

# *The Wheel Spin*



## *The Vegreville Iron Runners Auto Club*

*Volume XXXIV, Number 3  
Fall, 2024*

# *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 6:45 PM for coffee, with the meeting starting 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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#### *2024 Executive*

President	-	William Smolak
Vice-President	-	Dan Fisher
Secretary	-	Darry Anderson
Treasurer	-	Richard Densmore
Events Chairs/	-	Sylvia Smolak
Phone Committee	-	Denise Komick
Communications	-	William 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	-	N/A
Archivists	-	Denise Komick
	-	Orest Lazarowich
SVAA Rep.	-	Dan Fisher

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## *Past Presidents of The Vegreville Iron Runners Auto Club*

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 - 2024	William Smolak

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### *Title Page Photo*

The title page photo is that of the 1928 Ford Model A Tudor Sedan

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### *President's Message*

VIRAC Members:

I trust everyone had a great show and shine season as well as a great summer. My summer was quite uneventful given the fact that I had pneumonia for most of May and June, August and September, as well as the first part of October.

I was able, however to take in Darry and Laurence's Show and Shine as well as participate in the Vegreville Country Fair Parade.

Thanks are extended to our members who participated in our tribute to Seniors by visiting the Homestead Lodge, the Vegreville Care Centre, and Century Park, and in the Country Fair Parade and the Annual Collector Car appreciation Day.

The new format for our participation seemed to work quite well, given our aging membership and limited number of volunteers. A huge thank you goes out to those who came out and help run the show and shine. A special thank you goes out to Dan and Ron regarding the marking of the field for the show and shine and to my daughter Carrie for her hard work doing the data entry and calculating who the winning entries were.

We will be hosting a special theatre showing of American Graffiti on Monday, October 21. This will be open to the General Public with the cost of admission being a donation to the Vegreville Food Bank. Thanks are extended to Dan Fisher for organizing and publicizing this event.

We do have another collector car group in town who meet Thursday evenings at the local A & W parking lot. They have over 100 members, but are not formally organized as a club.

*William Smolak, President*

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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, but given my current battle with pneumonia, I had no energy to work on this issue.

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, 2024**.

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" have 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. We are looking forward to receiving applications for the 2024 Scholarship.

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### *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 Denise Komick. 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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### *New Membership Cards*

Thanks to Dan Fisher and his office staff, we will have a new style of membership card that is plasticized and features our new logo. These will be issued to all paid up members at the March meeting. All membership fees are due at the February meeting. Once you have paid your membership dues, the membership card will be prepared and issued to you at the next meeting.

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## *The Model A Ford*

1927 to 1931

The **Ford Model A** (also colloquially called the **A-Model Ford** or the **A**, and **A-bone** among hot rodders and customizers) is the Ford Motor Company's second market success, replacing the venerable Model T which had been produced for 18 years. It was first produced on October 20, 1927, but not introduced until December 2. This new Model A (a previous model had used the name in 1903–04) was designated a 1928 model and was available in four standard colors.

By February 4, 1929, one million Model As had been sold, and by July 24, two million. The range of body styles ran from the Tudor at US\$500 (in grey, green, or black) (\$8,872 in 2023 dollars) to the town car with a dual cowl at US\$1,200 (\$21,293 in 2023 dollars). In March 1930, Model A sales hit three million, and there were nine body styles available.

Model A production ended in March 1932, after 4,858,644 had been made in all body styles. Its successor was the Model B, which featured an updated inline four-cylinder engine, as well as the Model 18, which introduced Ford's new flathead (sidevalve) V8 engine.

### Features

Prices for the Model A ranged from US\$385 for a roadster to US\$1,400 for the town car. The engine was a water-cooled L-head inline four with a displacement of 201 cu in (3.3 L). This engine provided 40 hp (30 kW; 41 PS). Top speed was around 65 mph (105 km/h). The Model A had a 103.5 in (2,630 mm) wheelbase with a final drive ratio of 3.77:1. The transmission was a conventional unsynchronized three-speed sliding-gear manual with a single speed reverse. The Model A had four-wheel mechanical drum brakes.

