

# *The Wheel Spin*



## *The Vegreville Iron Runners Auto Club*

*Volume XXXIII, Number 2  
Summer, 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 **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.

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#### *2023 Executive*

President	-	William Smolak
Hon. Vice President	-	Orest Lazarowich
Vice-President	-	Ron Reese
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 Master	-	Laurence Anderson
Past President	-	Denise Komick
Bulletin Editor	-	William Smolak
Bulletin Distributor	-	
Archivist	-	Denise Komick
SVAA Rep.	-	Greg Panchyshyn

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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 1963 Mercury Comet Convertible

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### *President's Message*

VIRAC Members:

We were in the midst of a controversy regarding our club motto. We have members wishing to retain an up-dated version of the original logo, and others wishing to see a new logo entirely. The issue is dividing our club.

The club will hold its annual bowling party in the summer. There will be prizes, regular games and a special game or two. Our major function is the annual Fathers' Day Event and Show and Shine, followed by our annual President's Barbecue, at which time we will be doing our annual vehicle inspections as per SVAA guidelines. We will also be celebrating the annual Collector Car Appreciation Day in July, and the annual toy run in August.

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 Show and Shine Season.

*William Smolak, President*

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### *Fathers' Day Event Committee Report*

#### *30<sup>th</sup> Annual Father's Day Event*

Stay tuned for the always exciting **30<sup>th</sup> Annual Father's Day Event** at the Fair Grounds in Vegreville on Sunday June 18<sup>th</sup>. This fun-filled family outing is sponsored by **Vegreville Auto &**

**Industrial Supply Ltd. (Bumper to Bumper)** and is a joint effort of the Vegreville Agricultural Society and the Vegreville Iron Runners Auto Club. Gates open at 10am and the show runs until 5pm.

It's an exhilarating day of fun for people of all ages with several activities for everyone to enjoy along with great food and great displays.

Make sure you treat yourself to the **'Show n' Shine'** sponsored by **McDonalds**. This fan-favourite features over 150 antique autos and trucks restored to their original glory for your enjoyment. Joining the cars and trucks again this year will be the always interesting **'Rat-Rods'** and the spooky **'Bone-Wagons'**.

You and your family will want to see all of the action at the **'Demo-Derby'** sponsored by **Grant Miller Motors**. There are several 'smash-em-up' events to bring thrills to your afternoon with **\$10,000** in prize money up for grabs! The **'Damage will be Done'** on the track starting at noon. Call Ken @ 632-1994

On the grandstand, young folk are looking forward again to the **'Power Wheels Derby'** sponsored by **'Flash Distributors NAPA'**. This event will take place between the heats and will help create the Demo Derby Drivers of the future!

New this year in front of the grandstand is the **'ATV Pulls Event'** to test the power of these machines and skill of their drivers. Sponsored by 106.5 fm.

As part of the 'better every year!!' Father's Day Event, we also feature the always popular **'Antique Tractor Display'** brought to you by **Deerland**, the larger than life **'Big-Rig Semi's'** brought to you by Full Throttle, and the fantastic display of dozens of **'Antique Snowmobiles'** brought to you by **Grainland Farms**.

And you won't want to miss the amazing display of **'Vintage and Custom Motorcycles'** sponsored by **Vantage Builders and RONA**. This will feature several beautifully restored and customized motorcycles for you to look at and dream about! These folks sure take 'Pride in their Ride'.

The Multiplex (Curling Rink) will again be filled with a **'Dazzling Display of Amazing Garden Scale and award-winning HO Scale Model Railroads'**.

All of this, plus great food and vendors displaying and selling their unique and interesting items at our **'Mini-Market Trade Show'** just for you and your family at our **Annual Father's Day Event** in Vegreville Sunday June 18<sup>th</sup>. Hope to see you there and please bring a friend or two!!!

Family Fun for young and old! Admission is \$10 for anyone 16 years and older, \$5 from age 6 – 15 and under 6 free!

*Derek Fox for the 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.

I apologize for the lateness of this issue. I spent almost two months in hospital, recovering from a septic blood infection that had attacked my left shoulder. After trips to hospitals in Vegreville, Camrose, and St. Albert and back to Vegreville, I came home on Friday,

June 9. I will not be able to attend our Fathers' Day Event, due to the danger of the blood infection resurfacing. Needless to say, more antibiotics and pain medication is now part of my daily regimen.

