

The Wheel Spin



The Vegreville Iron Runners Auto Club

*Volume XXXII, Number 4
Winter, 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.

2022 Executive

President	-	William Smolak
Vice President	-	Orest Lazarowich
Secretary	-	Darry Anderson
Treasurer	-	Richard Densmore
Events Chairs/	-	George Sample
Phone Committee	-	Velma Sample
	-	Sylvia Smolak
Car Show Committee	-	William Smolak
	-	George Sample
	-	Ron Reese
	-	Richard Densmore
	-	Kundan Kulwinder
Web Page Master	-	Laurence Anderson
Past President	-	Denise Komick
Bulletin Editor	-	William Smolak
Bulletin Distributor	-	George Sample
Archivists	-	Orest Lazarowich
	-	Denise Komick
SVAA Rep.	-	Kulwinder Kundan

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 title page photo is that of an OPEL GT manufactured by General Motors.

President's Message

VIRAC Members:

Winter has come with a blast of snow and wind and the forecast is not too promising or the foreseeable future. Hopefully, our collector vehicles have been prepped or storage and are now put away until spring.

Our Christmas social has been set for December 1, at the Museum event centre. RMD foods are catering a full Ukrainian meal featuring the following: potato and cottage cheese Perogies, sour cabbage rolls, nalysnyky, mashed potatoes, fried chicken, roast beef, gravy, vegetables, salad, coffee, tea, juice, and trifle for dessert.

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 the coming Christmas season as we look forward to the next Show and Shine Season.

In the meantime, stay warm if you can and be careful with the snow removal.

William Smolak, President

Fathers' Day Event Committee Report

Derek Fox and William Smolak, co-chairs of this committee, are looking forward to your

comments regarding the 2022 version of the FDE.

Soon we will be meeting to begin preparations for the 2023 version. As well, new signs will be erected a few kilometres East and West of town and pending club approval, the signs may feature a modernized version of our logo.

In the meantime, relax and try to stay warm during the winter.

FDE Event Committee

Editor's Message

Welcome to another edition of "The Wheel Spin". I am still looking for a way 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 March is February 15, 2023.

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.

Members having 25 years of continuous membership shall be granted **Honorary Life Memberships**.

Merry Christmas to all



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**

Apparently, an application for this scholarship for the 2021-2022 school year will be forthcoming, from Jerome Unger, who has completed RAP as a heavy equipment tech and is

scheduled for classes in March at Lakeland College in Vermilion.



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

Reminder:

Membership fees will be due by the meeting in February. Memberships must be paid in full and up to date in order to vote at the AGM.

The Opel GT

The **Opel GT** is a front-engine, rear-drive two-seat sports car manufactured and marketed by Opel in two generations — separated by a 34-year hiatus.

The first generation Opel GT (1968–1973) debuted as a styling exercise in 1965 at the Paris and Frankfurt motor shows. The production vehicle used mechanical components from the contemporary Opel Kadett B and two-door hard top bodywork by French contractor Brissonneau & Lotz. The styling of the GT was often cited as similar to the 1968 Chevrolet Corvette which went on sale in September 1967.

Opel marketed a second generation *GT* (2007-2009) as a rebadged variant of the Saturn Sky two-seater convertible (which was based on the Pontiac Solstice), manufactured in Wilmington, Delaware, USA.

In 2016, Opel introduced the *GT Concept* at the 2016 Geneva Motor Show as a lightweight, turbocharged, rear-wheel drive two-seater.

GT (1968–1973)



Overview

Production - 1968 to 1973

Assembly - West Germany: Bochum

Body and Chassis: Class - Sports Car

Body Style: - 2 door coupe

Layout: - Front mid-engined, rear wheel drive

Powertrain: - Engine - 1 078 CC (68.5 cu. in.) OHV 14 (gasoline)

- 1 897 CC (115.8 cu. in.) CIH 14 (gasoline)

Transmission: - 4 speed manual; 3 speed automatic

Dimensions

Wheelbase - 2 4145 mm (95.1 in.)

Length - 4 113 mm (161.9 in.)

Width - 1 580 mm (62.2 in.)

Height - 1 225 mm (48.2 in.)

Curb weight - 854 kg (1 863 lb) to 940 kg (2 072 lb)

Chronology

Successor - Opel Manta (indirect)



Rear View



Interior

The reduced specification GT/J (for "Junior") introduced in 1971 represented an attempt to broaden the appeal of the Opel GT.



