

# *The Wheel Spin*



## *The Vegreville Iron Runners Auto Club*

*Volume XXXIII, Number 1  
Spring, 2023*

*The Wheel Spin*  
*Official Newsletter Of the*  
*Vegreville Iron Runners Auto Club*

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*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.

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*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 **second 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.

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*2023 Executive*

- |                      |   |                   |
|----------------------|---|-------------------|
| President            | - | William Smolak    |
| Hon. Vice President  | - | Orest Lazarowich  |
| Vice-President       | - | Dan Fisher        |
| Secretary            | - | Darry Anderson    |
| Treasurer            | - | Richard Densmore  |
| Events Chair         | - | George Sample     |
| Phone Committee      | - | William Smolak    |
|                      | - | Sylvia Smolak     |
| Car Show Committee   | - | William Smolak    |
|                      | - | Dan Fisher        |
|                      | - | Ron Reese         |
|                      | - | Richard Densmore  |
|                      | - | Darry Anderson    |
| Media Masters        | - | Laurence Anderson |
|                      | - | Len Bullock       |
| Past President       | - | Denise Komick     |
| Bulletin Editor      | - | William Smolak    |
| Bulletin Distributor | - | William Smolak    |
| Archivists           | - | Denise Komick     |
| SVAA Rep.            | - | Len Bullock       |

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*Past Presidents of The Vegreville Iron Runners Auto Club*

<b>Term</b>	<b>Name of President</b>
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

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*Title Page Photo*

The title page photo is that of a 1960 Ford Frontenac 2 door sedan.

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*President's Message*

VIRAC Members:

Hopefully the green grass of spring is around the corner. As we get ready for another Show and Shine season, we are also getting ready for another successful Fathers' Day Event. We now have a more refined logo, thanks to the efforts of Len and Dan.

This winter has been a very different one with periods of extreme cold followed by periods of unseasonably mild weather and then more extreme cold. No wonder so many people have come down with so many ailments and colds. COVID is still with us in a variety of new forms. It almost seems like we will have to live with this, in much the same way as the Flu.

We held our AGM, presentation of membership awards, and election of officers in February, the first meeting of 2023. Welcome to Len and Dan who are new members of our executive group.

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 Easter season as we look forward to the next Show and Shine Season. Stay warm if you can and be careful.

*William Smolak, President*

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## *Fathers' Day Event Committee Report*

Our first meeting to begin preparations for the 2023 edition of the Fathers' Day Event edition was held on Wednesday, March 1, in the Agricultural Society's office. New signs will be erected a few kilometres East and West of town and these signs will feature a more refined and up to date version of our original logo. We will keep you posted as more information about this year's FDE becomes available. I have already received inquiries from Food Vendors regarding this year's FDE.

*FDE Event Committee*

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## *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 and Len Bullock are our media masters and they would appreciate receiving photos and articles to put on our web page and on face book.

"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, 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](mailto: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*

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*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](mailto:bsmo47@telus.net)**

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*Vegreville Iron Runners Auto Club Web Page*

**<http://vegironrunners.ca>**

*Specialty Vehicle Association of Alberta Web Site*

See: **[www.svaalberta.com](http://www.svaalberta.com)**

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*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. Congratulations to Jerome Unger, the 2022 recipient.

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*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.

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*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. Joining them as 25 year members are William and Sylvia Smolak.

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, 20<sup>th</sup>, 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 with 25 years of continuous membership shall be awarded **Honorary Life Memberships.**

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*May you have a blessed Easter.*



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*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.**

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*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**

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Past President Denise presenting the VIRAC Memorial Scholarship to Jerome Unger

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Past President Denise presenting VIRAC cheques to the Food Bank and the Christmas Bureau

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Bill and Sylvia receiving their 25 year award and their honorary Life Membership



Ron receiving his Membership Award

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To send information to our media masters contact:  
Laurence Anderson @ [Laurenceanderson@telus.net](mailto:Laurenceanderson@telus.net)  
and Len Bullock @ the [littleredexpress@gmail.com](mailto:littleredexpress@gmail.com)

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### *Reminder:*

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

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### *Ford Frontenac*

In 1960, Ford Canada introduced the **Frontenac** to give Mercury-Meteor dealers a compact vehicle to sell. It was a separate marque, like Lincoln was to Ford. Produced for the 1960 model year only, the Frontenac was essentially a 1960 Ford Falcon with its own unique grille, tail lights, and external trim, including red maple-leaf insignia. It was the second-best selling compact in Canada during its one year (5% of Ford's total Canadian output).

