

The Wheel Spin



The Vegreville Iron Runners Auto Club

*Volume XXXV, Number 2
Summer, 2025*

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 6:45 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 Vegreville Agricultural Society Office. 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.

2025 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
	-	George Sample
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

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 - 2025	William Smolak

Title Page Photo

The title page photo is that of George Sample's 1951 Pontiac Chieftain

President's Message

VIRAC Members:

I trust everyone has recovered from our Fathers' Day Event. It was very successful with approximately 6 000 people going through the gates to take in all the action and displays. Our DJ provided back ground music for everyone, and the crowd was enthralled by the demolition derby which featured Class C Motorhomes for the first time. As well there were train displays in the multiplex building, and antique tractors, snowmobiles, and big rig semis were displayed out doors. There were many food vendors, to satisfy a wide range of appetites. One of our vendors left early because she ran out of food. The weather co-operated, with sun shine and enough of a breeze to keep the mosquito population grounded. From all reports received, everyone was happy with this year's edition of the FDE.

We will be celebrating Collector Car Appreciation Day by travelling to Mundare to the Mary Immaculate Care Centre for a visit with the seniors there. From there, we will return to Vegreville, to tour the vehicles in the Motor House. We will do our vehicle inspections while there. From the Motor House, we will proceed to either the Crave Appetite or Alberts for our annual President's Supper.

We are planning another "Night at the Movies" with admission being a donation to the Vegreville Food Bank. The first one, last October, was quite successful with some cash and a fairly good amount of food collected for the Food Bank. Once again, we will feature a movie involving vehicles.

I must apologize for the lateness of this issue. We had a very busy summer, with both Sylvia and I having Cataract Surgery and a Wedding at Fairmont. Sylvia had her second eye

done and I had both eyes done. The vast majority of the summer was taken up with both of us getting eye drops up to four times a day. The eye drops ran for 6 weeks per eye.

Finally, there are many show and shines around Vegreville and the Car Club will once again enter the Vegreville Fair Parade.

Have a great Show and Shine Season and stay safe and drive carefully if you are travelling any great distance to various Show and Shines this season.

William Smolak, President

Editor's Message

Welcome to another edition of "The Wheel Spin". I apologize for being so late with the Summer issue, but I needed some extra time as there were many events and family activities I was involved with. I enjoy putting the newsletter/ bulletin together and hopefully I will be able to continue doing so for some time to come, however Arthritis in the hands and fingers is making it more and more difficult.

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, 2025.**

This is your Bulletin; it is only as good as the effort you, the members, are willing to put into it. Please do not rely on me to come up with the articles for this publication. 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" 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. Last year's recipient was Ryan Sturrock of Vegreville. We are still waiting for an application for this year's award.

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.

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**.

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

Reminder:

Membership fees were due at the February Meeting. Memberships must be paid in full and up to date in order to participate in all upcoming functions of the Car Club.

Activities of the Vegreville Iron Runners Auto Club Night At The Movies

We are planning another "Night at the Movies". Vice-President Dan Fisher is currently working on this and is trying to arrange a night with the owner of the theatre in Vegreville.

Annual Spring Bowling Fling

Our annual bowling party was a successful venture again this year. We bowled two games and then broke for a meal. Members ordered the Vegreville Lanes menu and ended the evening socializing and receiving prizes. Everyone appeared to really enjoy themselves. Thank you, Denise for arranging this.

Annual President's Barbecue

As in the past, our annual President's BBQ will be held on Collector Car Appreciation Day. However this year, we will go out for supper at either Crave Appetite or Alberts. At the same time, we will do our vehicle inspections and meet at a seniors' care facilities for some visiting and reminiscing about the old days.

Car Shows in and Around Our Region

Our Club will be travelling to several of the local car shows in our area, such as Chipman, Vermilion, Ardrossan and Smoky Lake, to name a few.

