



SVABC Specialty Vehicle Association of BC

Winter 2012



Presidents Message

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Special points of interest:

- Who's logos are they ?
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British Columbia has always been Canada's leader when it comes to vintage and collector motor vehicles

It was the hard work of a dedicated group of vehicle collectors led by the Specialty Vehicle Association of BC and members of the Vintage Car Club of Canada in 1988 and 1989 who convinced the provincial government to introduce a new, special "collector plate" that was slightly more liberal when it came to driving historic vehicles for pleasure than the existing Vintage Plate. Keeping historic vehicles on the road meant keeping them out of scrapyards so; naturally, this was seen as a positive step by all concerned.

The age criterion for a vehicle allowed to obtain this collector plate was set at a minimum 25 years of age. The vehicle had to be in exceedingly good original condition and be considered of collectible value. Another benefit of obtaining the plate was decreased insurance premiums.

Collector Plate, Insurance Break

British Columbia has a mandatory minimum \$200,000 third-party liability insurance coverage obligation for every licensed driver and vehicle in the province; the average cost of such coverage is approximately \$750 per year.

But if you have a collector vehicle and the coveted special collector license plates, the third-party coverage premium is drastically reduced to approximately \$100 per year.

Here lies the new growing problem:

Over the years the collector plate program has grown so much that the stakeholders throughout the province are very concerned that the large num-

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Annual General Meeting

31-MAR-12

Coast Hotel Langley BC

10:00 AM

20393 Fraser Highway, Langley, British Columbia V3A 7N2

Tel: 604-530-1500

President's Comment



ber of modern mass-produced vehicles, and import motorcycles that have survived the past 25 years are getting the special plate—and the special insurance rate—purely by the age criteria.

New Classic Owners Taking Advantage?

The Specialty Vehicle Association of BC and the Collector Car Club Council of BC, of which I'm the Chairperson, have spent countless volunteer hours discussing the problems that the program is beginning to experience. An executive meeting of the SVABC executive was held on October 30th to discuss this alarming issue. The outcome was a unanimous vote for the SVABC to arrange a meeting with the senior vice-president of ICBC as soon as possible to voice concern as to where this is likely headed and to offer constructive input on how to keep one of the best collector vehicle programs in North America alive and well by working together.

The SVABC believes that these "newer classics" are eroding the current collector plate program.

You see them advertised, 1986 Oldsmobile Cutlass Sedan \$1,000, Collector Plate eligible! What are they used for, quite often a winter beater with cheap insurance. A number of people have e-mailed us voicing their concerns that these 80s era car and motorcycle owners are simply applying for the special plate for nothing more than obtaining cheap liability insurance on cars they are using as daily

drivers.

The SVABC believes that this will ultimately lead to an increased number of insurance claims filed by drivers who are clearly abusing the original intent and spirit of the law. The SVABC believes this could result in the provincial government abolishing the program entirely, which is why the association is pushing for an overhaul of the application process—one that includes a physical inspection that the SVABC contends should now be required for all applicant vehicles. The SVABC has a plan to show ICBC how they can accomplish these inspections with minimal or no cost to the agency or the government. I firmly believe the true collector will be willing to bear the cost of an inspection. Some have suggested that we follow what they did in Colorado and simply introduce a cutoff date of 1976 and be done with it. I don't agree, first of all we are leaders in BC and not followers! I want to encourage young people into this great hobby of ours, so if a 23 year old male or female owner of a 1986 (come Jan 1st 1987) VW Golf GTi meets the condition and safety inspection criteria then we should welcome them into our fraternity, but I do not welcome the non-collector who merely wants cheap insurance and will ruin it for all of us.

Two meetings have been scheduled with the senior Vice President of Insurance at ICBC prior to Christmas and both were cancelled by ICBC at the eleventh hour. The next meeting is scheduled for Jan 12th 2012. If this meeting does not take place, our next course of action will be to contact and

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President's Comment

Which cars do these logos represent ?



Find the answers !

(Continued from page 2)

arrange a meeting with the Minister responsible for ICBC, Shirley Bond.

One idea to give the purist collector vehicle program a bit more credibility and to weed out the people who are simply looking for cheap insurance for vehicles that are driven almost daily is to suggest to ICBC, (who could implement something so simple as this as a policy) would be the requirement that all applications for a collector plate should have to present their vehicles to a designated inspection facility, pass an inspection and for the inspection facility to take the required photographs. Modified Collector vehicles have to do this and it seems to be working well. This would eliminate the creative photography that often takes place, making the so called trust based system break down as it seems to be doing.

It would also put ICBC in a better position in not having to deny claims because vehicles are more often now being found in poor condition when they visit a claim centre or get towed in after an accident, the number of claims being denied is on the increase and this is not a happy situation for anyone.