A total of 9,536 Frontenacs were built at its Oakville, Ontario, plant. In August 1960, a prototype 1961 Frontenac was driven from Halifax to Vancouver for a photo shoot only for the crew to learn that the Canadian model was discontinued from the domestic market and replaced by the Comet for the 1961 model year.

At launch the Frontenac was available in 2-door and 4-door sedan body styles with 2-door and 4-door station wagons added later.

The Frontenac is one example of U.S. automakers' attempts to market slight variations of U.S. models as unique Canadian makes. Like the Monarch and Meteor brands marketed by the Ford Motor Company of Canada, the Frontenac was not part of the Ford or Mercury lines. It was its own marque, and was marketed as such.

The Frontenac was named after a late 17th century governor of New France. The name had been used previously, from 1931 to 1933, on a car assembled in Toronto by Dominion Motors.

#### **Model Information**

Name	Engine	HP	Voltage	Transmission	Wheelbase	Length	Width
Frontenac	144 CID	90	12	3-speed manual; 2-speed automatic	109.5 in (2,781 mm)	181.2 in (4,602 mm)	70 in (1,778 mm)

Frontenac was a Governor of New France in the latter 17th century. His name was used on a Canadian car built by Durant in 1931. When Ford Motor Company of Canada introduced a compact car for 1960, it seemed strange that they chose a name used by another company. But after 29 years, only the oldest of car trivia fanatics would remember.

The Ford Motor Company of Canada, Limited was keeping quite a level playing field for its two dealer chains. For just about every model the Ford branch sold, the Mercury-Meteor branch had a comparable model to sell.

So when the compact 1960 Falcon appeared in Ford showrooms across Canada,

Mercury dealers displayed the Frontenac. It was their compact car, and an alternative for the buying public. The Frontenac was a make in its own right - not a Mercury, not a Meteor. It was a Frontenac.

Its grille had two sections with many vertical bars. Each was rocket shaped and pointed to the centre. At the centre was a chrome disc with a red maple leaf on it. This plate was attached to grillwork by a long horizontal bar on each side.

A chrome dart on the front fender also had a red maple leaf. Three chrome wind splits, one over the other, were near the end of the rear fender. The chrome lock and handle on the trunk also included a red maple leaf. An interesting variation from Falcon's tail-lights used a small red lens. Though much smaller than Falcon's lights, it appeared to be just as large when illuminated. A wide multi- bevelled rim reflected the light from the protruding lens.

At first only 2- and 4-door sedans were available, but later 2- and 4-door station wagons were offered. Like Falcon, there was only one line, but DeLuxe trim was optional.

Frontenac was mechanically the same as Falcon. Of course that included the 90 hp 144 cid 6-cylinder engine.

This Canadian variation was a big hit with buyers clamouring for a compact car. Over 8400 were sold during calendar 1960. That put it ahead of Valiant and Corvair. Ford of Canada's combined Falcon and Frontenac sales accounted for 5.23% of the total 1960 new car market.

Despite its popularity, Frontenac lasted only one year. For 1961, Mercury dealers got the Comet to sell. American Mercury dealers had it part way through the 1960 season, but in Canada Comet production did not begin until the 1961 model year.

### *Rich Vandermeij's 1960 Frontenac Station Wagon*

Some older car models - usually opulent and extravagant examples of engineering and hand-crafted styling - are termed "important" cars by automotive historians and, of course, owners who spend a lot restoring them.

Employing their criteria, Rich Vandermeij's 1960 Frontenac station wagon would likely fall into the "footnote" category.

And on one level that wouldn't be inaccurate. Frontenac was a one-year wonder "badge-engineered" from Ford's then-new Falcon with a scattering of Maple Leaf logos, to fill a gap in its Canadian Mercury dealers' lineup.

But this humble wagon, one of just 9,536 Frontenacs in various forms built in Ford's Oakville, Ont., plant, was a small victory at the time for a Windsor-born product planner who crusaded to give the company's products a little more Canadian identity.

The Ford Frontenac story begins with the Big Three (Ford, GM, Chrysler) deciding to take on the compact class in the late 1950s and introducing the Chevrolet Corvair, Plymouth Valiant and Ford Falcon for 1960. This was good news for Canadian Ford dealers, but left the other-side-of-the-house Mercury franchisees wondering what they'd get. Possibilities included a Mercury Falcon or perhaps Meteor Falcon.

Enter Ford of Canada's Jon Rideout, whose first project as a product planner was the version of Ford's new compact that would go to Mercury dealers. He was determined to see

this brought to market as a distinctly Canadian model and his pushing and prodding resulted in a car that wouldn't carry Mercury or Meteor brands, but stand alone as the Frontenac.

