

The Wheel Spin



The Vegreville Iron Runners Auto Club

*Volume XXXIII, Number 3
Fall, 2023*

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.

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

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 a 1960 Ford Falcon 4 Door Sedan

President's Message

VIRAC Members:

Having spent half of April, all of May and the first half of June in the hospital due to a Septic Blood Infection in my left shoulder, I missed much of the Show and Shine Season, including our Fathers' Day Event. I finally got my car out of storage in time for the annual Vegreville Country Fair Parade. It was a real treat to be able to get behind a steering wheel of a vehicle, something I had serious doubts about being able to do this year.

At the lunch, following the parade, we were awarded first place in the antique vehicle category.

Our annual President's BBQ was cancelled because several of our members were unable to attend. Hopefully, next year will be different. In lieu of this year's BBQ, we will be holding our meeting at Baba's Bistro in Mundare, where the members will be able to enjoy a Ukrainian style meal, followed by a brief meeting.

Only two vehicles showed up for our annual Collector Car Appreciation Day as most members had prior commitments. Representatives of the local Mayor and Provincial M.L.A and Federal M.P. presented certificates recognizing this important occasion.

After the Vegreville Fair Parade, our members attended a mini show at the local Shell gas outlet. We were very well treated by the owner/operator and staff of the Shell station.

Our Annual Fathers' Day Event was rained out and only 36 vehicles were entered. The general public came out to see the ever popular demolition derby, but over-all attendance was down considerably due to the downpour of rain through-out the day.

Earlier this year, new signs promoting the Father's Day event were erected along the highway East and West of Town. These Signs should last at least 10 years.

The biggest issue facing our club is the declining and aging membership. Many of our members are getting up in age and we are finding it difficult finding a sufficient number of young able bodied people to work at our events, consequently we are having to rely more and more on volunteers

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 prepare your vehicle for winter storage, in the next month or two.

William Smolak, President

Fathers' Day Event Committee Report 30th Annual Father's Day Event

The '30 th Annual' Father's Day Event (FDE) is a 'joint venture' between the Vegreville Agricultural Society (VAS) and the Vegreville Iron Runner's Auto Club (VIRAC).

We were well prepared for the event this year, but the weather didn't cooperate. We maintained the admission fees at \$10 for over age 15, \$5 for ages 6 to 15 and free for age 5 and under. Total revenue from operations was down dramatically.

The fixed expenses for the show are almost always the same.

Fortunately, the FDE had 'money in the bank' from the many successful shows we've had and we were able to stay in the black until the net sponsorship revenue was calculated.

The Show and Shine is the one event most affected by the weather and we had 36 entries this year compared to almost 180 last year. The Iron Runners were well prepared for whatever happened with special mention to the VIRAC members on the FDE committee, Bill Smolak (Sylvia and Carrie), Ron Reese, Richard Densmore, Dan Fisher, Darry Anderson, Greg and Dianne Panchyshyn and their team of volunteers. Entries in the Vintage and Custom Motorcycles, Antique Tractors, Big-Rig Semis and Antique Snowmobiles were likewise down due to weather.

The Demo Derby was a smashing success. Most of the fans attending the FDE were huddled in the grandstand enjoying the show which is 'enhanced' by the mud. The rail around the track

needed some welding repair afterwards. Thanks again to the excellent work done by Wes Antonchuk and Ken Gulevich and team they assemble to run the show. Thank you also to Fire Chief Mitch Newton and his members for helping keep the event safe.

The Power Wheels for the Derby drivers of the future was very popular with the young-un's. Thank you to Sandra Antonchuk and Ariana Klammer for organizing and running it.

In spite of the rain, Kris Klammer was able to get together an 'ATV Pulls' event that we hope will grow in the years to come.

The indoor events in the curling rink were top notch. The Mini-Market Trade show was very well organized and promoted by Jennifer Hladilo. The 3 Train Displays were very popular with those who attended.

The gross 50/50 sales were down this year due to attendance.

Gross Sponsorship revenue was up thanks to the great support of our business community and the efforts of Dan Beaudette and the folks at the New Advertiser. Commission on sales is now negotiated at 30% and VAS admin remains at 10%.

We've made some changes with banking for the FDE. Rachel joins Bill and Derek as signing officers (2 of 3 to sign) and we all have on-line access now to better track account status.

I have represented VAS on the committee and co-chaired the event for 18 years. My co-chair Bill Smolak from VIRAC dealt with some serious health issues this year and still maintained his commitment to the success of the event and did more work than anyone could have expected.

Thank you, Bill, and thank you to all the members of the Iron Runners.

Thank you very much to Rachel and staff for all their support and encouragement and to Directors and others for helping. A big shout-out to John Litun, Connie Steinwand, Dan Beaudette, Terry Osko, Roger Petruk, Kris Klammer, Tanya Hawkins, Bernice Bilyk and Alan Baxandall for their help during the event.