Pontiac Chieftain

The **Pontiac Chieftain** is an automobile which was produced by Pontiac from 1949 to 1958. The 1949 Chieftain and Streamliner models were the first all new car designs to come from Pontiac in the post World War II years. Previous cars had been 1942 models with minor revisions.

First Generation (1949-1954)

In 1949 the A-body Chieftain replaced the Pontiac Torpedo as Pontiac's smaller and lower priced model. However, the newly redesigned B-bodied Pontiac Streamliner was now very similar (if not exact) in dimensions, engines, trim levels and options. This was the first time since 1934 that all Pontiacs had the same wheelbase. They had standard automatic interior lighting.

The Chieftain was initially introduced with four models: Sedan, Sedan Coupe, Business Coupe, and Deluxe Convertible Coupe. In 1950, a Catalina Coupe was added to the range while a station wagon was added in 1952, with the demise of the top-of-the-line Streamliner wagon.

The 1949 Chieftains came with a choice of four engines: a 239.2 cu in L-head 6-cylinder engine making 90 horsepower (67 kW) at 3400 rpm; a 239.2 cu in L-head 6-cylinder

engine making 93 horsepower (69 kW) at 3400 rpm; a 248.9 cu in L-head 8-cylinder making 103 horsepower (77 kW) at 3800 rpm; and a 248.9 cu in L-head 8-cylinder making 106 horsepower (79 kW) at 3800 rpm

The horsepower differences between each of the 6- and 8-cylinder engines were due to changes in compression ratios.

Some of the more interesting optional items available for the first generation Chieftain included a radio with seven vacuum tubes, a tissue dispenser, under seat heaters, and a Remington Auto-Home shaver. In 1951, the horsepower, on the 8-cylinder, rose to 116. The Chieftain came with a gas gauge, ammeter, oil pressure gauge, and a temperature gauge which had marks for 160, 180, and 220 degrees Fahrenheit.

For the 1952 model year, Pontiac discontinued the Streamliner leaving the Chieftain as their only offering. The Chieftain continued with the 120 inch wheelbase. Engine offerings were basically the same except for the 8-cylinder which got a .2 cubic inch enlargement. Horsepower did increase by 10 on the six-cylinder and by 15 on the eight-cylinder. Also, a red light to remind the driver that the parking brake was on was new. In the May 1952, issue of Popular Mechanics, the Chieftain was rated 14.9 seconds for a 0-60 mph time. Front head room was 36 inches, while rear head room was 35.75 inches.

In 1953, Pontiac came with a new body style, offering a 122 in (3,099 mm) wheelbase, and sleeker lines. The windshield was now one piece, and a panoramic rear window was standard. Pontiacs sported accentuated bubbled-up fins in the rear for the first time in 1953. The six-cylinder engine was standard. There was a lower-equipped Chieftain Special and a better-equipped Chieftain Deluxe line, as well as the Custom Catalina two-door hardtop coupe. A light-up plastic Chief Pontiac hood ornament that illuminated with the headlights adorned the front end.

The Star Chief was added to the Pontiac line in 1954 and the Chieftain was moved down to entry level status. Both cars were built on the A-body shell, but the new Star Chief had an 11 in (279 mm) extension added to its frame. Also in 1954, output of the eight-cylinder engines increased by about nine horsepower due to carburetor changes, up to 122 hp (91 kW) for the manual and 127 hp (95 kW) for the Hydra-Matic. The six-cylinder engines remained unchanged.

Pontiac was the last GM division to abandon its prewar inline eight engines as Oldsmobile and Cadillac had adopted modern OHV V8s in 1949 and Buick in 1953; Chevrolet had never has an inline eight. The 1953-54 Pontiacs had been meant for the division's new OHV 287 V8; however, Buick division managers succeeded in delaying its launch until 1955 to avoid upstaging their "Nailhead" Buick V8.

Partially because of competition from Chevrolet, Oldsmobile, and Buick, and partially because Pontiac still lacked a V8, total sales fell by 30% in 1954.

