

The Wheel Spin



The Vegreville Iron Runners Auto Club

*Volume XXXII, Number 1
Spring, 2022*

The Wheel Spin

Official Newsletter Of the Vegreville Iron Runners Auto Club

Mission Statement

The purpose of the Vegreville Iron Runners Auto Club shall be to unite persons interested in restoring and preserving special interest motor vehicles; to encourage fellowship between members and their families in social, as well as auto Interests; and to promote and assist in the promotion of competitions, trials, and other events In which such vehicles can participate in their respective classes.

Important Items To Remember

The Vegreville Iron Runners Auto Club meets at 6:30 PM for coffee, with the meeting at 7:00 PM, on the first Wednesday of each month, except in January and August, at the Club House (Vegreville Regional Museum). Vehicle ownership is not a requirement for membership. Our meetings are open to both Husbands and Wives. Membership Fees are due at our February Meeting.

2021 Executive

President	-	William Smolak
Vice President	-	Orest Lazarowich
Secretary	-	Darry Anderson
Treasurer	-	Denise Komick
Events Chairs/	-	George Sample
Phone Committee	-	Velma Sample
	-	Sylvia Smolak
Car Show Committee	-	William Smolak
	-	George Sample
	-	Ron Reese
	-	Graham Benoit
	-	Richard Densmore
	-	Kundan Kulwinder
Web Page Master	-	Laurence Anderson
Museum Reps.	-	Jerry Wilde
	-	Mike Sturmay
	-	John Kitiz
Past President	-	Denise Komick
Bulletin Editor	-	William Smolak

Bulletin Distributor	-	George Sample
Archivists	-	Orest Lazarowich
	-	Denise Komick
SVAA Rep.	-	Kulwinder Kundan
	-	TBD

Past Presidents of The Vegreville Iron Runners Auto Club

Term	Name of President
1989 - 1990	Orest Lazarowich
1990 - 1992	Sylvester Komick
1992 - 1993	Paul Buoy
1993 - 1994	John Sokoluk
1994 - 1995	Don Bilocerkowec
1995 - 1997	Ray Welsh
1997 - 1998	John Skladen
1998 - 2000	Ron Lindquist
2000 - 2002	Tim Charuk
2002 - 2004	Gerald Granger
2004 - 2006	George Sample
2006 - 2008	Mike Dowhun
2008 - 2010	Orest Lazarowich
2010 - 2015	Denise Komick
2015 -	William Smolak

Title Page Photo

The Leopard 1 Tank played an important role in Canadian Military History.

President's Message

VIRAC Members:

Well, it looks like things are slowly returning to the old normal we were so accustomed to prior to the COVID-19 era. In keeping with that return to the old normal, the Vegreville Agricultural Society and the Vegreville Iron Runners Auto Club will once again be hosting our Annual Fathers' Day Event. As per past events, the Demo Derby will be on as well as the Show and Shine and other events.

It appears that we will be experiencing a shortage of club members to work at the Fathers' Day Event and therefore we may have to recruit volunteers, and if that fails, we will have to hire individuals to help us out. One possibility is to get a non-profit group work for us in return for a donation to their organization. As well, we may have to consider looking at changing our role in the Fathers' Day Event, maybe even withdrawing from it.

Our Annual General Meeting has been postponed a few times due to poor weather. Hopefully, we will have the AGM in April and a new executive will be ready to take over. If you are approached to run for election to an executive position, please do so.

Meanwhile, we are always on the look-out for new members, so if you are aware of a car buff who might be interested in joining our club, invite him/her to a meeting. Remember, ownership of a collector car is not a requirement for membership. All that is needed is an interest in the preservation of vehicles of previous years.

Until next time, take care, stay safe, and enjoy what is the coming warm weather, and the Show and Shine Season. Soon it will be time to bring our vehicles out of storage and begin preparing them for the coming touring and show and shine season.

In the meantime, have a great Easter and spring.

William Smolak, President

Fathers' Day Event Committee Report

We have begun working on the 2022 version of the Fathers' Day Event and posters and other materials should be ready for the beginning of April, 2022. Once again, with the co-operation of everyone, including the weather gods, we will have another fantastic show and shine and Fathers' Day Event, with all of our normal activities and attractions, providing the we will have enough volunteers to bring this all together.