Opel GT with headlights turned up When turning, both headlights turn in the same direction

The Opel GT was equipped with a base 1.1 L OHV inline-four engine, which produced 67 hp (SAE) at 6,000 rpm. However, most buyers chose an optional 1.9 L camshaft in head engine, which produced 102 hp (SAE) at 5200 to 5400 rpm. Some of the early 1968 models also came with a slightly higher compression "H" code cylinder head. In 1971, due to emissions regulations, Opel reduced the compression ratio of the 1.9 L engine used in the US and output fell to 83 hp (SAE). There was also a GT/J model, which was a less expensive version of the 1900-engined GT which was sold only in Europe. Standard transmission was a manual four-speed. A three-speed automatic was available with the 1.9 L engine. The model run of the Opel GT was from 1968 to 1973.

The Opel GT uses a steel unibody and a front mid-engined, rear-wheel drive layout. The engine is mounted far back in the chassis to improve weight distribution.

Front suspension consists of upper A-arms and a lower transverse leaf spring — aside from the Opel's styling, the unusual use of a transverse leaf-spring in the suspension was another remarkable commonality with Chevrolet's Corvette. A live axle and coil springs are used in the rear. The power-assisted braking system uses discs in the front, drums in the rear. Steering is unassisted.

One unusual feature of the Opel GT is the operation of the pop-up headlights. They are manually operated, by way of a large lever along the center console next to the shifter. Unlike most pop-up headlights, they both rotate in the same direction (counter-clockwise from inside the car) about a longitudinal axis.

Designed by Opel stylist Erhard Schnell, the GT is a fastback, that has neither an externally accessible trunk nor a conventional hatchback. There is a parcel shelf behind the seats that can only be accessed through the main doors. Behind the parcel shelf is a fold-up panel that conceals a spare tire and jack.

During 1968 to 1973, a total of 103,463 cars were sold. The most collectible GTs are probably the first few hundred cars hand-assembled in 1968 and the 1968–1970 models with the 1.1 L engine, which totaled 3,573 cars. Of the later cars, 10,760 were the cheaper model (GT/J), which lacked nearly all chrome parts and offered fewer standard features. In some markets, items like a limited slip differential, front and rear anti-sway bars, heated rear window, and engine bay light were standard, although most cars were shipped without them. In North America, the GT was sold at Buick dealerships. Reasons for ending production were the need to redesign the car to remain competitive with up-and-coming sports models, such as

the Datsun 240Z, as well as the termination of Brissonneau and Lotz' bodybuilding contract.

Unusually for the period, there was no Vauxhall equivalent model to the GT sold in the United Kingdom.

The Opel GT was also used by Italian coachbuilder Sergio Coggiola to create the Opel Sylvia GT, an angular design of the folded-paper school. The 1973 Sylvia was also designed with an eye to safety.

Automotive magazine Road & Track reviewed the GT in their June 1969 issue, recording 0–96 km/h in 10.8 seconds and a top speed of 182 km/h. *Road & Track* also found the car to have strong understeer, suggesting the 165x13 tries to be too small, although the ride was comfortable.

GT (roadster) (2007–2010)



Overview

Also called Saturn Sky in the USA and Canada and the GM Daewoo G2X in South Korea.

Production: - 2007 to 2009

Model Years: - 2007 to 2010

Assembly: - United States - Wilmington, Delaware (Wilmington Assembly Plant)

Designer: - Franz von Holzhausen

Body and Chassis

Class - Sports car (S)

Body Style: - 2 door roadster

Layout: - FR layout

Platform: - Kappa platform

Related: - Pontiac Solstice

Powertrain

Engine - 1 998 cc 14

Dimensions

Wheelbase - 2 415 mm (95.1 in.)

Length - 4 091 mm (161.1 in.)

Width - 1 813 mm (71.4 in.)

Height - 1 276 mm (50.2 in.)

Curb Weight - 1 325 - 1 406 kg (2 921 to 3 100 lb)

Chronology

Predecessor - Opel Speedster

Successor - None

Saturn Sky

The new Opel GT was produced from 2007 to 2010. It was a badge engineered variant of the Pontiac Solstice and the Saturn Sky and was available solely with the 2.0 L, 260 hp (194 kW; 264 PS) direct injection turbocharged Ecotec four-cylinder engine. It had 18-inch alloy wheels. The car replaced the Opel Speedster in the European lineup; however, it is not sold in right-hand drive in the UK, thus there is no replacement for the Vauxhall VX220.

The situation is similar to Holden in Australia, as the Saturn Sky and Pontiac Solstice are produced at a North American plant, which does not have the necessary tooling for producing right-hand drive vehicles.