Our web site is <http://vegironrunners.ca>. Laurence Anderson is our media master and he 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 your 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 **September is August 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.

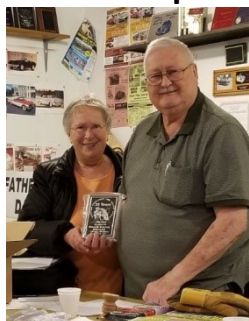
The original Charter Members who are still members of the Club, at this time include: Denise Komick, Orest Lazarowich, and Jerry Wilde. Joining them as 25 year members are William and Sylvia Smolak.

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**.



On the left, Bill and Sylvia with their award.  
In the middle, Ron with his award.  
On the right, Greg and Diane with their award.



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The Mercury Comet is an automobile that was produced by Mercury from 1960–1969 and 1971–1977 — variously as either a compact or an intermediate car. In its first two years, it was marketed as the "Comet" and from 1962 as the "Mercury Comet". Shown below is a 1964 Mercury Caliente Coupe.



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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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## *1960 - 1972 Mercury Comet/Cyclone History*

The Mercury Comet was the everything car for Mercury. Introduced in 1960 on a stretched Falcon frame, the Comet had to be Mercury's compact, intermediate, and pony car entry at the same time. But through continuous refinement, the Comet, and its spin-off variations the Cyclone and Spoiler proved to be quite a worthy muscle car.



1960 Comet

The Comet was developed as a compact car for the Edsel line. But with the Edsel brand eliminated before the 1960 model year, Ford released the Comet as a separate model, that was sold by Lincoln-Mercury dealers. The Comet was based on a stretched Falcon frame. The sedan's wheelbase of 114 inches suggested intermediate, but Mercury positioned it as a compact.



1961 Comet

The Comet continued as its own model (not a Mercury) for 1961, but the big news was the introduction in late 1961 of the S-22 model. The S-22s were 2-Door Comets with the addition of Moroccan vinyl bucket seats, a center console, a unique stainless spoked steering wheel with a S-22 center, upgraded carpeting, unique rear quarter panel emblems, undercoating, and special stainless full wheel covers. The standard powertrain was the 170 cubic inch inline six cylinder engine coupled with the two-speed Comet Drive automatic.

**Production:** S-22: 14,404

**Engines:** 170 I6.

1962 Mercury Comet



The Comet officially became part of the Mercury line in 1962.

1963 Mercury Comet



The Comet received its first V8 (along with the Falcon) for 1963. There was room only for a small block and the first was a 260 cid V8 rated at 164 bhp.

**Production:**

**Engines: 260 V8 164 bhp.**

1964 Mercury Comet



The Mercury Comet was restyled for 1964 and got the Cyclone Super 289 V8 added to the option list. It was rated at 210 bhp. The Comet got a boost in its performance image when a fleet of Comet Caliente hardtops averaged more than 105 mph for 100,000 miles in Daytona. They had the high performance 289 V8 rated at 271 bhp which was not available in the production model. Specially built drag racing Comet's with 427 big blocks also were making some noise on the tracks. To capture some of this excitement, Mercury announced the Cyclone two-door hardtop in January of 1964. It came standard with bucket seats, console, wheel covers that looked like chrome wheels and chrome engine dress-ups for the 210 bhp 289 engine.

**Production:** 2D Hardtop: 7,454

**Engines:** 289 V8 210 bhp

1965 Mercury Comet Cyclone



The Comet received a slight performance boost in 1965 as the 289 V8 was upgraded to 225 bhp. Though not technically available, some Comet's snuck out of the factory with the special order 289 V8 with 271 bhp and some even received the wild SOHC 427 V8.

**Production:** 2D Hardtop: 12,347

**Engines:** 289 V8 225 bhp.

1966 Mercury Comet Cyclone



The Comet was all new for 1966 and shared its chassis and body shell with the Ford Fairlane, making it a true intermediate. Wheelbase grew to 116 inches, and front track was increased three inches to 58 inches, finally allowing room for big block engines. Styling was plain, though decent, and a convertible was added for the first time. Both body styles had standard bucket seats and console.