Finally, Derek Fox and William Smolak are the co-chairs of this committee and always look forward to your comments regarding the FDE.

FDE Event Committee

Editor's Message

Welcome to another edition of "The Wheel Spin". Hopefully, one day, I will be able to resume making hard copy versions of the newsletter available to our club members and others.

Our web site is <http://vegironrunners.ca>. Laurence Anderson is our web master and he would appreciate receiving assistance with it as well as photos and articles to put on it.

"The Wheel Spin" is the official publication of the Vegreville Iron Runners Auto Club and is published quarterly in March, June, September, and December. The publication is included as part of our membership fee. Articles and opinions are welcome from club members. The Want Ads and For Sale Ads are free to club members. Deadlines for articles and ads are the 15th day of the month preceding the publication date. The deadline for the next issue in June is May 15.

This is your Bulletin; it is only as good as the effort you, the members, are willing to put into it. The drop off point for your contributions, suggestions and comments is my residence at 5701 – 43 A Street or you may also e-mail me at bsmo47@telus.net.

Opinions expressed in "The Wheel Spin" are those of the authors and do not necessarily represent the views of the Vegreville Iron Runners Auto Club or its members.

"The Wheel Spin" takes no responsibility for the accuracy of copied ads. Other Clubs are welcome to use published materials, except where prohibited by the author/s.

William Smolak, Editor

Submissions and copies of Newsletters may be forwarded to:

"The Wheel Spin"

C/O William Smolak

5701 - 43 A Street

Vegreville, Alberta, T9C 1E3

or by e-mail at bsmo47@telus.net

Vegreville Iron Runners Auto Club Web Page

Please check our web page at

<http://vegironrunners.ca>

Specialty Vehicle Association of Alberta Web Site

See: **www.svaalberta.com**

Did You Know

The "Vegreville Iron Runners Auto Club" has continued its spirit of involvement with the community. In the past, the "Vegreville Iron Runners" had provided financial support for the various groups in and around Vegreville.

As well, the "Vegreville Iron Runners" have instituted a scholarship at the high schools, in Vegreville, called the "**Vegreville Iron Runners Memorial Scholarship**". The scholarship is for **\$1000** and is awarded annually to a student who is registered in a post-secondary automotive related program.

Vegreville Iron Runners Auto Club Archival History

Work on a history of the Iron Runners that was begun by Sylvester Komick and Orest Lazarowich is continuing under the leadership of Orest Lazarowich. Your utmost attention and assistance in completing this project would be most appreciated. This is only one of the legacies left to our club by the late Sylvester Komick. We still need all Past-Presidents to please submit a review of their year or years as President and to go through their files and turn over all materials they think would be appropriate for inclusion in our Archives. Your support and cooperation is greatly appreciated.

Club Builders Award

The Vegreville and District Special Interest Motor Vehicle Club came into existence on the second day of October, 1989. The Iron Runners Auto Club name was officially accepted at the November, 1989, meeting and the first twenty five members were designated as charter members. The first annual meeting was held in September, 1990. The club is now known locally as the Vegreville Iron Runners Auto Club.

The original Charter Members who are still members of the Club, at this time include: Denise Komick, Orest Lazarowich, and Jerry Wilde.

On a motion passed at the May 2nd, 2001, regular meeting of the Vegreville Iron Runners Auto Club, It was agreed that the Club would recognize individual members who have maintained continuous membership In the Club.

A Club Builder's Award will be presented to members who have achieved or demonstrated continuous contribution and support to the Vegreville Iron Runners Auto Club locally and provincially.

This recognition will be in the form of a plaque presented, at the annual meetings, to Individual members who are in the 5th, 10th, 15th, 20th, etc. year of continuous membership. This will be determined by the membership records kept by the Treasurer. The plaque will list the member's name, membership number, and the years of continuous membership.