Derek Fox on behalf of the Fathers' Day Event Committee

Special thanks is extended to Derek Fox for his leadership and commitment to the FDE.

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 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 **December is November 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

<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. Congratulations to **Jerome Unger**, the 2022 recipient.

So far, we have not received any application for the 2023 Scholarship.

Vegreville Iron Runners Auto Club Archival History

Work on a history of the Iron Runners that was begun by the late 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. 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, 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 with 25 years of continuous membership shall be awarded **Honorary Life Memberships**.



Ford Falcon Muscle Car

Winners Of Father's Day Show and Shine 2023

- A Convertibles:** sponsored by **Vegreville Home Hardware**
Winner is **Porsche Glover** of **Irma**
Make: **Dodge** Model: **Coronet RT** Year: **1970**
- B Muscle Cars:** sponsored by **Maddigan Chrysler**
Winner is **Amber Glover** of **Irma**
Make: **Dodge** Model: **Coronet** Year: **1970**
- C Pre 50's Cars:** sponsored by **Adams No Frills**
Winner is **Howard Jackson** of **Mannville**
Make: **Ford** Model: **Super Deluxe** Year: **1941**
- D 1950's Cars:** sponsored by **OK Tire**
Winner is **David Oracheski** of **Viking**
Make: **Ford Edsel** Model: **Ranger** Year: **1958**
- E 1960's Cars:** sponsored by **Vegreville Auto Body**
Winner is **Robert Duff** of **Elk Point**
Make: **Studebaker** Model: **GT Hawk** Year: **1962**
- F 1970's Cars:** sponsored by **Flash Distributors Ltd. (NAPA)**
Winner is **Duane Hollard** of **Irma**
Make: **Plymouth** Model: **Baracuda** Year: **1974**
- G Cars 1980's and Up:** sponsored by **Twin Lakes Ready Mix & Aggregate Ltd.**
Winner is **Brian Mann** of **Innisfree**
Make: **Oldsmobile** Model: **Cutlass Supreme** Year: **1985**
- H Hot Rod/Street Rod/ Modified:** sponsored by **Volten Electric**
Winner is no entry
- I Low Riders:** sponsored by **Webb's Machinery**
Winner is **Jagger Glowatsky** of **Vegreville**
Make: **Buick** Model: **Lesabre** Year: **1973**
- J Pre 50's Trucks:** sponsored by **Adam's No Frills**
Winner is no entry
- K Trucks 1950 – 1972:** sponsored by **Vegreville and District Co-op**
Winner is **Clinton Conway** of **Langdon**
Make: **Chevrolet** Model: **Pick Up** Year: **1959**
- L Trucks 1973 and Up:** sponsored by **Prime Cuts Meat & Deli**
Winner is **Richard & Marie Glover** of **Irma**

Make: **Ford** Model: **Shelby F150** Year: **2021**

M Rat Rods: sponsored by **Bucky's Welding Ltd.**

Winner is **Bucky Cowle** of **Vegreville**

Make: **GMC** Model: **9620 Fleetside** Year: **1959**

N Foreign: sponsored by **Kal Tire**

Winner is **Dan Fisher** of **Vegreville**

Make: **Opel** Model: **GT** Year: **1973**

O Special Interest: sponsored by **Hi-Way Registries**

Winner is **Aubrianna Glover** of **Irma**

Make: **Cadillac** Model: **Opera Coupe** Year: **1978**

P My High School Ride: sponsored by **Fisher Chiropractic**

Winner is **Kenyen Wanzilak** of **Vegreville**

Make: **Eagle** Model: **Talon** Year: **1990**

BEST OF SHOW: sponsored by **Vegreville Mechanical**

Winner is **Aubrianna Glover** of **Irma**

Make: **Cadillac** Model: **Opera Coupe** Year: **1978**

Peoples' Choice: sponsored by **Rocky Mountain Equipment**

Winner is **Glenn Saive** of **Sherwood Park**

Make **Chevrolet** Model: **Nomad** Year: **1955**

Cash Prize Winner: sponsored by **Bumper to Bumper**

Best of Show: **Aubrianna Glover** of **Irma** with her **1978 Cadillac Opera Coupe**

Other Awards

Best Big Rig Semi: sponsored by **Full Throttle Truck & Trailer**

Winner is **Jayde Kocher** of **Vegreville**

Make: **Peterbuilt** Model: **389 Long Nose** Year: **2023**

A very special thank you is extended to all of our sponsors for this year's show and shine and the Fathers' Day Event in general.

The support of our sponsors is vital to the ability of the FDE committee to continue putting on the Fathers' Day Event. Once again, thank you sponsors for your continued support and contribution.

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.