Available on both the two-door hardtop and the convertible was the new GT option, costing just \$452. The GT option included the new 390 cid V8 rated at 335 bhp, which had a four-barrel carb, dual exhausts, engine dress-up kit, fiberglass hood with non-functional scoops, handling package, front disk brakes, and optional four-speed manual or automatic transmission (a three-speed manual was standard) and GT striping and badging. A Comet even paced the Indianapolis 500, though no factory replica editions were sold.

**Production:** Comet Hardtop: 6,889. Comet Convertible: 1,305. GT Hardtop: 13,812. Comet GT Convertible: 2,158.

**Engines:** 390 V8 335 bhp.

**Performance:** 390/335: 0-60 in 6.7 seconds.



### 1967 Mercury Comet Cyclone



The Comet had an identity crisis in 1967 when the Comet name was only attached to the cheapest 202 model in Mercury's intermediate lineup, which strangely had no real name other than "intermediate." The Cyclone and GT Performance Group were relatively unchanged, but the top 390 engine was rated at just 320 bhp. Sales were down considerably due to the introduction of the Mercury Cougar.

**Production:** Comet Hardtop: 2,682. Comet Convertible: 431. GT Hardtop: 3,419. Comet GT Convertible: 378.

**Engines:** 289 V8 200 bhp. 390 V8 320 bhp.

### 1968 Mercury Cyclone

The Comet was restyled for 1968, but kept the same 116 inch wheelbase. Basics were shared with the Ford Fairlane, and the Comet got new styling, larger dimensions, and a fastback coupe body style. The fastback style was an instant hit, selling 6,105 units to the notch back's 334 units. The convertible was dropped. Mercury continued to confuse the public by alternately referring to its intermediates as either the Montego or just the Mercury intermediates. A two-barrel 302 cid V8 rated at 210 bhp was standard in all Cyclones. The GT option was still available and added only \$168 to the \$2,768 base price. But instead of a true performance option, the GT option only added bucket seats and trim changes. The engine lineup included a four barrel 302, two 390 cid V8s, and the strong 427 V8 rated at 390 bhp. This engine was available only for a few months, when Mercury replaced it with the 428 Cobra Jet V8, under-rated at 335 bhp.

**Production:** Fastback GT: 6,105. Notchback: 334

**Engines:** 302 V8 210 bhp. 302 V8 230 bhp. 390 V8 265 bhp. 390 V8 325 bhp. 427 V8 390 bhp. 428 Cobra Jet V8 335 bhp.

**Performance:** 428/335: 0-60 in 6.2 seconds.

### 1969 Mercury Cyclone



Only the Fastback body style returned for 1969. Mercury reduced the GT to an appearance group option. However, the new hot Cyclone was the CJ, which was aimed at the budget priced Plymouth Road Runner. The CJ came with the 428 Cobra Jet rated at 335 bhp standard, along with a four-speed manual transmission, Competition Handling Package, and a plain bench seat interior. It sold for \$3,224, compared to the standard Cyclone's 302 priced at \$2,771.

But the truly hot Cyclone was the Cyclone Spoiler II, which was modified to improve its aerodynamics for use in NASCAR races. A total of 519 were made, all with 351 cid four barrel V8s, despite initial announcements that there would be a 428 Cobra Jet option. Spoilers came in two trim versions, named after Mercury NASCAR drivers. The Dan Gurney Spoiler had a dark blue roof and striping and a signature decal on the white lower portion. The Cale Yarborough edition featured red trim and a signature decal.

**Production:** Cyclone Spoiler: 519

**Engines:** 428 Cobra Jet V8 335 bhp.

1970 Mercury Cyclone



Mercury restyled the Cyclone for 1970, though not for the better. The wheelbase grew an inch to 117 inches, but the overall length grew by 6.7 inches. The latter was due to a new protruding nose and fender design, that sported a gunsight-type design in the grille center. While its Ford Torino cousin got new fastback designs, Mercury intermediates did not, and also lost the convertible for its Montego series. The Cyclone hardtops had trunk lines about halfway between the old notchback hardtops and the fastbacks.

There were three Cyclones for 1970, the base model, the Cyclone GT, and the Spoiler. The base Spoiler came with the 429 V8 rated at 360 bhp, a four-speed manual with Hurst Shifter, the Competition Handling Package, 3.25:1 rear end gearing and a bench seat. Options included the 370 bhp CJ 429, 375 bhp Super CJ 429 and in some cases, the Boss 429. The GT had only a lowly 351 cid V8 rated at 250 bhp. The new Cleveland 351 was optional.