Vegreville Iron Runners Memorial Scholarship
Sponsored by the Vegreville Iron Runners Auto Club

The Scholarship shall consist of a **One Thousand Dollar (\$1 000.00)** cash award, a presentation plaque and a one (1) year membership in the Vegreville Iron Runners Auto Club.

SELECTION COMMITTEE:

This Scholarship fund shall be administered by a selection committee consisting of:

1. President or designate of the Vegreville Iron Runners Auto Club.
2. Two or more members of the Vegreville Iron Runners Auto Club.

ELIGIBILITY:

The Scholarship shall be awarded to a deserving Grade XII student, male or female, who is registered at **Vegreville Composite High School**, or at **St. Mary's Catholic High School**, and is enrolled in **Work Experience or RAP** continuing his/her education at a post-secondary institute in any of the fields of **Automotive Mechanics (Automotive Service Technician); or Heavy Duty Equipment Mechanics; Agricultural Equipment Mechanics; Auto Body Mechanics (Automotive Collision Repair Technician); and/or Auto Parts Technician**.

The selection committee shall review all applications for the Scholarship, and shall, when making its decision, consider the criteria outlined below and in its sole discretion give such weight to the criteria as it deems appropriate.

1. A certified statement of school marks issued by the High School.
2. A letter indicating the applicant's educational and future plans. In this letter, the candidate should include an explanation of why the automotive field or its related fields are attractive to him/her or why he/she believes they are a good fit for these fields.
3. Documentation of acceptance into a recognized apprenticeship program or a post-secondary education institution in the automotive field.
4. In the event a suitable candidate is not selected in the current year, the Scholarship shall be withheld.

Deadline for Application:

All Applications must be received by September 1, and no exceptions will be made. The scholarship application must be forwarded to **The Vegreville Iron Runners Auto Club, c/o William Smolak, 5701 – 43A Street, Vegreville, AB, T9C 1E3.**

NB: Application forms may be picked up from our local high school counsellors.

Iron Runners Memorial Scholarship Application Form

Name: _____ Grade: _____ Age: _____

Alberta Student ID # _____ School: _____

Student's Cell #: _____ Student's Email Address: _____

Parents/Guardians: _____

Address: _____

Street/P. O. Box #

Town/City

Postal Code

Home Phone Number: _____ Cell Number: _____

Parent/Guardian's Work Number(s): _____

Emergency Contact: _____ Telephone _____

Student Timetable

Semester 1 Subjects

Semester 2 Subjects

Period 1 _____

Period 2 _____

Period 3 _____

Period 4 _____

Future Plans

Work Experience/RAP Program: _____

Post Secondary Training Program: _____

Name of Post Secondary School: _____

Name of Current Employer: _____

Name of Current Supervisor: _____

Address of Current Employer: _____

Contact Information For Employer/Supervisor: Phone # _____

Cell # _____

Attachments Included: _____

Certified Statement of Marks From School

Personal Letter Regarding Future Plans

Notice of Acceptance into a Post-Secondary School

and/or

**Confirmation of Employment in Appropriate Field
and Employer's Certification of Enrolment in an
Apprenticeship Program**

No applications were received for this scholarship at the end of the 2020-2021 school year.

Activities of the Vegreville Iron Runners Auto Club

The past several months have been relatively quiet as the COVID-19 pandemic put a damper on all group related activities.

*To send information to our web master contact:
Laurence Anderson @ Laurenceanderson@telus.net*

Reminder:

Membership fees are now due and will be collected at the April Meeting. Memberships must be paid in full and up to date in order to vote at the AGM.

Leopard 1 Tanks Come to Vegreville

As reported by Gord Steinke of Global News

Vegreville has been invaded by a part of Canadian military history. Leopard 1 tanks are neatly lined up in a work yard on the west end of town.

Many of these heavy metal battle machines were used in combat in Afghanistan.



The repurposed tanks will be used as target practice at Cold Lake.

A Vegreville company, Quest Disposal & Recycling Inc., got the contract to repurpose these out-of-date relics to be used for target practice at Cold Lake Air Weapons Range.

Project manager for quality disposal, Jaden Melenka, said the response from the public has been entertaining. "They'll drive by and see a tank rolling by and they'll text someone who works here and say, 'What on earth are you guys doing?'" said Melenka.