Ford Falcon Station Wagon

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**

1960 - 1970.5 Ford Falcon History

By Chandler Stark

It may have been short lived, but the Ford Falcon was one of the top cars of the 1960's. Most people know it as the basis for the Ford Mustang, but it was a solid offering on its own. The Falcon started life as a compact and economy car, but by the late-1960s was verging on muscle car territory. The short lived 1970.5 Falcon on the intermediate Ford Fairlane/Torino chassis got power plants all the way up to the 429 Cobra Jet Ram Air V8, which produced 370 horsepower. It's not quite as iconic as some of the other more legendary cars of the day, like the Plymouth Road Runner or Pontiac GTO, but enthusiasts still fondly remember the Falcon today as a formidable compact muscle car.

Ford Falcon Overview

The Ford Falcon spanned three generations from 1960–1970, and it sold well over 2.6 million units. Ford introduced the Falcon as a new compact for 1960, which they dubbed “The New-Size Ford.” It was available as a wagon, sedan, or coupe, but was severely lacking in the power department. In 1963, the line got its first V8, a 164 horsepower 260 cid small-block.

The second generation began in 1964, and the 1965 Ford Falcon got the two-barrel carb version of the 289 Challenger V8 used in the Mustang. It was good for 200 horsepower, and in 1967 it got the four-barrel version, making 225 horsepower.

The third generation began in 1966, and the 1968 Ford Falcon used a double-barrel version of the 302 V8, making 220–230 horsepower. This was the most powerful domestic compact Falcon ever built. Unfortunately, production stopped on it just a few months into the 1970 model year. In its place, halfway through 1970, they brought out the intermediate sized version based on the Fairlane/Torino chassis. This version got the all-powerful 429 Cobra Jet Ram Air V8, producing a maximum of 370 horsepower.

Unfortunately, the new intermediate Falcon was short-lived, and did not survive to make it to 1971. Instead, the Pinto and Torino took over in its place. As of 2024, Ford has still not revived the Falcon namesake. Still, we can only hope they decide to stick a 450+ horsepower 5.0 Coyote V8 underneath the hood and try again.

First Generation 1960–1963 Ford Falcon



1963 Ford Falcon Sprint

The first generation of the Ford Falcon kicked off in 1960 and lasted four model years through 1963. Ford introduced it originally as “The New Size Ford,” which was essentially just a

term that meant compact. It rode a 109.5 wheelbase, which compared with the Thunderbird and Galaxie was 9.5 inches shorter, and it was more than 20 inches smaller from end-to-end. Styling-wise, it was somewhat bland and conservative, with a slab-sided body, single headlights and taillights, power-blue simulated scoop hood, chrome bumpers, unibody construction, and Ford branding on the hood and rear end. Ford made it available as either a two or four-door sedan or station wagon. They called the two-doors “Tudors,” while the four-doors were “Fordors”

From 1960–1961, buyers could order the Deluxe package, which became its own line under the Falcon in 1962. In 1961, they made the Futura model available. It was essentially a standard Falcon but with bucket seats up front and a center console. For 1963, the Futura became its own model, and it replaced the Deluxe as the top-tier option, and a convertible became available.

Also in 1963, Ford introduced the Futura Sprint, which was the first true performance version. Prior to the Sprint, the only available engines were either a “Falcon Six” 144 cid inline-six at 85-90 horsepower, or a 170 cid inline-six at 101 horsepower. With the Sprint, Ford used the 260 “Challenger” V8. It had 8.7:1 compression, a Holley double-barrel carburetor, and pumped out 164 horsepower. It was a good start, but soon the Falcon would turn into a real muscle car.

First Generation 1960–1963 Ford Falcon Engines

Model Year	Engine	Horsepower	Torque
1960	144 I6 (1bbl)	90 horsepower	138 lb-ft
1961-1963	144 I6 (1bbl)	85 horsepower	138 lb-ft
1962-1963	170 I6 (1bbl)	101 horsepower	156 lb-ft
1963	260 V8 (2bbl)	164 horsepower	258 lb-ft

First Generation 1960–1963 Ford Falcon Production Numbers

Model Year	Body Style	Production Total
1960	Four-Door Sedan	167,896
	Two-Door Sedan	193,470
	Four-Door Station Wagon	46,758
	Two-Door Station Wagon	27,552
	1960 Total	435,676
1961	Four-Door Sedan	159,761
	Two-Door Sedan	149,982

	Two-Door Futura	44,470
	Four-Door Station Wagon	87,933
	Two-Door Station Wagon	32,045
	1961 Total	474,191
1962	Four-Door Sedan	126,041
	Two-Door Sedan	143,650
	Two-Door Futura	17,011
	Four-Door Station Wagon	66,819
	Two-Door Station Wagon	20,025
	Four-Door Squire Wagon	22,583
	1962 Total	396,129
1963	Four-Door Sedan	62,365
	Two-Door Sedan	70,630
	Futura Four-Door Sedan	31,736
	Futura Two-Door Sedan (6)	16,674
	Futura Two-Door Sedan (5)	10,344
	Futura Two-Door Hardtop	17,524
	Futura Two-Door Sport Hardtop	10,972
	Futura Two-Door Convertible	18,942
	Futura Two-Door Sport Convertible	12,250
	Futura Two-Door Sprint Hardtop	10,479
	Futura Two-Door Sprint Convertible	4,602
	1963 Total	266,518

