hagerty auctions editor Andrew Newton.

Editor's Note: The Hagerty Vehicle Rating tracks a vehicle's collector interest and value relative to the collector car market as a whole. It is based on a scale of 0-100, with those above 50 appreciating and those below 50 lagging. A 50-point rating indicates keeping pace with the overall market.

Familiar friends like the Chevrolet C/K Series, the Dodge Power Wagon, Ford Bronco, and Blazer make up the bulk of the top players in the under-\$25K space. The 1960-1966 C/K Series sits atop the HVR throne alongside the 1945-1968 Dodge Power Wagon, both with a score of 98. One point behind, the most expensive vehicle on the list is the 1966-1977 Ford Bronco, which costs \$21,318 on average in #3 (good) condition.



1974 Chevrolet Blazer (GM)

Bucking the truck and SUV trend are the 1992-2002 Mazda RX-7, 1994-1996 Chevrolet Impala SS, 1990-1997 Lincoln Town Car, and 1993-1998 Lincoln Continental Mk VIII. For this generation of the RX-7, known as the FD, Mazda sold fewer than 15,000 in the U.S. over three model years (1993-1995).

Supply is therefore limited as demand for 90s Japanese metal keeps rising, driven by high interest in the Acura NSX and fourth-generation Toyota Supra.

The last real Impala SS, with its police-spec engine and limited-slip rear differential, has an appeal for anyone who likes a good sleeper. "It was the very last of the B-bodies," notes Newton, "and it offered rear-wheel drive with a big V-8, which is increasingly rare today." They also make fantastic cruisers for longer rides, as long as you don't mind stopping to fill the tank.

As for the two Lincolns which share the final two slots on our list, with a score of 93, don't read too much into it. Because prices for the Town Car and Continental are so cheap to begin with (the former at just \$1,740), updated pricing data yielded huge *percentage* gains in value. We don't at all expect '90s Lincolns to be the next big collector trend. Sorry, livery-car aficionados.

VEHICLE	VALUE
1960-1966 Chevrolet C/K Series	\$12 132
1945-1968 Dodge Power Wagon	\$15 743
1973-1987 Chevrolet C/K Series Pick-up	\$ 8 246
1992-2002 Mazda RX -7	\$11 000
1966-1977 Ford Bronco	\$21 318
1994-1996 Chevrolet Impala SS	\$15 500
1973-1991 Chevrolet C/K Blazer	\$ 9 168
1990-1997 Lincoln Town Car	\$ 1 740
1993-1998 Lincoln Continental Mk VIII	\$ 4 100

Value is based on a condition rating of #3 (Good)



1994 TOYOTA SUPRA

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Saturday June 2, 2018

Annual Car Show Next Day June 3, 2018

Chipman Agricultural Grounds

4722 – 51 Street

Chipman Alberta

9:00am to 4:30 pm

Same day set up – 7:00 am to 9:00 am

Indoor Space 10' x 10' - \$35.00

Outdoor Space 20' x 20' - \$20.00

Book Space Now

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PO Box 244 Chipman, AB T0B 0W0

Tables not provided - Please bring your own.

Food Vendors on Site
Plenty of Free Parking
Gate Admission \$2.00
or
Food Bank Donation

Antique & Classic Car Parts
Antique Tractor Parts
Antique Snowmobile
Tools
Oil and Gas Signs
Auto Related Items



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Alf @ (780)363-2324 or

Lionel @ (780)363-3888

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Specialty Vehicles Association of Alberta

The SVAA was created back in the 1970's by a group of members of several Alberta vintage vehicle clubs for the original purpose of correlating event dates to avoid conflict. This grew into a lobby group which over the years was able to bring antique (one-time) licensing for vintage cars (25 years and older) to Alberta, and recently was able to petition, with the National Association, the Federal Government in order to prevent the creation of pollution or junker laws with respect to old cars.

Today, the SVAA consists of 54 Alberta Vintage, Modified, Street Rod and 4-wheel clubs in Alberta, representing some 2 000 individual persons.

Mission Statement

The Association is dedicated to the preservation, restoration, and enjoyment of all antique, collector, vintage and specialty vehicles. Also, the Society is dedicated to bringing all auto related clubs in Alberta together, to promote and protect our common interest in the Automobile Hobby.

Member Clubs (2017)