Canada acquired more than 50 of the Leopard 1 tanks in the 1970's and operated them until 2017. The aging machines have since been replaced with Leopard 2 tanks.

Melenka says it's an honour to be working on such an important part of Canadian military history. "These are from 1978 so you can imagine all the hands that touched them and the stories that went along with them," said Melenka.

“The crew that was in here were brothers, you know, and when we go in here and start this taking apart we are almost part of that brotherhood and that history — and we couldn’t be happier to be doing this.”

The repurposing work involves ensuring they can no longer function as a weapons system.



“The end game is we completely gut it down to a bare shell, remove all the components, then reassemble everything, put it back together,” said Melenka. “The gun barrel we weld shut. From there, it’s ready to be moved to the weapons range.”

The Government of Canada has given up on selling old Leopard 1 tanks.

The project is bittersweet for former Canadian tank commander Anthony Sowards. Sowards operated a Leopard 1 tank in combat in Afghanistan. “It brings a little bit of a tear in the eye. They’ve been replaced, phased out. It’s a lot of memories,” said Sowards. “You deploy and that tank is your home. I’m lucky enough that my tank is going to Canadian War Museum in Ottawa.”

Researching and repurposing these machines has been a learning experience for Melenka and his crew in more ways than one. “Obviously, we had never worked on a tank before so there were a lot of unknowns. The military working with us have been so excellent with us and sent a team to go through all the parts,” he said.

While the project has been a challenge, Melenka said the work has been rewarding.

About 45 retired Canadian Army tanks will soon be used for target practice at the Cold Lake Air Weapons Range. A few others are being used as monuments in towns across Canada.

Pursuit of new Challenge leads to History in the Making for Quest Disposal & Recycling Inc.

Michelle Pinon - Vegreville News Advertiser

There’s nothing more exciting than a new challenge, and for Jaden Melenka that meant exploring new and different ways to diversify the Vegreville business he owns with brother Jarrett Melenka and Keith Hayduk. The new challenge turned out be the ‘Conversion Project’ which involves the overhaul and repurposing of 48 decommissioned Leopard 1 battle tanks that will be used for target practice at Canadian Forces Base Cold Lake air weapons range.

Back in the 1970’s Canada acquired more than 50 of the Leopard 1 tanks and operated them until 2017. Many of these tanks were used in combat in Afghanistan, and Jaden said the project has generated a lot of interest, and he’s been in contact with a soldier from Edmonton who wants to come to Vegreville to see the tank he operated. “It’s such an honour to be working on such an important part of Canadian military history.” Jaden, who serves in the

capacity of project manager for quality disposal, and said he couldn't be prouder of his team who have been willing to take the project.

Jaden said the workforce at Quest Disposal & Recycling Inc. is very diverse with many different specialities. That, coupled with unique experiences and ideas from staff have contributed greatly since work began on the project last September. Because they were not familiar with the tanks, Jaden said a couple of military mechanics from Montreal spent about a week providing hands on training for new staff members who would be working on the project. "They were exceptionally good at enabling the process." So far, they have 20 tanks in their lay down yard and are expecting to have another 25 arrive in the coming months. All in all, Jaden expects everything to be completed in mid-July.

"It's a big accomplishment for us." Jaden said it is also a nice way to further support the town and the local economy. The project has generated a lot of intrigue and interest in the community, and he said the visibility is good for the company and its employees who are learning new skills and increasing their capabilities. He sees it as a win, win, win for the company, the community, and the military. By refurbishing the tanks, they are making them environmentally friendly as well as give them a new purpose as they will be used in the training of the next generation of military personnel.

While he is hoping they will be able to secure one of the tanks to be used as a monument in Vegreville, but that is not in his control. Nevertheless, he couldn't be happier with having a hand in history by giving these out-of-date relics a new lease on life.

History of the Leopard 1 Tank's Use in Canada

Canada acquired its first Leopard 1 tanks in 1977 and operated them until 2017.

West Germany introduced the Leopard 1 tank in 1965. It equipped several nations and went through six models (A1 to A6).