Also in 1954, power brakes, "power lift" windows (only for the front doors), as well as air-conditioning were offered as extra cost options for the first time. The 1954 Pontiacs have the distinction of the first production car in the US to have an air conditioning system in the modern sense with in-dash controls. In addition, a far more responsive and fully adjustable front seat was added.

Second Generation (1955–1957)



1957 Pontiac Chieftain Catalina 2 door hard top

The 1955 model Chieftains featured completely new chassis, body and engine. The engine was the biggest news as this was Pontiac's first V8 called the Strato Streak V8. The last time Pontiac had offered a V8 was in 1932 when the Oakland Model 301 with a flathead V8 was renamed Pontiac. The 287.2 cu in (4.7 L) engine made 173 or 180 horsepower (130 kW) at 4400 rpm depending on which version was ordered (again, the difference was due to changes in compression ratios). Later in the year, a 200-horsepower four-barrel version was added. Six cylinder models did not return and the 1955 lineup was V8-only. A six-cylinder model had been considered, but Pontiac management decided not to retain it due to slow sales—six-cylinder Pontiacs had accounted for only around 10-15% of volume since 1951. The traditional "Silver Streak" appearance five-chrome strips running down the hood and trunk were updated with a twin-stripe design.

The biggest change for 1956 was again in the engine. The new for 1955 V8 was drastically enlarged to 316.6 cu in (5.2 L). Horsepower made a considerable increase, from to 192 and 205. Otherwise, the 1956 model Chieftains received only minor updates. A padded safety dashboard was added as an option. Sales for 1956 fell off by as much as 20% over record-setting 1955, in part due to tighter credit guidelines instituted by American banks that year.

New "Star Flight" styling graced the 1957 Chieftains. This new theme included missile shaped side trim, extended rear fenders with V-shaped tips, lower hoods and massive bumpers. A new Super Chief sub-series debuted within the Chieftain line. These were the meant to be the top-of-the-line Chieftain models. Sales were 58.02% of all Pontiacs in 1957. The first "Tri-Power" Pontiac engines were offered. Once again the Pontiac V8 was enlarged.

The 1957 model year saw the engine increase to 347 cu in (5.7 L), with horsepower

increasing to 290 for the Chieftain models. This generation didn't experience the popularity as much as the Chevrolet Tri-Five during the same years, even though the models were very similar.

Third Generation (1958)



1958 Pontiac Chieftain Safari

Chieftains went through another major styling change in 1958. All models were given honeycomb grilles, quad head and tail lamps, concave rear fenders. The Super Chief sub-series was promoted to full model status leaving just the standard array of Chieftains as the entry level Pontiac. The "Sportable" transistor radio became an option (a portable, removable radio), along with air-suspension and a limited slip differential.

As in years past, the V8 engine was enlarged. For 1958 it grew to 370 cu in (6.1 L) and made 240 horsepower (180 kW) and 270 horsepower (200 kW) depending on version. The 1958 models were the last Chieftains to be produced. It was replaced with the all-new Catalina in 1959.





An early electric car (circa 1846)

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.

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**

Winners Of Father's Day Show and Shine 2025

A Convertibles:

First place, sponsored by Home Hardware

Winner is Amber Dawn Glover of Irma, AB, with a 1970 Dodge Challenger

B Muscle Cars:

First place, sponsored by Vegreville Property Services

Winner is Dave Scragg of Spruce Grove, AB, with a 1970 Pontiac GTO

C Pre 50's Cars:

First place, sponsored by Adam's No Frills

Winner is Howard Jackson, of Mannville, AB with a 1941 Ford Super Deluxe

D 1950's Cars:

First place, sponsored by OK Tire

Winner is Bryan Moore of Sherwood Park, AB with a 1951 Ford Victoria

E 1960's Cars:

First place, sponsored by Vegreville Auto Body

Winner is James Paul of Sherwood Park, AB with a 1967 Plymouth GTX

F 1970's Cars:

First place, sponsored by Flash Distributors

Winner is Fred Thielman of Ardrossan, AB with a 1972 Buick Skylark

G 1980's Cars:

First place, sponsored by Twin Lakes Ready Mix and Aggregate

Winner is Tim & Bernie Stang of Macklin, SK, with a 1980 GMC Caballero

H 1990's Cars:

First place, sponsored by Vegreville UFA Petoleums

Winner is James Lorente of Bittern Lake, AB with a 1993 Ford Mustang Convertible

I Hot Rod/Street Rod/ Modified:

First place, sponsored by Volten Electric

Winner is Ryan McCallum of Vegreville, AB with a 1970 Chevrolet C10

J Low Riders:

First place, sponsored by Webb's Machinery

There was no entry this year

K Pre 50's Trucks:

First place, sponsored by J & S Moving

Winner is Allen Tomaszewski of Round Hill, AB, with a 1946 Chevrolet 1314 1/2 Ton

L 1950 – 1969 Trucks:

First place, sponsored by Vegreville And District Co-op

Winner is Clint Nearing of Viking, AB, with a 1969 Ford F-100

M 1970 to 1979 Trucks:

First place, sponsored by Tom Dwyer Mechanical

Winner is Richard & Sylvia Marchenko of Vegreville, AB, with a 1971 Ford-100

N 1980 to 1999 Trucks:

First place, sponsored by Xtreme Equipment

Winner is Todd Carriere of Daysland, AB, with a 1980 Ford-150

O 2000 and up Cars and Trucks:

First place, sponsored by Canadian Tire

Winner is Dave & Fran Soloman of St. Albert, AB, with a 2006 Chevrolet SSR

P Rat Rods:

First place, sponsored by Bucky's Welding

Winner is Harold Perkins of Edgerton, AB, with a 1940 GMC 1/2 Ton

Q Foreign:

First place, sponsored by Jiffy Lube

Winner is Ron Gegolick of St. Albert, AB, with a 1955 Porsche Speedster

R Special Interest

First place, sponsored by Titan Repair Shop

Winner is Pete & Kim Phillips of Cold Lake, AB, with a 1952 Ford M38 Canadian

S My High School Ride

First place, sponsored by Fisher Chiropractic

Winner is Olecki Pichota of Andrew, AB, with a 1989 Dodge D-150

BEST OF SHOW:

Sponsored by Bumper to Bumper

Winner is Tim & Bernie Stang of Macklin, SK, with a 1980 GMC Caballero

Cash Prize Winner Sponsored by Bumper to Bumper

Best of Show: Winner of \$250 Prize is Tim & Bernie Stang of Macklin, SK, with a 1980 GMC Caballero

Peoples' Choice:

Sponsored by Vegreville Mechanical

Winners are Paul Hrynew of Edmonton, AB, with a 1970 Chevrolet Chevelle SS
and Ryan McIver of Bruderheim, AB, with a 1927 Ford Model T Bucket

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.



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 (2025)

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

Old-Fashioned Rice Pudding

Ingredients

2/3 c. Minute Rice

2 3/4 c. milk

1/3 c. sugar

1 tbsp. butter

1/2 tsp. salt

1/2 tsp. vanilla

1/4 tsp. nutmeg

cinnamon

1/2 c. raisins

How To Make Old-Fashioned Rice Pudding

First step : Combine Minute Rice, milk & raisins, sugar, butter, salt, vanilla & nutmeg in a buttered 1 quart baking dish.

Second step : Bake in 350 degree oven for 1 h, stirring after 15 mins & again when pudding is done.

Third step : Sprinkle with cinnamon.

Final step : Serve warm or chilled. Pudding thickens as it stands

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

2025 Members

Darry Anderson

Laurence Anderson

Richard & Margaret Densmore

Dan Fisher

John & Madeline Kitz

Denise Komick

Honorary Life

Orest Lazarowich

Honorary Life

Richard and Sylvia Marchenko

Ron Reese

George & Velma Sample

Bill & Sylvia Smolak

Honorary Life

Ryan Sturrock

Jerry Wilde

Honorary Life



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: _____