**Production:** 13,496

**Engines:** 351 Windsor V8 250 bhp. 351 Cleveland V8 285 bhp. 429 V8 360 bhp. Cobra Jet 429 V8 370 bhp. 429 Super Cobra Jet V8 375 bhp. Boss V8 429



## 1971 Mercury Cyclone



The Mercury Cyclone continued into 1971 with the same styling, but engine choices changed with the 351 Cleveland V8 now standard for the Spoiler and the Cyclone and the 351 Windsor standard in the GT. 429s were still available, but the hottest versions were gone.

**Production:** 3,584

**Engines:** 351 Windsor V8 240 bhp. 351 Cleveland V8 285 bhp. 429 V8 360 bhp. Cobra Jet 429 V8 370 bhp. 429 Super Cobra Jet V8 375 bhp.

## 1972 Mercury Cyclone

Mercury reduced the Cyclone to an option package for 1972. This would be the last year of the Cyclone. The Comet name would continue on as the companion to the Ford Maverick compact, but its muscle car days ended in 1972.

**Production:**

**Engines:** 351 V8 250 bhp. 429 V8 360 bhp. Cobra Jet 429 V8 370 bhp. 429 Super Cobra Jet V8 375 bhp. Boss 429 V8 .

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*To send information to our media master contact:*

*Laurence Anderson @ [Laurenceanderson@telus.net](mailto:Laurenceanderson@telus.net)*

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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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## *Activities of the Vegreville Iron Runners Auto Club*

Preparing for the Fathers' Day Event, and preparing for a tour to Baba's Bistro in Mundare, and a bowling party are the main activities, as well as our annual President's Barbecue, Collector Car Appreciation Day, and attending local car shows basically summarizes our activities for this Summer.

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## *Greg's Annual Show and Shine*

11th Anniversary

on

SATURDAY JULY 22, 2023

from

11:00 –5:00 PM

at  
#151, 51205- RR195  
Beaver County, (Lindbrook Estates)  
West of Tofield, signs will be posted

Free Lunch  
Pot luck Supper

Please confirm attendance ASAP

Greg or Diane  
(780)662-0188, cell (780)995-0883  
email to panchysgm@gmail.com  
NO REGISTRATION FEE

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### *Darry's Annual Show and Shine*

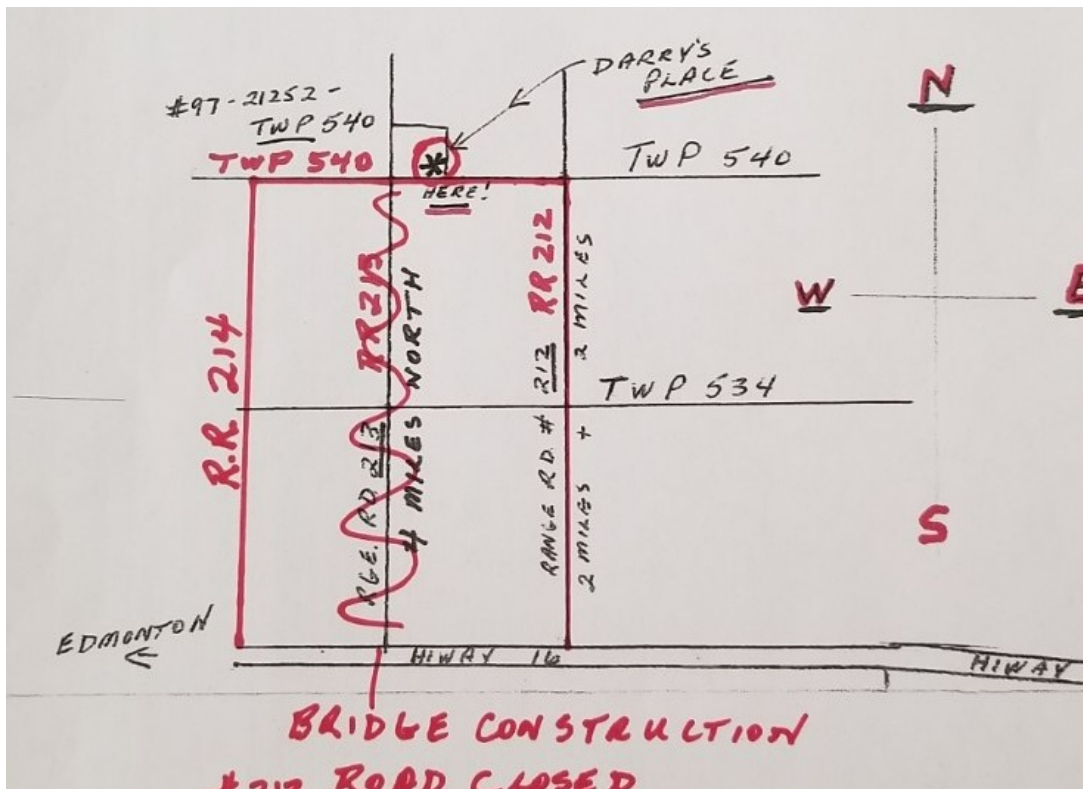
On Sunday, June 25, 2023, Darry and friends will be hosting Darry's Annual Show and Shine at Darry Anderson's place. The show and shine runs from 10 AM to 3 PM.