Development of the Leopard began in 1956, with the first deliveries in 1965. The Leopard used the British 105 mm gun, along with a gunner's coaxial machine gun and a crew commander's external one. The Leopard had a multi-fuel engine, which could be replaced in under 20 minutes. The Leopard's design emphasized speed, manoeuvrability, reliability and firepower over armour protection, which proved to be a successful combination.

Germany built 4,744 Leopard 1 tanks. Besides Germany and Canada, 12 other countries fielded the Leopard 1. Canada and three other nations deployed Leopard 1 tanks on operations.

The Germans also produced 2,741 specialized vehicles. Three types of variants were used by Canada: the Taurus armoured recovery vehicle (ARV) repaired and recovered tanks; the Beaver armoured vehicle launched bridge (AVLB) deployed a 22-metre bridge; and the Badger armoured engineer vehicle (AEV) provided dozing, excavating and other capabilities.

Leopard 1 in Canadian Service

In the mid-1970s, Canada sought special trade status with the European Common Market. Canada's European allies, especially West Germany, insisted on linking future trade negotiations with replacing Canada's aging Centurion tanks. Canada quickly agreed to do so and selected the Leopard 1.

To allow time to manufacture new tanks, West Germany leased 35 Leopard 1A2 tanks to Canada. They served with The Royal Canadian Dragoons (RCD) in Lahr, West Germany, in 1977–78. In April 1977, the RCD won the Canadian Army Trophy — NATO's tank gunnery competition — using rented Leopard tanks after only 16 weeks of training. (See *also* Canadian Army.)

Canada purchased 114 Leopard tanks, eight ARVs and six AVLBs for \$187 million. The first Leopard 1A3 tanks arrived in the RCD in June 1978 and were designated Leopard C1 tanks by Canada. The Canadian modifications included the Belgian SABCA fire-control system with a laser rangefinder, Belgian machine guns, an American Zenon searchlight and a German low-light-level television for night engagements.

Three squadrons of tanks (59 vehicles in total) were based in Lahr, although only two were manned. The third squadron's tanks were stored for reinforcements from Canada. The remaining tanks served at CFB Gagetown with a training squadron and the Royal Canadian Armoured Corps School. In 1990, Canada purchased eight AEVs.

In 1993, Canada withdrew its forces from Germany. A Leopard squadron went to each of the three Regular Force armoured regiments: the RCD, Lord Strathcona's Horse (Royal Canadians) and the 12e Régiment blindé du Canada. In 1995, the Leopard tanks were upgraded with add-on armour. Canada deployed two Leopard tanks to Bosnia the following year and sent five to Kosovo in 1999.

A farewell to the Leopard 1 main battle tank



By Captain Scott Franklin, office of the Director Land Requirements

Gatineau, Quebec — Royal Canadian Armour Corps (RCAC) members who had the privilege of working with Leopard 1 Main Battle Tanks (MBTs) are saying farewell to the venerable workhorses, whose service to the Canadian Armed Forces (CAF) is coming to an end. It is a bittersweet time for armour officers and soldiers, given that only last year, they were marking the 40th anniversary of the introduction of the first Leopard 1s to the CAF. The red

ruby is the traditional 40th anniversary stone and they would undoubtedly see the Leopard 1 family as a precious stone in the CAF crown.

“These were by far the best vehicles I had the opportunity to work with in my 38 years of service,” said Major Robert Bouchard. “I went through my Armour Officer training when the Leopard 1 fleet was still new. All the young RCAC officers were hoping to serve in Germany or Gagetown on the Leopard 1 tank.”

The first Leopard 1 MBTs were loaned to the CAF by West Germany in 1977. Their superior accuracy, ease of use and reliability bore fruit early when the Royal Canadian Dragoons’ (RCD’s) B Squadron won the NATO tank gunnery competition that year against major Allied nations.

Canada began to receive its full order of 114 Leopard 1 C1 MBTs in 1978. Most of the new Leopard 1s were originally stationed with 4th Canadian Mechanized Brigade Group at Canadian Forces Base Lahr in West Germany and operated by the RCD. The remainder were distributed between Canadian Forces Base Gagetown (now 5th Canadian Division Support Base Gagetown) with C Squadron RCD, known as the “flyover squadron,” and the armour school.