The other issue on the table for discussion is a request to increase the date of the Modified Collector vehicle criteria from its present 1958 cutoff date. ICBC made it clear that they would not be interested in a criterion that would list a Modified Collector vehicle as a vehicle 40 years old or older moving on a sliding scale as we had suggested. ICBC would prefer a cutoff date; many

thought that a cutoff date of 1972 like many other states have done would be a suitable date. This was the ending of the muscle car era and beginning of the introduction of emission equipment. We are suspecting ICBC to come back to us with these suggestions with a recommendation that either we or with their help conduct a survey as was done in 2005, the last time there was any movement and change in the purist and modified programs. I would certainly agree with this approach but we will all have to work hard and make sure that every single stakeholder in BC has a chance to voice their opinion by taking part in such a survey. The last survey had a response rate of 3,500 people; a record for any ICBC conducted survey at the time.

It is voices and numbers of that size that can and will make a difference.

ICBC MEETING

On January 12th Lloyd Neville and I had a meeting with Mark Blucher the Senior VP of Insurance at ICBC and Mark Francis the VP of Vehicle Registration. Three pressing issues were discussed. I asked Mr. Blucher if the purist collector vehicle program is in jeopardy due to the large number of vehicles entering the program. It was requested that ICBC might consider changing the criterion date of a modified collector vehicle to 1974 instead of the present 1958 and prior. The third issue discussed: Lloyd brought it to Mark Francis' attention that the registration department is not living up to

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Secretary's Report

It has been a very busy year for car folks. There have been events for every type of car and every keen owner. Have you noticed that more cities and more businesses now plan show'n'shines? They know our cars attract potential customers to their area. We contribute positively to the economy, as well as purchasing parts & services.

Our hobby, though only one per cent of ICBC's business, contributes a great deal to our communities through direct purchasing, supporting charities, and, as mentioned above, in a secondary capacity as an attraction to draw shoppers and diners.

SVABC has had a frustrating year: hurry up and wait. We seem to spend much of our time waiting for appointments with ICBC personnel, only to have them postponed yet again.

Early in 2011, at a meeting with ICBC, they requested a survey of collector car owners to identify our concerns. This was sent out through SVABC, CCCC of BC, NAACC, VCCC, Lee Harrison's list, and anyone else for whom we had contact information.

The top five concerns identified were:

1. Register ownership prior to restoration
2. Cut off dates for Collector Plate and Modified Plate be 40 years
3. Replica cars be registered as that year
4. No 'cheap insurance' cars, must be collectable, enforce the program: not driving to work & school, collector condition, etc.

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President's Comment

(Continued from page 3)

the mandate given to ICBC by the Government to register vehicles correctly, this pertained to a replica steel bodied vehicle that had incorrectly been issued a modified collector plate.

I can tell a new car season is dawning because I'm packing for my yearly trek to Scottsdale for the classic car auction scene where approximately \$150 million will change hands in five days, who said there was a recession in the USA!

Let's keep our fingers crossed that by

the time the next newsletter is sent out we might have some news to report from the recent meeting with ICBC

I believe we can achieve change for the better if we follow these words of wisdom from Henry Ford

"Coming together is a beginning. Keeping together is progress. Working together is success."

Happy Motoring

Nigel Matthews

If you wish to comment or express your opinion on this or any related subject please e-mail Bob at

bobsuek@shaw.ca

Secretary's Report

(Continued from page 4)

5. Provide registration & storage insurance while the vehicle is being restored.

Harold & Nigel met with ICBC officials, and were informed they would only consider a survey if the response was over 3500.

The SVABC Executive had a face-to-face meeting on October 30th. The objectives of the meeting were:

1. to discuss ideas to present to ICBC to save the collector vehicle program from being watered down & losing its integrity.
2. to ask for further expansion of the Modified Collector criterion, which would include vehicles in the 1960's.
3. to discuss if we should ask ICBC to include replica, composite, & steel bodied Hot Rods into the collector program and more importantly holding ICBC accountable for their lack of knowledge and judgment in how they are turning a blind eye to incorrectly registered and insuring vehicles of this nature.

The first issue required two hours of

discussion, the concern being if we identify the abuse, ICBC may cancel the program. The decision was made that Nigel contact Mark Bulcher (ICBC) for an informal meeting to identify the problem & express our offer to help. The second issue could be done by an Order in Council. At the Oct. 6th meeting with ICBC, they made it very clear they would not consider the third issue. We think registering replica cars & including them in the modified program is a safety issue: they would be inspected each time they change hands, rather than only once.

So, here we sit: the December meeting was cancelled yet again and only rescheduled after we decided to go to the Ministry. Please notice we are working on your behalf but sometimes there are roadblocks beyond our control.

Best wishes for a healthy and happy new year. May you continue to enjoy health and energy to participate in our hobby.