Second Generation 1964–1965 Ford Falcon



1964 Ford Falcon Futura

The Ford Falcon returned for a second generation from 1964–1965, and for the first time you could consider some models to be muscle cars. Both the Futura and Sprint lines continued to be the top-tier offerings, and now the V8 became a \$153 option for all models. In addition, the Sprint line continued to only have V8 power as the only option. Production remained strong throughout the generation, and in 1965 the 289 Challenger V8 became available. A lucky few north of the border had the 271 horsepower K-code version, but the states only got 200 horsepower.

1964 Ford Falcon

Things started with the 1964 Ford Falcon, which got more aggressive styling from sculpted body sides, a new grille, and a convex feature line on the sides. Available engines were the 144 and 170 inline-sixes and 260 V8 from the year prior. Also, a new 200 inline-six was an option. The Sprint package was a \$185 extra, and included bucket seats, wheel covers, a chrome engine dress up kit, sport steering wheel, tachometer, and a four-on-the-floor manual.

1965 Ford Falcon

For the 1965 Ford Falcon, the big news was the introduction of the 289 Challenger V8 engine. Using the same shell, Ford updated the grille and taillights, but for the most part it looked the same. The new 289 Challenger V8 produced 200 horsepower, utilizing a 9.3:1 compression ratio and Holley double-barrel carburetor.

For the Canadian market only, Ford of Canada made the Hi-Po K-Code version of the 289 Challenger an option. This was the same engine as inside the Ford Mustang, and used a

stronger block, beefier internals, higher 10.5:1 compression ratio, a 600-cfm Autolite quad-barrel carburetor, and solid-lifter camshaft. It produced a maximum of 271 horsepower and 312 lb-ft of torque.

Second Generation 1964–1965 Ford Falcon Engines

Model Year	Engine	Horsepower	Torque
1964	144 I6 (1bbl)	85 horsepower	134 lb-ft
1964	170 I6 (1bbl)	101 horsepower	156 lb-ft
1964	200 I6 (1bbl)	116 horsepower	175 lb-ft
1964	260 V8 (2bbl)	164 horsepower	258 lb-ft
1965	170 I6 (1bbl)	105 horsepower	158 lb-ft
1965	200 I6 (1bbl)	120 horsepower	190 lb-ft
1965	289 V8 (2bbl)	200 horsepower	282 lb-ft
1965	289 V8 (4bbl) (Canada Only)	271 horsepower	312 lb-ft

Second Generation 1964–1965 Ford Falcon Production Numbers

Model Year	Body Style	Production Total
1964	Standard Falcon	119,106
	Futura/Sprint	130,103
	Station Wagon	51,276
	1964 Total	300,488
1965	Standard Falcon	66,044
	Futura/Sprint	174,548
	Station Wagon	39,053
	1965 Total	279,645

1966–1970.5 Ford Falcon

The Falcon returned for a third and final generation from 1966–1970, and things continued pretty much the same as before. The Falcon got restyled for 1966 like the rest of the line, and the Futura lasted alongside it through 1969. Ford offered it for the first part of 1970, selling mainly old 1969 models. However, when they released the Maverick partway through the year, Falcon sales completely dropped and it got pulled from the lineup.

Yet, that wasn't quite the end, as Ford brought back a larger intermediate size version based on the Fairlane/Torino chassis. To some enthusiasts, this version is the only true muscle car. In contrast to the economy compacts, the intermediate Falcon got all of Ford's high-performance engines for the year. This included the behemoth 429 Cobra Jet Ram Air, which made 370 horsepower and 450 lb-ft of torque.

Unfortunately, they did not bring back the intermediate version for 1971, and the namesake has not been revived since. They replaced the compact Falcon with the Maverick and Pinto, and the intermediate version disappeared like it never even existed.

1966 Ford Falcon



1966 Ford Falcon

The entire lineup got restyled for 1966, including the Falcon. The new model got a longer hood, more rounded sides, and a smaller trunk. The Futura continued as the top line, and the Sprint was no longer an option. Luckily, that didn't mean the disappearance of the V8, as Ford continued to use the 200 horsepower C-Code 289 Challenger V8.

1967 Ford Falcon

The only significant change for the 1967 Ford Falcon is the slightly better version of the base 289 V8. The A-Code 289 made 225 horsepower through 10.0:1 compression and a Holley quad-barrel carburetor. Despite the more powerful engine, however, sales declined considerably, and 1967 was the worst year for sales ever.