Darry and friends are very happy to invite, family, friends, and fellow car enthusiasts for a day of fun, visiting, and talking cars.

No Fees, Judging or Voting. Just come and bring your family and that special vehicle you have.

Hot dogs, pop, water, and coffee provided.

For more info, call or text Laurence at 780 991 4823 or Darry at 780 863 7724.



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# Lloydminster AUTO CLUB

**45 YEARS**  
IN THE  
COMMUNITY

—SINCE—  
**1978**



1970 AMC AMX

Music By:



## Specialty VEHICLE **SHOW** 2023



**JULY 15, 2023**  
**LIONS PARK**

Registration 9:00 to Noon • Show to 4:00pm

(Across from the LloydMall on the Yellowhead)

Contact: Abe Wieler 780-808-1424 or Ken 306-821-1390



Celebrating our 43 annual Show & Shine

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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 45 Alberta Vintage, Modified, Street Rod and 4-wheel Clubs, in Alberta, representing 3700 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 (2023)*

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-svaa.ca](http://www-svaa.ca)



*Something For The Chefs In Our Lives*  
*Chocolate Zucchini Cake*

**Ingredients**

2 ¼ cups flour  
½ cup cocoa powder  
½ tsp baking powder  
1 tsp salt  
1 tsp Vanilla (optional)  
½ cup butter at room temp  
½ cup vegetable oil  
2 eggs  
½ cup buttermilk or sour milk (add 1 tsp. baking soda to regular milk to make it sour)  
1 ¾ cups sugar  
2 cups grated zucchini  
1 cup semi-sweet chocolate chips

**Procedure**

- Pre-heat oven to 325 degrees F.
- Butter and flour 9 by 13 by 2 inch baking dish.
- Sift together flour, cocoa, baking powder, and salt in a medium bowl.
- Beat butter, vegetable oil, and sugar in a large bowl until well blended.
- Add 1 egg at a time to above mixture, beating well after each egg.
- Add vanilla, and blend well.
- Add buttermilk and flour mixture alternately, in thirds. Mix well after each addition.
- Add grated Zucchini and blend in well.
- Pour mixture into greased pan.
- Add Chocolate Chips on top of mixture.
- Bake for about 50 minutes.
- Cake is done when toothpick inserted in centre comes out clean.
- Remove from oven and let cool.

You may add 2 to 3 well ripened mashed bananas to mixture for additional flavour.

**NOTE:**

To make sour milk, add 1 tsp. of lemon juice to ½ cup of milk, and let stand for 5 minutes before using.

Mix chocolate chips in 1 TBSP of flour to prevent chips from sinking to the bottom of the cake while baking.

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*2023 Members*

Darry Anderson  
Laurence Anderson  
Len Bullock  
Richard & Margaret Densmore  
John & Madeline Kitz  
Denise Komick  
Kulwinder Kundan Singh  
Orest Lazarowich  
Greg & Diane Panchyshyn  
Ron Reese  
George & Velma Sample  
Bill & Sylvia Smolak  
Mike & Joanne Sturmey  
Lorne & Connie Wakaruk,  
Austin, Brody, and Carter Wakaruk  
Jerry Wilde

Honorary Life

Honorary Life

Honorary Life

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

\*\*\*\*\*

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