Neva Marie Ledlin,
Secretary, SVABC

Remember, the SVABC does not take a stance on vehicle types! The SVABC remains an umbrella for all categories of our hobby, be they original, modified, car, truck or motorcycle. Our goals are all the same, the preservation of our

Son to his Father:

'Dad, a Ferrari, is that a red car with a horse?'

'Yes my Son, why?'

'I think a Ferrari is just about to overtake us on our right



Communications

As I look back over the year here is what has been achieved, everyone that provided a valid e-mail address is on our distribution list. There have been 3 Quarterly reports sent out electronically and now this Annual Newsletter. Are we there yet, heck no but it is a good start.

As two-way communications is success; then I was ecstatic when ½ dozen people sent comments or questions. I challenge you with the task of helping us improve this Annual Newsletter so it covers all the basic needs; tech tips, personal success stories, report on events, on the hobby or even about the SVABC. Good or bad we would like to hear from you so we can build on our foundation. We are going to try something new this time, because of a concern, members had about opening pictures; that is the web site address will be listed if there are pictures available, just open the site and click on pictures.

Question how do we encourage the youth to be active participants in the Collector Car Club scene? Some research brought me to this conclusion: They don't want to be their parents, that is not because of lack of respect, it is because they want to be their own person and be respected for what they accomplish. (Do you remember back in the day) So treat them as your own child that is about to leave home, give them the objective of the project, some guidelines and stand back and let them get it done. What can failure mean; that they will learn something on their own. Enough said.

Please e-mail me if you change your e-mail address or if there is something you want to share. bobsuek@shaw.ca

UNITED WE STAND DIVIDED WE LOSE

Quote from Lee Iacocca Creator of the Mustang and Cougar; also Savior of Chrysler
"COMMUNICATIONS is the key to Success and SUCCESS is when it is TWO WAY"

We welcome you the new members (100) and a HUGE THANK YOU to all the SVABC members for your support. Much Appreciated.

Director Bob Kelly

Black Opel Racing for 2011 (update)

This is a Story about several long time Hot Rodders with a great idea, a huge challenge, some oh moments and a Mile Stone Victory.

The Black Opel Racing team out of Summerland BC attended the 25th annual World of Speed hosted by Utah Salt Flat Racing Assoc. at Bonneville Utah on Sep. 13th to 17th.

The team consists of Frank Kinney, Larry Ryll, Ken Brown, Lance Brown, Marc Piccioni, Chief Dick Knorr and their mistress, a 1970 Opel GT. They decided to head to Calgary before the race and spend some chassis dyno time to get a better tune as the altitude there is closer to Bonneville's, after 23 hard pulls to 8000 rpm, a few sacrificial O2 sensors, one controller and a nervous breakdown by the engine builder,

When you see some text underlined, you can click on the text and it will take you to another page, another website or set you up for e-mail.

To the right >>>

You can send Bob an e-mail

Black Opel Racing (cont'd)

they finally got in a decent base tune for the salt flats.

They started racing on the 13th, the car was running hard except for a couple of minor problems, and then the moment they have been waiting for; ecstasy a heart pumping rush went through their bodies as they blasted through the 200 mph mark. Frank was the first to qualify for the record which is 202.098 on his back up run the low oil pressure; the safety system shut down the car, seems the dry sump tank emptied, so no record. Lots of discussion, (mostly tension relieving verbage). However a remedy did appear, more oil was added and Dick qualified over the record on the 16th and back to impound (a wonderful place) .

“Feeling we had a good shot at the record the last day we consumed a few quarts of “engineering juice” that night.” This product seals the deal

However, mother nature had other plans

and we woke up to a flooded track and the race was called because of the standing water on the track, no back up run no record.

Once the speed is record setting the car is locked in a secure compound overnight and they must make a second run the next day to qualify the speed as a record setting.

Always next year right, they said that 9 years ago !

Car specs:

1970 Opel GT with a custom nose cone and full belly pan, 700 lbs of lead weight.

2006 GM 4200 (254 ci) Vortec inline 6 NA on gas, 14.4 cr, Crower cams, Race Tec pistons, Crower rods and SCP dry sump system.

Sequential fuel and spark delivery,

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Frank was the first to qualify for the record which is 202.098 mph



The Perfect Day . . . Riley Nairn Makes Track History

A young racer made track history at the 1/4 -mile Eagle Motorplex track in Ashcroft, British Columbia. Riley Nairn of Summerland, B.C. raced his 1976 Chevy Nova predominantly at the Ashcroft track, in the "no box" bracket division. This past summer, at the August 14th race, Riley achieved what is known in drag racing as "the perfect package",

The Nova had been running consistently in the low 11.7's during qualifying runs, so Riley dialed in an 11.71 for eliminations. His reaction time was an astounding perfect 0,000, and then he ran a dead-on 11.710. A first in the 24 year history of the Eagle Motorplex! Riley ended the event with a 2nd place finish, but still considers it a perfect day!