The Model A came in a wide variety of styles including coupes (standard and deluxe), business coupe, sports coupe, roadster coupes (standard and deluxe), convertible cabriolet, convertible sedan, phaetons (standard and deluxe), Tudor sedans (standard and deluxe), town car, Fordors (five-window standard, three-window deluxe), Victoria, town sedan, station wagon, taxicab, truck, and commercial. The very rare special coupe started production around March 1928 and ended in mid-1929. The Model A was the first Ford to use the standard set of driver controls with conventional clutch and brake pedals, throttle, and gearshift. Previous Fords used controls that had become uncommon to drivers of other makes. The Model A's fuel was situated in the cowl, between the engine compartment's fire wall and the dash panel. It had a visual fuel gauge, and the fuel flowed to the carburetor by gravity. A rear-view mirror was optional. In cooler climates, owners could purchase an aftermarket cast iron unit to place over the exhaust manifold to provide heat to the cab. A small door provided adjustment of the amount of hot air entering the cab. The Model A was the first car to have safety glass in the windshield.

The Soviet company GAZ, which started as a joint venture between Ford and the Soviet Union, made a licensed version from 1932–1936.

In Europe, where in some countries cars were taxed according to engine size, Ford in the UK manufactured the Model A with a smaller displacement engine of 2,043 cc (124.7 cu in), providing a claimed output of 28 hp (21 kW; 28 PS). However, this equated to a British fiscal

horsepower of 14.9 hp (11.1 kW; 15.1 PS) (compared to the 24 hp (18 kW; 24 PS) of the larger engine) and attracted a punitive annual car tax levy of £1 per fiscal hp in the UK. It, therefore, was expensive to own and too heavy and uneconomical to achieve volume sales, so it was unable to compete in the newly developing mass market while also too crude to compete as a luxury product. European manufactured Model As failed to achieve the sales success in Europe that would greet their smaller successor in Britain and Germany.

### Development History

From the mid-1910s through the early 1920s, Ford dominated the automotive market with its Model T. However, during the mid-1920s, this dominance eroded as competitors, especially the various General Motors divisions, caught up with Ford's mass production system and began to better Ford in some areas, especially by offering more powerful engines, new convenience features, or cosmetic customization.

Ford's sales force recognized the threat and advised Henry to respond to it. Initially, he resisted, but the T's sagging market share finally forced him to admit a replacement was needed. When he finally agreed to begin development of this new model, he focused on the mechanical aspects and on what today is called design for manufacturability (DFM), which he had always strongly embraced and for which the Model T production system was famous. Although ultimately successful, the development of the Model A included many problems that had to be resolved. For example, the die stamping of parts from sheet steel, which the Ford company had led to new heights of development with the Model T production system, was something Henry had always been ambivalent about; it had brought success, but he felt that it was not the best choice for durability. He was determined that the Model A would rely more on drop forgings than the Model T, but his ideas to improve the DFM of forging did not prove practical. Eventually, Ford's engineers persuaded him to relent, lest the Model A's production cost force up its retail price too much.

It was during the period from the mid-1920s to the early 1930s that the limits of the first generation of mass production, epitomized by the Model T production system's rigidity, became apparent. The era of "flexible mass production" had begun.

### Legacy

The Model A was well-represented in the media of the era since it was one of the most common cars. Model kits remain available from hobby shops as stock cars or hot rods. High-quality die-cast Model As are represented in 1/24 scale by the Danbury Mint 1931 roadster and the Franklin Mint 1930 Tudor sedan.

Several models have obtained particular fame. The *Mean Green Machine*, a green and black 1931 Tudor sedan, has been a staple of University of North Texas football games and special events since 1974, maintained by the spirit organization Talons since the 1980s. The *Ramblin' Wreck*, a 1930 sports coupe, is the official mascot of the student body at the Georgia Institute of Technology and appears at sporting events and student body functions. *Ala Kart*, a customized 1929 roadster pickup built by George Barris, won two straight "America's Most Beautiful Roadster" awards at the Oakland Roadster Show before making numerous film and television appearances. Between October 1992 and December 1994, Hector Quevedo, along with his son Hugo, drove a 1928 Model A 22,000 mi (35,406 km)



from his home in Punta Arenas, Chile to Ford headquarters in Dearborn, Michigan. The car required minimal service, including a flat tire and transmission work in Nicaragua, and is now housed in the Henry Ford Museum. A 1930 Model A, used by the gangster John Dillinger to escape federal agents in 1934, was sold at auction in 2010 for \$165,000.