Alberta Iron Indians Pontiac Club (Calgary)	Alberta Iron Indians Pontiac Club (Edmonton)
Alberta Pioneer Auto Club	Alberta Post War Car Club
Alberta Region of Packards International Motor Car Club	Alberta Super Run Association Car Show
Bonnyville Gear Grabbers Club	Beaumont Dream Cruizers
Calgary Plymouth & Friends Car Club	Calgary Firebird Club
Canadian Vintage Motor Cycle Group	Calgary Thunderbird Club
Chinook Wings Motorcycle Club	Central Alberta Mopar Association
Coaldale Custom Cruisers	Chipman Car Crafters Car Club
Cold Lake Cruisers Car Club	Cochrane Classic Car Club
Cypress Rod & Custom Club	Crowsnest Pass Wheel Nuts
Didsbury Car Club	Diablos Car Club
Edmonton Thunderbird Club	Edmonton Antique Car Club
Foothills Model T Club	Elk Point Auto Club
Ford Central Club	Foothills Street Rod Association
Just Kruzin Speciality Vehicle Club	GTO Association of Alberta
Medicine Hat Vintage Vehicle Club	Lloydminster Auto Club
Nifty Fifty's Ford Club of Calgary	Mountain View Pistons Vehicle Club
Peace Classic Wheels	Northern Thunder Car Club
Porcupine Hills Classic Cruisers Club	Ponoka Piston Poppers
River City Classics Car Club	Prairie Motor Brigade
Southern Alberta Drag Racing Association	Southern Alberta Antique & Classic Auto Club
Studebaker Drivers Club, Foothills Chapter	St. Albert Cruisers
Taber Corn Country Cruisers Club	Sylvan Lake Customs & Classics
Time Travellers Club of Airdrie	The American Motors Club of Alberta
Vegreville Iron Runner's Automobile Club	Touring Tin Car Club
West Central Alberta Classic Club	Vintage Sports Car Club of Calgary
Wild Rose Rod & Custom Car Club	Western Wheels Classic Auto Club

To send information to our web master contact Scott Manson @
scottfree27@gmail.com

Cruisin' The Dub

Be sure to check your local listings, for location & times, for more Information, check out www.cruisin@aw.ca For great **burger** specialevery month from A&W to all Classic Car and Hot Rod Cruisers, contact: [cruisin@aw.ca.](mailto:cruisin@aw.ca), and they will send you some coupons.

Calendar of Events(2018)

The SVAA publishes events throughout the year, so please forward your information to al@svaalberta.com or by mail. Some events are now included on the SVAA web site at www-svaalberta.com. Do not send events to this web site.



Suggested Disclaimer For Hosting An Event

The undersigned hereby agree to Indemnify all officers and directors against any and all alleged wrongful acts, wrongful acts and/or claims resulting from attendance and participation In this tour and associated events. I/we certify the vehicle indicated above is properly and adequately Insured, licensed, registered and is in a safe operating condition.

Signature: _____ Date: _____

Name: _____ (Please Print)

Something For The Chefs In Our Lives

Orange Ricotta Pancakes

Ingredients

1 ½ cups of all-purpose flour
3 tbsp of sugar
1 ½ tsp of baking powder
½ tsp of baking soda
¼ tsp of salt
1 large egg
1 cup of ricotta cheese
¾ cup of milk
½ tsp of grated orange peel
¼ cup of butter, melted
½ tsp of vanilla

Procedure

In a large bowl whisk together the first five ingredients.

In another bowl whisk together the egg, milk, cheese, orange peel, orange juice, melted butter and vanilla until blended.

Add to the dry ingredients, and stir until moistened.

Lightly grease a griddle and heat over medium heat.

Pour batter by ¼ cupful's onto the griddle.

Cook until bubbles form on top and begin to pop and bottoms are golden brown.

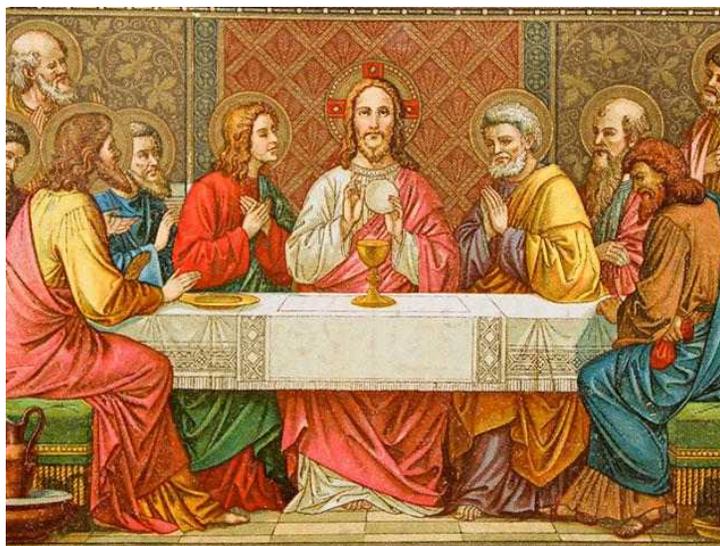
Turn-over and cook until the second side is golden brown.

Remove from heat and serve with syrup and confectioner's sugar if desired

Enjoy



Happy Easter to one and all



The Last Supper

Vegreville Iron Runners Auto Club Membership Application

Please Print

Date: _____

Name: _____ Occupation: _____

Spouse: _____ Occupation: _____

Children: _____ Age: _____

_____ Age: _____

_____ Age: _____

_____ Age: _____

Address: _____ Phone (Res) _____

City/Town: _____ Phone (Bus) _____

Postal Code: _____ Phone (Cell) _____

Province: _____ **NewMembership:** _____ **Renewal:** _____

Type of Membership: Single: _____ Family: _____ Other: _____

Vehicles Owned

Vehicle #1 Make: _____ Model: _____

Year: _____ Body Style: _____ Colour: _____

Vehicle #2 Make: _____ Model: _____

Year: _____ Body Style: _____ Colour: _____

Vehicle #3 Make: _____ Model: _____

Year: _____ Body Style: _____ Colour: _____

Fees: **Single:** **\$15** **Family:** **\$25**

This information is solely for club use only and will not be given out.

Date of Acceptance: _____