Production by model year

Model Year	- Total Opel GT (Roadster) Production
2007	2 365
2008	4 851
2009	301
2010	2
TOTAL	7 519

GT Concept (2016)



Opel GT Concept rear view



Opel GT Concept Front Corner View

Body and Chassis

Body Style - 2 door Coupe

Layout - FMR layout

Powertrain

Engine - 1.0 L LDB 13 (turbo gasoline)

Transmission - 6 speed semi automatic

Dimensions

Curb weight - 2 200 lb (998 kg)

The 2016 Opel GT concept debuted on 27 January 2016. Built on an all-new compact rear-wheel-drive platform, the GT has a lightweight construction and stripped down interior. Power comes from a turbocharged 1.0-liter three-cylinder engine producing 145 hp with a 6-speed semi-automatic gearbox.

The concept features historic design cues associated with Opel's past products; the twin tailpipes with the GT wordmark in the middle are reminiscent of those on the original 1965 GT prototype.

The car made its first public debut on March 1st at the 2016 Geneva Motor Show. A production version was being conjectured to follow in 2018, commemorating the 50th anniversary of the original Opel GT's unveiling in 1968, and Opel didn't rule out the possibility.

However, the production Opel GT concept was cancelled not only due to a shrinking market for sports cars, but also the brand's acquisition by Groupe PSA.

The best car-related Christmas present I've ever received

by: Thomas A. Demauro 12/21/2020



Pontiac GTO

Unlike the “Old Man” cheerfully unwrapping his can of Simonez in *A Christmas Story*, my track record with scoring car stuff as holiday gifts has been notably poor, but it’s all my own fault.

For years, family members have asked what I would like for my endless projects, but I’ve always felt guilty about taking them up on their offers, since what I needed was usually too expensive for a gift (at least in my mind), so I told them not to worry about it.

Nevertheless, thinking about cars and Christmas did remind me of the best automotive-related present I’ve ever gotten—my 1967 GTO. Though I’ve discussed some of its aspects before, I have yet to delve into how I found it and what the test drive was like.

I’m sure you’ve seen the seemingly endless ads each holiday season that depict people receiving a car for Christmas by simply walking out their front door and finding the latest and greatest model, already in their driveway wearing a big red bow and ribbon. Yeah... that didn’t happen to me.



This is the only front ¾ photo of the GTO I have from when I first bought it.

Back in the mid-1980s, I was in college but had a decent-paying job, so I was searching for a muscle car project. Since the local newspaper classifieds were no help, the *Want Ad Press* offered the best opportunity for finding something remotely close to home.

The ritual went something like this, I waited for the new issue to come out each week, rifled through it, circled the ads that interested me, and called the sellers to ask them a list of prepared questions. More times than not, their answers dissuaded me from even going to look at the prospect. Then I had to wait a week and do it all over again. Of course, there was no internet back then, so all I had to begin with was a small print ad, typically with about 3 or 4 lines of text, and no photos.

By the fall of 1987, I had endured months of frustration and knew that once the winter weather arrived, everything would become even more difficult. Finally, I caught a break in December. This 1967 GTO was listed, and while most of the cars I had looked at previously were an hour or more away, this one was only about a 25-minute drive, and it passed the telephone interrogation.

When I arrived, I instantly noted the third-gen Trans Am wheels (which I didn't like on this car), the body damage up front, and the chalky silver repaint over the original Mariner Turquoise hue. Further examination revealed body filler in both quarter panels and the driver's door, and a rotted trunk floor.

Note, no bow or ribbon on this Christmas gift. The garage in the background is a rental that was about 20 minutes from home. I rented one bay, which left precious little space on each side of the car to work on it. Good thing I was considerably thinner back then. The GTO was later moved to a larger garage and then my grandparent's backyard.

The black interior was in better condition, however, and it featured the optional console with Hurst His-and-Hers shifter, factory A/C, power windows, tinted glass, and AM radio. The seats were clean except for the piping on the driver's bucket that had worn through to reveal the plastic insert inside. The dash pad, door panels, and headliner were good-for-original, but the carpet was faded.

When the owner started up the 335-hp 400, it ran decently but smoked a little. I was planning to replace the engine with a 455 anyway, so it wasn't an issue as much as it was a bargaining chip. To the seller's credit, the GTO was registered and insured, so it could be test driven.