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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 are 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 Fathers' Day Event Committee Report 30<sup>th</sup> Annual Father's Day Event*

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

The Show and Shine is the one event most affected by the weather, and this year the weather more or less co-operated. It was windy, which kept the mosquitos down, and a little chilly to start the day, although some areas experienced showers. We had about 120 vehicles come to the Show and Shine this year. A list of winners can be found below in this newsletter.

This year was somewhat different for the Car Club as we only looked after the Show and Shine section and did not have any gate or other FDE duties. Doing this will hopefully allow us to continue to be part of the FDE.

For next year, the club will consider splitting the concession fees with Vegreville Agricultural Society.

Hopefully, next Fathers' Day will be sunny and warm with a wee bit of a breeze to keep the Mosquitos down.

*Wm. Smolak*

*Vice-Chair, FDE Committee*

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### *FDE Show and Shine Winners* **Winners Of Father's Day Show and Shine 2024**

#### **A Convertibles:**

First place, sponsored by **Vegreville Home Hardware** - Winner is **Harry Wouters** of **Ardrossan**

Make: **Pontiac** Model: **Parisienne Custom Sport** Year: **1966**

#### **B Muscle Cars:**

First place, sponsored by **Yardworks by Darren** - Winner is **Douglas Semeniuk** of **Hinton**

Make: **Ford** Model: **Shelby Mustang GT 350** Year: **1967**

#### **C Pre 50's Cars:**

First place, sponsored by **Adams No Frills** - Winner is **Norm Grabatin** of **Millet**

Make: **Hudson** Model: **Coupe with Rumble Seat** Year: **1930**



## **D 1950's Cars:**

First place, sponsored by **OK Tire** - Winner is **Joe Glover** of **Irma**

Make: **Chrysler** Model: **New Yorker** Year: **1958**

## **E 1960's Cars:**

First place, sponsored by **Veg. Auto Body** - Winner is **Stan & Vicki Norlander** of **Ardrossan**

Make: **Ford** Model: **Mustang** Year: **1965**

## **F 1970's Cars:**

First place, sponsored by **Flash Distributors Ltd. (NAPA)** - Winner is **Duane Hollar** of **Irma**

Make: **Ford** Model: **Mustang** Year: **1973**

## **G Cars 1980's and Up:**

First place, sponsored by **Twin Lakes Ready Mix & Aggregate Ltd.** - Winner is **Allan Anderson** of **Viking**

Make: **Buick** Model: **Grand National** Year: **1987**

## **H Hot Rod/Street Rod/ Modified:**

First place, sponsored by **Volten Electric** - Winner is **David Cassels** of **Beaver County**

Make: **Ford** Model: **Model A** Year: **1930**

## **I Low Riders:**

First place, sponsored by **Webb's Machinery Ltd.** - Winner is **Geoff Klemick** of **Sherwood Park**

Make: **GMC** Model: **Sierra** Year: **2010**

## **J Pre 50's Trucks:**

First place, sponsored by **Jiffy Lube and Car Wash** - Winner is **Allen & Linda Tomaszewski** of **Round Hill**

Make: **Chevrolet** Model: **1314 ½ ton** Year: **1946**

## **K Trucks 1950 – 1972:**

First place, sponsored by **Kal Tire** - Winner is **Harvey Derewylka** of **Elk Point**

Make: **Chevrolet** Model: **Step Side Pick Up** Year: **1955**

## **L Trucks 1973 and Up:**

First place, sponsored by **Prime Cuts Meat & Deli** - Winner is **Dave McKean** of **Lloydminster**

Make: **GMC** Model: **Jimmy** Year: **1977**

## **M Rat Rods:**

First place, sponsored by **Bucky's Welding Ltd.** - Winner is **Showtime Auto & Refinishing** of **Camrose**