The Frontenac name was borrowed from a late 17th-century governor of New France - and not for the first time. A Frontenac was also built by Dominion Motors (Durant) in Toronto from 1931 to 1933.

Mechanically and sheet-metal-wise, the Frontenac was all Falcon, a simple compact sedan measuring 4,602 mm in length (157 mm longer than a current Ford Focus) with the wagons 198 mm longer.

They were powered by 2.3-litre (144-cubic-inch) overhead valve inline-sixes rated at 90 hp (the current Focus's 2.0-litre makes 140 hp) with three-speed manual or two-speed automatic transmissions available. Two- and four-door sedans and wagons were offered starting at \$2,360; wagons like Vandermeij's listed for \$2,688.

Transforming a Falcon into a Frontenac involved nothing more than bolting in a new, and rather classy, die-cast and chromed grille with circular centre section featuring a Maple Leaf badge and tied to oval side sections by chrome spears. That Maple Leaf badge was one of nine, the rest being found in the hub caps, side embellishments, steering wheel hub and tailgate handle.

In its only year on the market, the Frontenac became the second-best-selling compact in Canada, combining with the Falcon to account for 57 per cent of segment sales. But a prototype 1961 Frontenac, used for a cross-country promotional tour, turned out to be the last one built. The Frontenac was replaced for 1961 by a distinctly styled and 115-mm longer "senior compact" model known as the Mercury Comet.

Only a handful survive, according to Vandermeij, who lives in Kamloops, B.C., and has been engaged in a quest to seek out fellow Frontenac fans for a quarter of a century while attempting to put together an owner's registry. He knows of about 30 - most in wrecking yards or on prairie farms - but only a dozen or so are in running condition.

Vandermeij, now 46, was already interested in Ford's early 1960s "round-bodied" Falcons when he found his Frontenac two-door wagon, one of only 725 built, and purchased the one-owner car in the mid-1980s in rusty but roadworthy and restorable condition.

His first Falcon had been a Christmas present from an uncle when he was 15. "It was a real fixer-upper and a friend and I spent our weekends in wrecking yards looking for parts. I guess I was hooked from there on."

In fact, it led to a lifelong association with Fords from the Falcon family and a collection that now includes a 1963 Falcon convertible, a 1960 Falcon Ranchero, a 1960 Frontenac four-door sedan, the 1960 wagon and a 1960 four-door wagon. The latter, too rusty to restore, is being transformed into a unique utility trailer.

The other car projects - completing an education saw him turn "a knack for numbers" into qualification as a certified public accountant, marriage and two daughters - stretched out the Frontenac wagon's restoration.

"I've spent the last 25 years taking this thing apart and putting it back together. As funds became available I'd do something else, upholstery or re-chroming." Much of the work he's done himself, relying on help from vintage car club friends for things he couldn't do.

The wagon - equipped with automatic transmission, roof rack and power rear window options - was completed a few weeks ago in time for what Vandermey had hoped would be a gathering of Frontenac enthusiasts he'd been promoting to celebrate its 50th anniversary, but which drew a disappointing response and has been postponed.

He's philosophical, however, about being one of a handful of people with an interest in a rare but far from exotic automobile. "They were just an economy car and as result most went by the wayside, beaters that rusted and were run into ground," he says.

"But for me it's been a chance to get grease under my fingernails and to preserve a small part of this country's automotive heritage."



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### *The Loveliest Rose in the World*

BY HANS CHRISTIAN ANDERSEN (ADAPTED)

Once there reigned a queen, in whose garden were found the most glorious flowers at all seasons and from all the lands of the world. But more than all others she loved the roses,

and she had many kinds of this flower, from the wild dog-rose with its apple-scented green leaves to the most splendid, large, crimson roses. They grew against the garden walls, wound themselves around the pillars and wind-frames, and crept through the windows into the rooms, and all along the ceilings in the halls. And the roses were of many colors, and of every fragrance and form.

But care and sorrow dwelt in those halls. The queen lay upon a sick-bed, and the doctors said she must die.

“There is still one thing that can save her,” said the wise man. “Bring her the loveliest rose in the world, the rose that is the symbol of the purest, the brightest love. If that is held before her eyes, before they close, she will not die.”

Then old and young came from every side with roses, the loveliest that bloomed in each garden, but they were not of the right sort. The flower was to be plucked from the Garden of Love. But what rose in all that garden expressed the highest and purest love?

And the poets sang of the loveliest rose in the world,—of the love of maid and youth, and of the love of dying heroes.