Despite its visual shortcomings, sliding behind the wheel of that Goat and driving it around sold it. Those comfortable bucket seats, the four-pod dash layout (despite the absence of Rally Gauges) with Rally clock, and the His-and-Hers shifter that fell easily to hand. Everything about that interior was welcoming.

After test-driving too many clapped-out street rats that were messed with in areas where they shouldn't have been, this GTO was a revelation on the road. No hacked-in aftermarket stereo with speakers cut into the door panels, no leaking headers, and no homemade exhaust. It was smooth and quiet. Peering out the windshield and seeing the hood scoop made a lasting impression, and power steering and brakes made turning and stopping nearly effortless (well, as much as is possible with 9.5-inch drums). Its suspension was old but not overly sloppy.

It felt like an original car that had worn naturally and evenly over the years instead of being beaten on until broken or the subject of half-baked modifications. Yes, it was due for restoration, but aside from the bodywork, I didn't feel like most of my time would be consumed with trying to undo what someone else had done.

I recall the asking price being \$2,700 and I bought it for \$2,000. The transaction actually took place over the Christmas holiday. While it wasn't planned to be any sort of gift, especially since I paid for it, it still felt like one, simply because I'd finally found the muscle car project I wanted. Through all the family gatherings on Christmas Eve and Day I couldn't stop thinking about everything I wanted to do with the GTO, and I can still recall that feeling of optimism now when I look back on that time.



The Goat looked like this in the 1990's when I was driving it regularly.

Bits and pieces of this GTO's history with me, as well as a few of the photos included here, have been sprinkled through some of my previous online articles over the last seven years, so what follows are a few highlights to quickly bring up to speed those who may not have seen them.

Though my Pontiac has yet to be rewarded the full restoration it deserves, I did make it into a solid driver in the 1990's, albeit with a fair appearance. I installed a 455 I'd bought and had rebuilt, the TH400 was refurbished, and I put Rally Gauges in it. Then I replaced the front fenders with better used ones, removed all the body filler and did a quickie exterior repaint in the original color but left the dents for when I could afford real metal repair work.

The Goat was driven to and from work for a few years in the 1990's and I used it to test some parts when I got my first car magazine job. An overdrive automatic was swapped in, the suspension and rear end were rebuilt, and then a friend did some body and paintwork to make the GTO more presentable. After I bought a house in the 2000's, it was stored at his shop for a number of years. The Pontiac came home a few years ago and its restoration is currently on my "someday when time and money permit" list.

'The Christmas Angels'

It was December 23, 1993. For a single mom who was going to college and supporting my children completely alone, Christmas was looking bleak. I looked around my little home, realization dawning like a slow, twisting pain. We were poor.

Our tiny house had two bedrooms, both off the living room. They were so small that my baby daughter's crib barely fit into one room, and my son's twin bed and dresser were squeezed into the other. There was no way they could share a room, so I made my bed every night on the living room floor.

The three of us shared the only closet in the house. We were snug, always only a few feet from each other, day and night. With no doors on the children's rooms, I could see and hear them at all times. It made them feel secure, and it made me feel close to them -- a blessing I wouldn't have had in other circumstances.

It was early evening, about eight o'clock. The snow was falling softly, silently, and my children were both asleep. I was wrapped in a blanket, sitting at the window, watching the powdery flakes flutter in the dimming light, when my front door vibrated with a pounding fist. Alarmed, I wondered who would stop by unannounced on such a snowy winter night. I opened the door to find a group of strangers grinning from ear to ear, their arms laden with boxes and bags.

Confused, but finding their joyous spirit contagious, I grinned right back at them. "Are you Susan?" The man stepped forward as he held out a box for me.

Nodding stupidly, unable to find my voice, I was sure they thought I was mentally deficient.

"These are for you." The woman thrust another box at me with a huge, beaming smile. The porch light and the snow falling behind her cast a glow over her dark hair, lending her an angelic appearance.

I looked down into her box. It was filled to the top with delicious treats, a fat turkey, and all the makings of a traditional Christmas dinner. My eyes filled with tears as the realization of why they were there washed over me.

Finally coming to my senses, I found my voice and invited them in. Following the husband were two children, staggering with the weight of their packages. The family introduced themselves and told me their packages were all gifts for my little family. This wonderful, beautiful family, who were total strangers to me, somehow knew exactly what we needed. They brought wrapped gifts for each of us, a full buffet for me to make on Christmas Day, and many "extras" that I could never afford. Visions of a beautiful, "normal" Christmas literally danced in my head. Somehow my secret wish for Christmas was materializing right in front of me. The desperate prayers of a single mom had been heard, and I knew right then that God had sent his angels my way.