1968 Ford Falcon



1968 Ford Falcon Futura Sport

The 1968 Ford Falcon used square taillights and a new grille, but it still had the same body. Power on the 289 Challenger V8 dropped to 195 horsepower, and only the C-code version was available. However, Ford did add the new 302 V8 to the lineup. The 302 V8 made 230 horsepower with a 10.0:1 compression ratio and Motorcraft quad-barrel carburetor.

1969 Ford Falcon

The 1969 Ford Falcon was the last to go through a full-year of production, and sales were down considerably from their peak at the beginning of the decade. Both the 289 Challenger V8 and the four-barrel 302 V8 were gone, and a Motorcraft double-barrel version of the 302 making 220 horsepower with 9.5:1 compression was the top power plant.

1970 Ford Falcon



1970 Ford Falcon

The 1970 model was the last year for the compact Ford Falcon, and it was the same as the year prior. The introduction of the Maverick killed sales, and Ford dropped it from the lineup just a few months into the new year.

1970.5 Ford Falcon intermediate



1970.5 Ford Falcon

After discontinuing the compact Ford Falcon, they brought out the intermediate Falcon based on the Fairlane/Torino for the second half of the year. Most people refer to it as the 1970.5 Falcon to distinguish it from the compact version. The Futura line was not available, and it was now the lowest priced option among Fairlanes/Torinos. Available body styles were a four-door sedan or wagon and a two-door sedan.

However, the Falcon did have a plethora of optional engines, including the small-block 351 and big-block 429 Cobra Jet V8. The 429 Cobra Jet Ram Air produced 370 horsepower through an 11.3:1 compression ratio and Holley quad-barrel carb.

Sadly, Ford did not continue the intermediate version after 1970, though emissions were sure to curb its output had they continued it, anyways. Today, the Falcon is still warmly remembered by muscle car enthusiasts as a solid compact and budget-level muscle car that looked great and could be modified to perform incredibly.

1966–1970.5 Ford Falcon Engines

Model Year	Engine	Horsepower	Torque
1966-1967	170 I6 (1bbl)	105 horsepower	158 lb-ft
1966-1967	200 I6 (1bbl)	120 horsepower	190 lb-ft
1966-1967	289 V8 (2bbl)	200 horsepower	282 lb-ft
1967	289 V8 (4bbl)	225 horsepower	305 lb-ft
1968-1969	170 I6 (1bbl)	100 horsepower	156 lb-ft
1968-1969	200 I6 (1bbl)	115 horsepower	190 lb-ft
1968	289 V8 (2bbl)	195 horsepower	288 lb-ft
1968	302 V8 (4bbl)	230 horsepower	310 lb-ft
1969-1970.5	302 V8 (2bbl)	220 horsepower	300 lb-ft
1970	200 I6 (1bbl)	120 horsepower	190 lb-ft
1970.5	250 I6 (1bbl)	155 horsepower	240 lb-ft
1970.5	351 V8 (2bbl)	250 horsepower	355 lb-ft
1970.5	351 V8 (4bbl)	300 horsepower	380 lb-ft
1970.5	429 V8 (4bbl)	360 horsepower	480 lb-ft
1970.5	429 V8 (4bbl) (Cobra Jet)	370 horsepower	450 lb-ft
1970.5	429 V8 (4bbl) (Cobra Jet Ram Air)	370 horsepower	450 lb-ft

1966–1969 Ford Falcon Production Numbers

Model Year	Bodystyle	Production Total
1966	Base	92,770

	Futura	89,899
	1966 Total	182,669
1967	Base	35,198
	Futura	29,146
	1967 Total	64,344
1968	Base	81,185
	Futura	50,204
	1968 Total	131,389
1969	Base	63,550
	Futura	31,466
	1969 Total	95,016

Is the Ford Falcon a Mustang?

The Ford Falcon formed the chassis that the Mustang would later be based on. The two models look similar, but the Mustang sold much better and had higher performance engines.

Is the Ford Falcon a muscle car or a pony car?

The Ford Falcon can be described as more of a muscle car than a pony car, though it's right on the border between the two. The 1970.5 intermediate Falcon is a muscle car, but the compact version can go either way.

What is the best Ford Falcon?

For many enthusiasts, the 1970.5 Ford Falcon with the 429 Cobra Jet was the best Falcon ever made. It combined clean styling with tons of raw power, and is an iconic muscle car today.



1965 Ford Falcon Squire Station Wagon

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

Reminder:

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

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, Collector Car Appreciation Day, and attending local car shows basically summarizes our activities for this summer. The annual President's BBQ was cancelled for this year, and our Collector Car annual inspections will take place at our October Meeting, weather permitting.

A 12-year-old saves to buy a new MGB at 16

At 16 years old, Peter Cosmides bought a 1975 MGB roadster brand-new with funds he'd earned working since he was 12. The purchase had fulfilled an obsession sparked when he was a very young boy. After buying the iconic British roadster, Cosmides would find it steering his life's course in unexpected ways.

"Owning the MG shaped my life as far as my hobby, my friends, and even my vocation," Cosmides recalls. "The friends I have today are all people that have MGs or other British cars that I've met over the years. In 2020, I retired from running a British car restoration business for 14 years."