Make: **International** Model: **D2** Year: **1939**

## **N Foreign:**

First place, sponsored by **The Garage & Bumper to Bumper Auto Service** - Winner is **Dan Fisher** of **Vegreville**

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

## **O Special Interest**

First place, sponsored by **Hi-Way Registries** - Winner is **Kelly & Rhonda Yurkiw** of **Mundare**

Make: **Chevrolet** Model: **COE** Year: **1940**

## **P My High School Ride**

First place, sponsored by **Fisher Chiropractic** - Winner is **Gynelle Gagne Fasek** of **Lavoy**

Make: **GMC** Model: **Sierra Classic** Year: **1983**

**BEST OF SHOW:**

Sponsored by **Vegreville Mechanical** - Winner is **Dave McKean** of **Lloydminster**

Make: **GMC** Model: **Jimmy** Year: **1977**

**PEOPLE'S CHOICE:**

Sponsored by **Rocky Mountain Equipment** - Winner is **Kelly & Rhonda Yurkiw** of **Mundare**

Make **Chevrolet** Model: **COE** Year: **1940**

**Cash Prize Winner Sponsored by Bumper to Bumper - Best of Show: Dave McKean of Lloydminster with his 1940 Chevrolet COE.**



The above are some of the cars that came to the Father's Day event.

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

Once again, Darry and Laurence held their annual car show and get together at Darry's acreage near Ardrossan. There was a wide array of vehicles present and this made for a very interesting and enjoyable Sunday afternoon. Hot dogs were supplied as well as refreshments and other goodies. There were plenty of door prizes as well, for all in attendance.







Some of the vehicles on display at Darry and Laurence's Show

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### *Collector Car Appreciation Day*

On Friday, July 12, the Iron Runners held the annual collector Car Appreciation Day. The day started with a display of a few of our vehicles at the Homestead Lodge, a seniors residence. From there we travelled to the Vegreville Care Centre and Century Park, extended care centres. After a brief stay, member of the Club travelled to Orest Lazarowich's place. Orest is one of the founding members of the Iron Runners Auto club. We had a brief visit with Fran and Orest before heading to the Event Centre (formerly the Vegreville and District Museum) for our annual President's BBQ and vehicle inspection. The supper was catered by RMD Food Services and featured Ukrainian foods. About 7 of our twelve members were present for the annual vehicle inspection.



Our vehicles at the Homestead Lodge on July 12<sup>th</sup>.

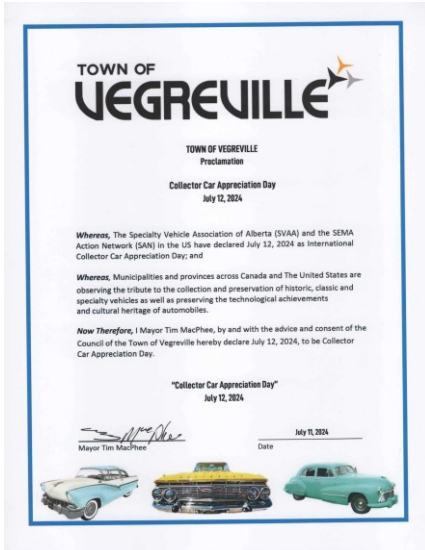




Visiting at the Homestead Lodge.



Presentation of the various proclamations.



Proclamations of Collector Car Appreciation Day as issued by the Town of Vegreville, our MLA and our MP.







Three photos of Vehicles at the Care Centres. Visiting at the front of Orest and Fran's.



At the Event Centre waiting for the Inspections and supper.

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### *Ron and the Boys at Drumheller*





Ron and his fellow cohorts with their retro Police cars travelled to Drumheller, where they participated in some of the festivities along with the members of the detachment there.

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*Once they're gone, they're gone...*

Once they're gone, you'll wish you'd hugged a little tighter, a little longer.

Once they're gone, you'll wish you'd made that phone call you never got around to making.

Once they're gone, you'll wish you'd made the effort to just sit with them.

Once they're gone, you'll wish you could hear their voice one last time.

Once they're gone, you'll regret those silly arguments that will suddenly seem so trivial.