“But they have not named the right flower,” said the wise man. “They have not pointed out the place where it blooms in its splendor. It is not the rose that springs from the hearts of youthful lovers, though this rose will ever be fragrant in song. It is not the bloom that sprouts from the blood flowing from the breast of the hero who dies for his country, though few deaths are sweeter than his, and no rose is redder than the blood that flows then. Nor is it the wondrous flower to which man devotes many a sleepless night and much of his fresh life,—the magic flower of science.”

“But I know where it blooms,” said a happy mother, who came with her pretty child to the bedside of the dying queen. “I know where the loveliest rose of love may be found. It springs in the blooming cheeks of my sweet child, when, waking from sleep, it opens its eyes and smiles tenderly at me.”

“Lovely is this rose, but there is a lovelier still,” said the wise man.

“I have seen the loveliest, purest rose that blooms,” said a woman. “I saw it on the cheeks of the queen. She had taken off her golden crown. And in the long, dreary night she carried her sick child in her arms. She wept, kissed it, and prayed for her child.”

“Holy and wonderful is the white rose of a mother's grief,” answered the wise man, “but it is not the one we seek.”

“The loveliest rose in the world I saw at the altar of the Lord,” said the good Bishop, “the young maidens went to the Lord's Table. Roses were blushing and pale roses shining on their fresh cheeks. A young girl stood there. She looked with all the love and purity of her spirit up to heaven. That was the expression of the highest and purest love.”

“May she be blessed,” said the wise man, “but not one of you has yet named the loveliest rose in the world.”

Then there came into the room a child, the queen's little son.

“Mother,” cried the boy, “only hear what I have read.”

And the child sat by the bedside and read from the Book of Him who suffered death upon the cross to save men, and even those who were not yet born. “Greater love there is

not.”

And a rosy glow spread over the cheeks of the queen, and her eyes gleamed, for she saw that from the leaves of the Book there bloomed the loveliest rose, that sprang from the blood of Christ shed on the cross.

“I see it!” she said, “he who beholds this, the loveliest rose on earth, shall never die.”

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*Activities of the Vegreville Iron Runners Auto Club*

On December 7, we held our annual Christmas get together at the Museum Meeting Room. We enjoyed a Full Ukrainian supper catered by RMD Foods. Several Door Prizes were given away to all who were present and we reviewed some suggestions for new logos. We also decided to move our meetings to the second Wednesday of the month, starting in February, 2023.

At our February meeting, we have our AGM, as well as a regular meeting. During the AGM, Club Builder Awards were presented. Sylvia and I received our 25 year award as well as our honorary life membership. Ron also received his membership award.

This spring, we will have our annual bowling party, which George will be arranging.

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*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.

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*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)

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*Cruisin' The Dub*

Be sure to check your local listings, for location & times, for more information, check out

[www.cruisin@aw.ca](http://www.cruisin@aw.ca)

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*Calendar of Events (2022)*

The SVAA publishes events throughout the year, so please forward your information to [rds01@outlook.com](mailto:rds01@outlook.com) or by mail. Some events are now included on the SVAA web site at [www.svaalberta.com](http://www.svaalberta.com). Do not send events to this web site.

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*Something For The Chefs In Our Lives*

**Hershey's Chocolate Chip Banana Bread Recipe**

1 hour 10 minutes

1 loaf (18 servings)

Bake time - 60 to 65 minutes

cool time - 10 minutes

**Ingredients**

2 cups (500 ml) flour

1 cup (250 ml) sugar

1 tsp (5 ml) baking powder

1 tsp (5 ml) salt

½ tsp (2 ml) baking soda

½ cup (125 ml) vegetable oil or shortening

2 eggs

1 cup (250 ml) semi-sweet chocolate chips (Hershey's)

1 cup (250 ml) mashed banana (2 to 3 medium bananas)

1 tsp (5 ml) cinnamon

**Procedure**

Heat Oven to 350 F

Grease bottom of 9 by 5 loaf pan

Combine all ingredients except for chocolate chips

Blend well on medium speed of an electric mixer

Stir in chocolate chips

Pour batter into pan  
Bake for 60 to 65 minutes  
Cool for 10 minutes  
Remove from pan onto a wire rack  
Let cool completely

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*2023 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                         Honorary Life
- Mike & Joanne Sturmey
- Lorne & Connie Wakaruk,
- Austin, Brody, and Carter Wakaruk
- Jerry Wilde                                     Honorary Life

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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

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# *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:* \_\_\_\_\_

**VEGREVILLE**



**IRON RUNNERS  
AUTO CLUB**