Before all that happened, the MG was just his fun daily driver. He wasn't afraid to take it on long road trips, either: A year after buying it, Cosmides drove the green roadster cross-country from his home at the time in Valley Stream, New York on Long Island to attend Arizona State University.



Courtesy Peter Cosmides

“My girlfriend, Anne, lived with me there for a time,” he says. “She was my high school sweetheart. We got married in 1980 and are still married. She knew I was already well ensconced in the MG world when she came along.”

The MG would serve as the newlyweds’ only car for several years. It even took them to the laundromat.

“By around 1980, we bought something else, and the MG became the second car,” he says. “I started taking it to British car shows, and I’ve been going ever since. I made several trips to Florida in it over the years, too.”

MG family

The MGB, which now has about 100,000 miles, has acquired MG siblings over the years. When we spoke with Cosmides in July of 2023, he and his wife had just returned to his southern New Jersey home from a 1350-mile road trip in one of them, a 1996 [MGF](#). The automaker’s final sports car, the MGF was a mid-engine roadster never imported to the United States.



Cosmides also enjoys the final MG sports car from England, the mid-engine MGF.



Forbidden fruit in America when new, the MGB GT V8 used the Buick/Rover 3.5-liter aluminum V8 to more than double the stock net hp.

Cosmides also owns one of the 2600-or-so MGB GT V8 models built from 1973 to 1976, most of which are right-hand drive models for the U.K. market. To make this captivating model, MG replaced the B's four-banger with the former Buick 3.5-liter aluminum V-8 that British Leyland had come to own and use in a variety of Rover cars as well as in the Range Rover SUV. Not much heavier than the four-cylinder model, the MGB GT V8 could hit 60 mph from zero in 7.5 seconds. This engine would also find its way into the 1978–80 Triumph TR8 and some British boutique sports cars, including the Morgan Plus 8.

MG pilgrimage

The summer 2023 road trip in the MGF had been something of a pilgrimage for Cosmides, a trip which he and his wife took with friends driving an Austin Healey. The main stop was Petersburg, Virginia, the home of well-known British auto parts supplier Moss Motors, which was hosting a cars and coffee event to celebrate its 75th anniversary. Cosmides' connection to Moss went well beyond buying parts for his MGs over the years. In the '80s, he had worked for the giant parts seller, first in California and then at its warehouse in Rockaway, New Jersey, an operation that later moved to Virginia.



The MGB's cockpit was a civilized place, even 13 years after this sports car's introduction.

"I was the first employee in their New Jersey facility," he recalls. "I was there only a couple of years. After that, I worked for Federal Express for about 20 years."

When the Moss Motors celebration ended, Cosmides and his wife continued southward to North Carolina to pick up a hardtop for the MGF before returning home to New York.

"The MGF was a much more modern car than the MGB, which had really become an antique toward the end of production," Cosmides acknowledges. "They'd never really improved on it while struggling to meet any regulations that came along."

Still, he loves his "antique" as much today as he did on the day he bought it.

Collector Car Appreciation Day Documents



Legislative Assembly of Alberta



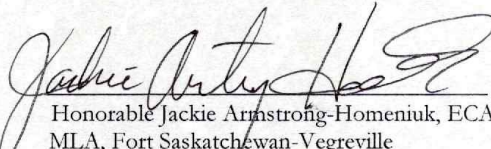
Congratulations and Sincere Best Wishes

Iron Runners Auto Club

Upon the occasion of your

*Car Collector Appreciation
Day*

July 21, 2023


Honorable Jackie Armstrong-Homeniuk, ECA
MLA, Fort Saskatchewan-Vegreville





Vegreville Iron Runners Auto Club



Congratulations and best wishes on



Collector Car Appreciation Day



*It gives me great pleasure to join your community
in recognizing and commending your hard work
and dedication to your passion.
I wish you continued success and
many more rewarding years ahead.*



Shannon Stubbs

*Shannon Stubbs, MP
Lakeland*



TOWN OF VEGREVILLE

TOWN OF VEGREVILLE Proclamation

Collector Car Appreciation Day July 14, 2023

Whereas, The Specialty Vehicle Association of Alberta (SVAA) and the SEMA Action Network (SAN) in the US have declared July 14, 2023 as International Collector Car Appreciation Day; and

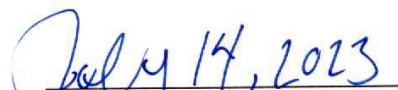
Whereas, Municipalities and provinces across Canada and The United States are observing the tribute to the collection and preservation of historic, classic and specialty vehicles as well as preserving the technological achievements and cultural heritage of automobiles.

Now Therefore, I Mayor Tim MacPhee, by and with the advice and consent of the Council of the Town of Vegreville hereby declare July 14, 2023, to be Collector Car Appreciation Day.