In the early 1990s, eight Leopard 1 Armoured Engineer Vehicles (AEVs), also known as Badgers, were acquired. These vehicles, based on the Leopard 1 Armoured Recovery Vehicle (ARV) chassis, were used by an engineer squadron in Germany and the engineer school at CFB Gagetown.

With the closing of CFB Lahr in 1993, the Leopard 1s were repatriated to Canada and redistributed to armour regiments and engineer squadrons stationed at Brigade Groups in Valcartier, Petawawa and Edmonton, as well as the Combat Training Centre at CFB Gagetown. In 1995, the Leopard 1 C1s were upgraded with add-on armour to provide more protection. Two Leopard 1C1s of this configuration were deployed to Bosnia for use in engineering tasks using mine rollers and mine ploughs.

In 1999, further upgrades to the Leopard 1 MBT included replacing the welded turrets with cast turrets, a new gun sight, an improved hydraulic turret drive, and new turret armour. This upgrade was referred to as the Leopard 1 C2. An acceptance ceremony for the Leopard 1 C2 was held at the Cartier Square Drill hall in Ottawa in September 2001.

In 2006, a 15-tank squadron with five operational spares, four ARVs and four AEVs were deployed to Afghanistan to support operations in the Kandahar area and remained there until the repatriation of the Canadian contingent in 2011.

During this deployment, the Leopard 1 family was further upgraded with mine belly-plates for additional protection from improvised explosive devices (IEDs) and mines, a crew chiller system and thermal covers to protect the crew from the excessive heat of the south Asian desert. Also during the Afghanistan deployment, the Leopard 1 MBTs were augmented by the Leopard 2 A6M and Leopard 2 A4M.

With the delivery of the new Leopard 2 Tank Mobility Implements in the fall of 2017, the last Leopard 1 tanks have been parked for good.

For 40 years, Canadian soldiers relied on the Leopard 1 to provide direct fire support to

manoeuvring forces. They will continue their over-watch duties in front of many Canadian Army buildings and bases.

Keeping your car detailed is all about the, uh, details

by Kyle Smith



So much of owning a vintage car comes down to details. Originality, for example, is something that experts can ascertain based on specific attributes—the finish on a wheel, or the color of a sticker under the hood. Regardless of your car’s condition, however, you likely want to do everything you can, at the bare minimum, to maintain it. Most strive to make improvements.

Improving a car’s cosmetics is one of those things that’s in reality much more complicated than it seems. In fact, there is a whole lot of science behind getting the results you want without causing damage. Jay Leno takes a dive into some of the more complicated elements of basic detailing in the latest episode of Jay Leno’s Garage.

The first project is one that car owners have not had to deal with since raw metal fell out of style nearly 100 years ago, and getting the right finish when polishing bare metal is anything but simple. It takes a little more than just putting compound on a rag and going to town rubbing circles. A big factor is making sure that the polish you use matches with the surface material in question. So a very soft material like a brass radiator will likely need a different polish than something very hard, such as stainless steel. If your polish has too much grit in it, you will likely end up with swirls and visible abrasions where you really don’t want them.

Just as important as the polish is the applicator. As Jay points out, paper towels should be left for glass only, if they’re to be used at all. Paper towels are made of fibers which are large enough to cause scratches. Microfiber towels are the gold standard for detailing these days, and since they’re exceedingly affordable these days, there’s little excuse not to use them.

A lot can be done by hand, but when it comes to reviving tired old paint there is nothing quite like running a machine polisher. One of Jay’s employees recently purchased a vintage Dodge pickup that sat in the California sun for some time and has the chalky paint to prove it. To bring that paint back to a shine is more than just rubbing a single product around for a

while. It takes starting with a heavy cutting compound and firm polishing pad and then progressing to finer compounds and softer pads to make the finish smoother and smoother. Finally, a layer of wax is added to seal the final surface and keep oxidation at bay.