Once they're gone, you'll regret not saying sorry when you had the chance.

Once they're gone, you'll regret not doing more with them when you had the time.

Once they're gone, you'll regret the times you didn't prioritise them the way you should have.

Once they're gone, you'll remember how special they were.

Once they're gone, you'll remember their light.

Once they're gone, you'll remember all the happy moments and suddenly forget all the moments you should have let go of a long time ago.

Once they're gone, you'll realise that everything else you were worrying about or trying to get done, didn't even matter.

Once they're gone, you'll wish you had let them know just how much they meant to you.

Once they're gone, they'll forever remain in your heart.

But it's never the same as having them in your arms...

Don't ever take for granted what tomorrow will make you wish you hadn't.

Because once they're gone, they're gone...

*Mark Smith*

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*Al Capone's Car*

Hours after Pearl Harbor on December 7, 1941, the Secret Service found themselves in a bind. President Franklin D Roosevelt was to give his infamy speech to Congress the next day, and although the trip from the White House to Capitol Hill was short, agents weren't sure how to transport him safely.

The White House did already have a specially built limousine for the president that he regularly used, it wasn't bulletproof, and the Secret Service realized this could be a major problem now that the country was at war. FDR's speech was to take place at noon December 8th, and time was running out. They had to procure an armored car, and fast.

There was one slight problem. US government rules at the time restricted the purchase of any vehicle that cost more than \$750 (\$10,455 in today's dollars). It was pretty obvious that they weren't going to get an armored car *that* cheap, and certainly not in less than a day.

One Secret Service agent was a quick thinker. The federal government *did* already have in its possession a car that just might fit the bill: Al Capone's, which had been sitting in a Treasury Department parking lot ever since it had been seized from the infamous mobster during the IRS' tax evasion suit years earlier.



***Above: Al Capone's armored Cadillac***

Capone's car was a sight to behold. It had been painted black and green so as to look identical to Chicago's police cars at the time. It also had a specially installed siren and flashing lights hidden behind the grille, along with a police scanner radio. To top it off, the gangster's 1928 Cadillac 341A Town Sedan had 3,000 pounds of armor and inch-thick bulletproof windows. Mechanics are said to have cleaned and checked each feature of the Caddy well into the night of December 7th, to make sure that it would run properly the next day for the Commander in Chief.

And run properly it did. The car apparently performed perfectly - so perfectly that Roosevelt kept using it - at least until his old car could be fitted with identical features (and to this day, Presidential limousines have flashing police lights hidden behind their grilles).

When he was told his car's origin (probably on December 8th as he rode to Capitol Hill), Roosevelt reportedly quipped, "I hope Mr. Capone won't mind."

Roosevelt's old car was a 1939 Lincoln V12 Convertible built by Ford (and affectionately nicknamed the "Sunshine Special," supposedly because FDR liked to enjoy the sun while riding around with the top down... hardly safe, although the use of presidential convertibles was not eliminated until after JFK's assassination). Roosevelt was apparently so enamored with his convertible however that he had it bullet-proofed. The Lincoln was now undoubtedly worth more than \$750, so the White House got around the spending cap regulation by making a special arrangement to lease it from Ford at the rate of \$500 per year



*Above: FDR in his limousine convertible, before and after bulletproof glass and armor was installed.*

Footnote: The car sold at auction in 2012 for \$341,000.00.

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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. If there is no suitable candidate for 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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# 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 56 Alberta Vintage, Modified, Street Rod and 4-wheel Clubs, in Alberta, representing 2000 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](mailto:www.cruisin@aw.ca)

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## *Calendar of Events (2024)*

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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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

\*\*\*\*\*

### *Something For The Chefs In Our Lives*

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

1 hour 10 minutes

Bake time - 60 to 65 minutes

1 loaf (18 servings)

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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### *2024 Members*

Darry Anderson	
Laurence Anderson	
Richard & Margaret Densmore	
Dan Fisher	
John & Madeline Kitz	
Denise Komick	Honorary Life
Orest Lazarowich	Honorary Life
Ron Reese	
George & Velma Sample	
Bill & Sylvia Smolak	Honorary Life
Jerry Wilde	Honorary Life

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