"Collector Car Appreciation Day"
July 14, 2023



Mayor Tim MacPhee



Date



Grandpa saved this 1-of-1 Jeep from the crusher. His grandkids restored it
by Jeff Peek



Harold “Pete” Johnson was one of a kind. The same could be said for his favorite truck. Today the two live on—one of them in spirit, the other as a popular entry at Jeep shows—thanks to the love and dedication of his grandchildren. And a promise to Pete’s wife.

“We love to tell Grandpa’s story, and the truck gives us the opportunity to do that,” says Mike Smith, who met and married Johnson’s granddaughter Paula in the 1980s. “He was a pretty special person.”



“Special” is also an appropriate (and literal) description of Pete Johnson’s 1977 Jeep J10 extended cab, the only one of its kind; Johnson supervised the prototype project at AMC/Jeep’s Toledo factory. Built on a Wagoneer frame, the extended cab offered a second row of seating, an idea that “was ahead of its time,” Mike says. “Now it’s difficult to find a regular cab these days.”

Johnson and his team created a unicorn, although they didn’t know it at the time. To distinguish the extended cab from other vehicles during production, the word “Special” was hastily scrawled onto the frame. Decades later, that word would help prove its authenticity.



The fact that the only Jeep extended cab is still with us is a testament to Johnson's love for the truck and his tenacity in protecting it. After AMC/Jeep declined to put the special truck into production, Johnson was ordered to crush it, a common practice for prototypes, whether or not the company decides to put them into production. Johnson couldn't destroy the truck. Instead, he and his team hid it from their superiors behind filing cabinets and debris, biding their time until Johnson's new boss agreed to sell it to him for \$1.

"That truck was Grandpa's dream," says Mike Smith, 56. "He drove it every day. Thank God it blew the transmission at 64,000 miles." The non-running truck sat idle for years, waiting for the right time, and person, to be brought back to life. That person would be Mike.

"I'll never forget the first time I met Grandpa, which I believe would have been in '86," says Mike, who was a U.S. Marine at the time. "He grabbed me by the back of the neck and said, 'Son, in this family we don't buy depreciable value.' I know now that he was probably talking about cars, but at the time I thought, 'What does that mean?'"

"He was old school. He'd explain how they did things [when designing a new vehicle]—how they'd start with a clay mold. You hear the term 'one-off' and you wonder, 'Is this a really big deal?' But everybody in the family knew that truck was a big deal."

Following Johnson's death, the family talked about restoring the heirloom. Paula's brother Jeff suggested to Pete's wife, Ruth, that Mike was the one for the job.



“He went to Grandma and said, ‘There’s only one person who has the skills and means to do it, and that’s Mike,’” remembers Smith, a contractor from Findlay, Ohio. “I told her, ‘Grandma, if you give me this truck, I promise it will go back together like it came out of the factory, right down to the last bolt.’ It was tough, but I kept that promise. It was critical for me to keep my word to her.”

It wouldn’t be an easy restoration. True to his word, Mike removed every last piece and laid everything out on cardboard, determining what was missing and what needed to be replaced. Keeping his promise, there would be no shortcuts.



“Somebody had started to work on it—maybe him,” Smith says. “The left front fender was missing, and the hood was in the back with a box of parts. I used everything that I could, but I had to get a new fender, and there were things that needed to be replaced.”

Smith did the work himself, including bringing the engine back to life. He also received help from an unexpected source, Zach Heisey, owner of Z&M Jeeps Ltd., in Maumee, Ohio, and a senior manager at Dana, Inc., an aftermarket engineering company. Heisey provided a ray of sunshine during a social media storm.



"I didn't realize how radical Jeep people are," Smith says. "When I went on a Jeep site and said that I owned an original J10 extended cab that had avoided the crusher, literally 500–1000 people called me a liar. I try not to get caught up in the negative, but it did bother me a bit because so many people doubted it. Then one guy saw it and wanted to see it for himself." That guy was Heisey.

"He saw the word 'Special' and he said, 'Oh, my God. *Oh, my God.* This is real. Whatever you do, do not lose this on the frame,'" Smith says. "So we acid-dipped everything but the frame, and we sandblasted that to protect it. If you want to verify a Jeep's authenticity, Zach's the guy to do it. He verified what we already knew to be true."

Heisey also helped procure parts, and when it came to correctness, Smith was like a dog with a bone.





For example, “The original vinyl had small holes in it, like you’d see on seats (today) that air-conditioning blows through. I couldn’t find any to match, so I thought maybe I’d grid out the material and poke holes in it so it looked like the original, but I realized that would never work. I finally found a place in the state of Washington that had one roll of the original vinyl left.” Another box checked.

The Ginger Poly-painted Jeep received further authentication when, in March 2019, the Smiths started a **Facebook page** so fans could watch the truck’s transformation. Former Jeep employees who had worked for Johnson began reaching out, including the man who wrote the word “Special” on the frame. “We knew those people were telling the truth because I’d ask them what Grandpa would eat for lunch.”