The final place to keep clean is a major one: the interior. It is where you and your passengers spend your time, and a nasty interior can really spoil the effect of a beautiful exterior. Here, too, it comes down to selecting the appropriate product to make sure you are not overworking the material. Leather seats for instance, demand removing only the dirt and harmful oils but not the dye.

In all, keeping up on cleaning can be time consuming but it's almost always easier than bringing back finishes from years of neglect. Find the right cleaning products from a trusted brand, read the directions on the label, and stock up. You will thank yourself for nipping any potential problems in the bud before they get out of hand. Jobs like polishing only need to be done on rare occasions if proper maintenance is done regularly. In other words, the best time to take care of your finishes is right now, so head out to the garage and get to cleaning.

10 Tips to Get the Most out of a Tank of Gas

Rising gas prices highlight the need to squeeze every mile out of a gallon of gas

By Jeff S. Bartlett

Russia's aggression against Ukraine has rocked the petroleum market, and Americans already see this reflected in rising gas prices at the pump. AAA reports that the national gas price of \$4.25 a gallon for regular fuel is 64 cents higher than a month ago and \$1.38 higher than a year ago.

Motorists will need to be mindful that commuting and road trips will cost more in the foreseeable future. Car shoppers should keep this in mind, prioritizing fuel economy in making their choice.

Now is as good a time as ever to fine-tune your driving strategies and techniques to maximize your fuel economy and ease the squeeze on your wallet.

Consumer Reports experts pulled together this series of test-proven tips to help drivers save money.

Fuel-Economy Tips

1. Stay at half.

Keep at least a half-tank of fuel during cold winter months, and when there is a risk of shortages, say, due to a lack of gasoline delivery drivers to meet travel demands, or when a major storm or hurricane is imminent. This tip also goes for holiday road trips, when roads can be congested and slow-moving. Having plenty of gas onboard can ease stress and give you more flexibility with when and where you fill up.

2. Check online.

Apps and websites such as Gas Buddy can show local gas prices, making it easy to find good prices in your area or if you need to travel. Generally, gas stations well off major highways and away from city centers tend to have better prices, as do warehouse stores and some major travel centers.

3. Minimize travel.

If you can delay errands or other activities, you will preserve the gas that you purchased and reduce overall consumption for the region, helping in some small way to reduce the gas scarcity.

4. Obey speed limits.

When you drive, follow the speed limits and drive smoothly. Your driving habits can play a significant role in fuel economy. A recent CR test shows this: We measured gas mileage while driving at a steady 55, 65, and 75 mph in a Nissan Altima and Toyota RAV4. We found that reducing speed from 65 mph to 55 mph improved fuel economy by 6 mpg in the Altima and 8 mpg in the RAV4. The penalty of cruising at 75 mph, rather than 65 mph, was almost 7 mpg in the Altima and 6 mpg in the RAV4. Higher speeds exact a toll in fuel consumption. Another way to look at it: Speeding up from 55 to 75 mph is like moving from a compact car to a large SUV. Beyond fuel concerns, speeding is, of course, a safety risk.

5. Drive evenly.

Avoid hard acceleration and braking whenever possible. In our tests, frequent bursts of acceleration and braking reduced an older Toyota Camry's mileage by 2 to 3 mpg. Once up to speed, maintain a steady pace. The harder you accelerate the more fuel you use. Unnecessary braking wastes the fuel you used to get up to speed. Drive smoothly and anticipate the movement of traffic. Smooth acceleration, cornering, and braking also extend the life of the engine, transmission, brakes, and tires.

6. Pay attention to aerodynamics.

Remove roof racks when they are not being used. At highway speeds, more than 50 percent of engine power goes to overcoming aerodynamic drag. Don't add to that by carrying unneeded things on the roof. We did fuel-economy tests at highway speed on a Nissan Altima and Toyota RAV4 with a roof rack, a tail-hitch rack, and a rooftop box. Carrying two mountain bikes on the roof had the biggest impact. The Altima lost 13 mpg, going from 46 mpg to 33 mpg. The RAV4 lost 7 mpg, dropping to 32 mpg from 39 mpg.