My mysterious angels then handed me a white envelope, gave me another round of grins, and took turns hugging me. They wished me a Merry Christmas and disappeared into the night as suddenly as they had appeared.

Amazed and deeply touched, I looked around me at the boxes and gifts strewn at my feet and felt the ache of depression suddenly being transformed into a childlike joy. I began to cry. I cried hard, sobbing tears of the deepest gratitude. A great sense of peace filled me. The knowledge of God's love reaching into my tiny corner of the world enveloped me like a warm quilt. My heart was full. I fell to my knees amid all the boxes and offered a heartfelt prayer of thanks.

Getting to my feet, I wrapped myself in my blankets and sat once again to gaze out the window at the gently falling snow. Suddenly, I remembered the envelope. Like a child, I ripped it open and gasped at what I saw. A shower of bills flitted to the floor. Gathering them up, I began to count the five, ten, and twenty-dollar bills. As my vision blurred with tears, I counted the money, then recounted it to make sure I had it right. Sobbing again, I said it out loud: "One hundred dollars."

I looked at my children sleeping soundly, and through my tears I smiled my first happy, free-of-worry smile in a long, long time. My smile turned into a grin as I thought about tomorrow: Christmas Eve. One visit from complete strangers had magically turned a painful day into a special one that we would always remember...with happiness.

It is now several years since our Christmas angels visited. I have remarried, and our household is happy and richly blessed. Every year since that Christmas in 1993, we have chosen a family less blessed than we are. We bring them carefully selected gifts, food and treats, and as much money as we can spare. It's our way of passing on what was given to us.

It's the "ripple effect" in motion. We hope that the cycle continues and that, someday, the families we share with will be able to pass it on, too. -- Susan Fahncke

Activities of the Vegreville Iron Runners Auto Club

One of our final activities, this fall, was to hold a Show and Shine at the site of the town's corn maze. We met at the Pysanka Park at 9:45 AM and then we proceeded, parade like, down the highway to the Museum, where the Corn Maze was. After parking our vehicles, I opened our club house for our members and then sat in front of our cars, ready and willing to respond to the questions asked by the many visitors as they went by. It was a chilly day, but well worth it.

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 Chocolate, Caramel & Oatmeal Bars



Prep Time: 20 min. Total Time: 55 min.

Servings: 24 servings, 1 bar (44 g) each

Chocolate chips, chopped pecans and creamy caramel come together in these chewy oatmeal bars. This big batch of baked bars is perfect for bake sales, family get-togethers or potlucks.

Ingredients

24 Kraft Caramels

1/2 cup canned evaporated milk

1 cup flour
1 cup quick-cooking oats
3/4 cup packed brown sugar
1/2 tsp. baking soda
1/4 tsp. salt
3/4 cup cold butter, cut up
1 cup *Baker's* Semi-Sweet Chocolate Chips
1/2 cup chopped pecans

Procedure:

Heat oven to 350°F.

Line 9-inch square pan with foil, with ends of foil extending over sides; spray with cooking spray.

Cook caramels and milk in saucepan on low heat 2 to 3 min. or until caramels are completely melted and sauce is well blended, stirring frequently.

Remove from heat.

Mix flour, oats, sugar, baking soda and salt in large bowl.

Cut in butter with pastry blender or 2 knives until crumbly; press half onto bottom of prepared pan.

Bake 10 min.; top with chocolate chips and nuts.

Drizzle with caramel sauce; sprinkle with remaining crumb mixture.

Bake 20 to 25 min. or until golden brown.

Cool completely.

Use foil handles to lift dessert from pan before cutting into bars.

Kitchen Tips

Substitute walnuts for the pecans.

Use Your Microwave. To prepare caramel sauce in the microwave, place caramels in microwaveable bowl. Add evaporated milk. Microwave on MEDIUM 5 min. or until caramels are completely melted and sauce is well blended, stirring after 3 min.

2022 Members

Darry Anderson

Laurence Anderson

Len Bullock

Richard & Margaret Densmore

John & Madeline Kitz

Denise Komick

Honorary Life

Kulwinder Kundan Singh

Orest Lazarowich

Honorary Life

Greg & Diane Panchyshyn

Gary Pinkham, Quain & Hailey

Tina Pinkham

Ron Reese
George & Velma Sample
Bill & Sylvia Smolak
Mike & Joanne Sturmay
Lorne & Connie Wakaruk,
Austin, Brody, and Carter Wakaruk
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: _____