That simple sentence requires a little more explanation. “Grandma and Grandpa were inseparable; they loved being together; they always held hands,” Smith explains. “She’d often

fix a big dinner for everyone, but Grandpa loved tomato soup and noodles—we called them ‘Grandpa noodles’—and he always had ice cream for dessert, so she’d always fix that for him no matter what everyone else was eating. I’d ask the people who worked with him what he ate for lunch, and they’d all say, ‘It’s the strangest thing—he only ate ice cream.’ That’s because he could only get Grandpa noodles at home, so he’d only eat ice cream for lunch when he was at work.”

Smith says telling stories like that helps keep Pete and Ruth Johnson’s spirits alive. The extended cab provides the vessel. Although an entire team of workers built the truck, the family doesn’t have to look far to find Pete’s personal handiwork. “The front seat slides all the way forward and tips forward to the windshield to let people get in the back seat,” Smith says. “Grandpa made that bracket himself.”

After completing the restoration, the one-and-only 1977 Jeep J10 extended cab has been shown at the Toledo Jeep Fest and the Great Smoky Mountain Jeep Club Invasion in Pigeon Forge, Tennessee. There are plans to show it far and wide, including (but not yet confirmed) at the SEMA Show in Las Vegas, October 31–November 3.

Sadly, Pete and Ruth Johnson never saw the completed truck. Mike Smith imagines how they would have reacted.

“I’ve actually had a dream about that,” he says. “The two of them were there, and Grandma did this [restoration] to surprise him. I think once their tears stopped, Grandpa would say, ‘Well done.’ I think he would be very proud and happy that someone cared about it almost as much as he did.”





Our Old Farm Truck Was Truly One-of-a-Kind

By Val Leiding

Originally a sedan, this '28 Chevy earned its keep as a farm truck during and after the Second World War.



Val next to the Chevy, with Mom seated inside.

I was born during the Second World War on December 27, 1942, in Swift Current, Saskatchewan. My dad had obtained a 1928 Chevy sedan that had been converted into a truck. We had many adventures with that vehicle and I'd like to share a few with you.

Remembering the Old Farm Truck

Back then, the war effort needed all the help it could get. Rubber was one of the

necessary items, so inner tubes were unavailable. To solve this shortage problem, Dad was a little inventive, especially in cold weather. All the tires and rims were removed from the Chev and brought inside. The tires were then positioned with the valve holes up; next, Dad filled the tires with water. The tires were set outside until morning to freeze solid. If you could afford it, you could buy inner tubes but they were made of synthetic material that didn't stand up. Morning came and the frozen tires were put on. Dad said the ice tires were okay until you hit a bump, then you could hear the ice slosh around as you drove.

To keep the truck running when gasoline was low, sometimes kerosene was put in the tank; it may have been cheaper than gas.

Most farmers at the time either shipped or delivered cream to the Swift Current Creamery. That has an interesting side note: Sometimes mice ventured on to the cream can lid and fell in, because someone had not closed the cream can tight. Many a mouse probably drank itself to death—no way of telling whether or not the butter tasted any different though!

The main thing was that selling cream gave the farmers some money for gas, groceries and other essentials.

The incident I'm about to describe possibly happened on just such a cream run. Dad, Mom and I were driving past a garage on Cheadle Street in Swift Current when what to our wondering eye should appear but the Chevy's driver-side door as it parted ways with us. It landed in the street with a crash. A garage attendant saw it happen and hollered, "Hey, mister, you lost your door!"

Dad was too embarrassed to stop and pick it up. We made another pass around the block and there stood our door propped against the garage wall. Dad never went back for it and hung a gunny sack over the opening from then on. A missing door, sloshing ice tires and kerosene in the gas tank, yes sir—that old farm truck of ours had character!

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.



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 (2023)

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
Cheerios Marshmallow Cereal Bars*

Ingredients:

3 tablespoons margarine or butter

1 bag (10.5 oz. - 6 cups) miniature marshmallows

5 cups of cheerios - regular, multigrain, or honey nut

Method:

Butter a 9 x 13 inch pan

In a large microwavable bowl, microwave butter (margarine) and marshmallows uncovered, on high, for about two minutes, stirring after one minute, until smooth (marshmallows are completely melted).

Immediately stir in Cheerios until evenly coated.

Using a buttered spatula or spoon, press mixture firmly into the pan.

Let stand to cool.

Cut into bar sized pieces.

Store loosely covered.

2023 Members

Darry Anderson

Laurence Anderson

Richard & Margaret Densmore

John & Madeline Kitz

Denise Komick

Honorary Life

Kulwinder Kundan Singh

Orest Lazarowich

Honorary Life

Greg & Diane Panchyshyn

Ron Reese

George & Velma Sample

Bill & Sylvia Smolak

Honorary Life

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: _____