There's even a loss when driving with an empty roof rack: The Altima dropped 5 mpg, and the Toyota lost 2 mpg. The Nissan lost 12 mpg with the bikes on the hitch-mounted rack, while the RAV4 was down only 5 mpg. The bikes stuck out beyond the sides of the sedan, which created extra drag. They were mostly hidden behind the wider, boxier RAV4's bodywork. The rooftop box resulted in a 9 mpg decrease for the Altima and a 5 mpg drop for the RAV4. Overall, the aerodynamic drag doesn't hurt the more boxy RAV4 as much as the sleeker Altima.

7. Buy good-quality gas.

We typically recommend using Top Tier Gas - that is, gas that is held to a higher standard through the voluntary participation of numerous gas station brands, including Chevron, Costco, Exxon, Mobil, and Shell. Beware that many familiar brands do not have Top Tier gas. The goal is to feed your car good-quality gas whenever possible, but it is fair to be flexible during a shortage or when traveling. The detergents in Top Tier gas can eventually clean any engine deposits that may accumulate when good-quality gas is more readily available.

8. Skip the premium.

Save money and skip premium gas unless it is “required.” This is indicated on the fuel filler door. Many cars list “recommended,” which means it is optional. If there is only midgrade or premium fuel available, this will work fine in a car that is rated for regular gasoline.

9. Check tire pressure.

Check your tire pressure. Tires lose about 1 psi a month. Having tires with lower pressure than what is recommended on your doorjamb sticker can affect performance, tire longevity, and fuel economy.

10. Skip the AC.

Using air conditioning does consume gas. In mild weather, if you can get by without it, even if you open the windows, it will give incremental savings. But once it gets hot, having AC on to cool the cabin and reduce humidity is a wise investment in your comfort and ability to stay alert while driving.

Specialty Vehicle Association of Alberta



Protecting the rights and privileges
of auto enthusiasts of Alberta since 1974

The SVAA was created in 1974 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 some 35 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.



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)

Cruisin' The Dub

Be sure to check your local listings, for location & times, for more Information, check out www.cruisin@aw.ca

Calendar of Events (2022)

The SVAA publishes events throughout the year, so please forward your information to rds01@outlook.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.

Something For The Chefs In Our Lives No Bake Corn Flake Toffee Drop Cookies



Ingredients

- 3 tablespoons butter
- 3 bars of Mackintosh's Toffee (if using individually wrapped toffee - about 50)
- 3 tablespoons coconut milk or milk, cream, or condensed milk
- 1/4 teaspoon vanilla extract
- 3 cups gluten-free corn flakes
- 1/3 cup sliced almonds (optional)

Instructions

1. Start by smacking your Mackintosh bar into small pieces. (unwrap individual candies)
2. Melt butter in a large saucepan over low heat.
3. Add toffee pieces and milk and stir frequently until the toffee is completely melted. Watch the pot carefully to make sure it doesn't burn.
4. Once fully melted, add vanilla extract and stir.

5. Add corn flakes and sliced almonds, mix until well-covered.
6. Drop onto wax paper and allow to cool.

Notes

For corn flake toffee bars, make recipe as instructed above and press mixture into a lightly greased medium baking dish. Chill and cut into squares once hardened.

2021 Members

Darry Anderson

Laurence Anderson

Richard & Margaret Densmore

John & Madeline Kitz

Denise Komick

Honorary Life

Kulwinder Kundan

Orest Lazarowich

Honorary Life

Diane Morrison

Greg & Diane Panchyshyn

Gary Pinkham, Quain & Hailey

Tina Pinkham

Ron Reese

George & Velma Sample

Bill & Sylvia Smolak

Mike & Joanne Sturmay

Jerry Wilde

Honorary Life

Please Complete the Following and Return To

Vegreville Iron Runners Auto Club

C/o William Smolak

5701 - 43A Street

Vegreville, AB

T9C 1E3

Release and Consent Form

I, _____, (print full name) do hereby consent to the use, reproduction, and publication of any and all photographs, video/audio recordings, and/or movies taken by and/or supplied to local papers/and or other media pertaining to or as a result of my activities as a member of the Vegreville Iron Runners Auto Club.

Signature

Date

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: _____ **New Membership:** _____ **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: _____