First getting involved in racing while in high school in Kamloops, BC, Canada through the Westsyde Drag Racing Club at the high school, Riley started

out racing in a junior dragster, then moved up to a Monte Carlo. After moving to Summerland in the summer of 2009, Riley got his own car, the Nova, and then moved up from high school to the Pro division in 2010.

"Riley considers himself a lucky kid who is very appreciative of the support from his family, friends, and mentors. Drag racing has been fun for our whole family. Mark (Riley's Dad) is his chief mechanic, and his two sisters, Nicole and Andrea, and myself all enthusiastically attend most races to cheer Riley on," exclaimed Riley's mom Karen.

Riley is currently attending University of British Columbia Okanagan in Kelowna, studying sciences and math, and needless to say, is looking forward to the 2012 race season.

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NL*AKAPXH EAGLE MOTORPLEX
THE "PLEX"
Match Out in the Pits
Kaelyn is 16 now!
PA on 99.3 FH

12:53 PM
14/AUG/2011

RH Racecars Lucas Oil

----- LEFT ..... RIGHT

Car # ... 7661      6477
Class ... NO BOX  HO BOX

DIAL ... 11.40    11.71
R/T ... .252     .000
60 ... 1.633     1.643
330 ... 4.559    4.767
1/8 ... 7.102    7.422
MPH ... 95.12    92.28
1000 ... 9.386   9.739
1/4 ... 11.383   11.710
MPH ... 111.09   113.52

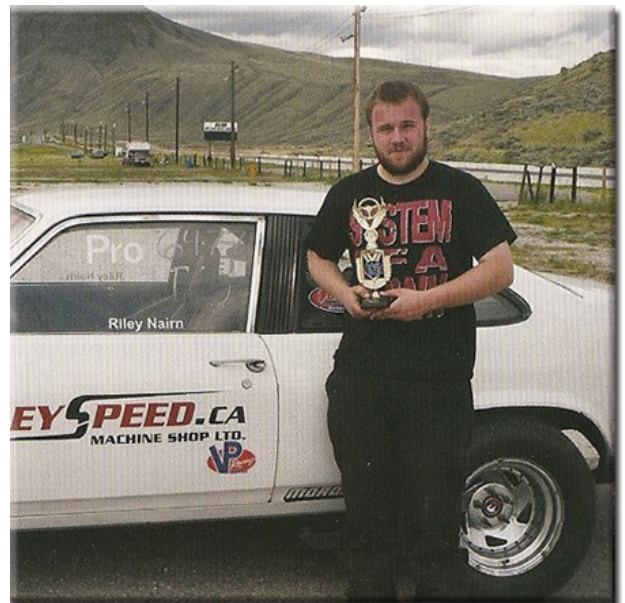
Right 1st .2358
Right MDU .2358
CompuLink AUTOSTART ON !!

Rnd # E1 481/480

..... CompuLink StarTRAK 2009
    
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Eagle Motorplex 14-AUG-11 12:53 PM

Car #	7661	6477
Dial in	11.4	11.71
R/T	0.252	0.000
60 ft	1.633	1.643
330 ft	4.559	4.767
1/8	7.102	7.429
MPH	95.12	92.28
1000 ft	9.386	9.739
1/4	11.383	11.71
MPH	111.09	113.52



Black Opel Racing (cont'd)

(Continued from page 7)

programming and data logging handled by Mega Squirt 3

Dual O2 sensors, EGTs, fuel and oil pressure, rpm, coolant temp, TPS, IAT, fuel load, MAP and RPM data logged.

Trans is a BW Super T-10 close ratio modified with a 1.130 third gear for 1012. Bell-housing is Lakewood. Clutch is a 10,000 RPM triple disc.

Rear is a GM 7.5 non posi with 2.79 ratio and modified Ford 9" axles. We are looking for rare 2.91 ratio, 82 & 83 F bodies only.

Out back is the spoiler and a Stroud ribbon chute.

VIN-formation:

How one wrong number can cause a headache and tips on what you can do about it.

Think of it as the automotive equivalent of human DNA. A vehicle identification number is an alphanumeric identifier that tells everything about a vehicle's unique history. A VIN can unlock secrets about a cherished car or truck. But, as this story illustrates, it can sometimes make for a big hassle, too.

For most, a vehicle identification number is little more than a jumble of letters and digits that have no bearing on their use and enjoyment of a favorite vehicle. The smallest error in the VIN, however, can lead to unwanted headaches when it comes time to register your vehicle.

Take the case of one Canadian historic vehicle owner who recently contacted the HVA office looking for help with a cross-border registration problem caused by an inaccurately-recorded VIN.

Wrong Number Woes

It started with the purchase of the vehicle in California over eight years ago. The vehicle was then transported north of the border into Ontario. The importation process went smoothly with no one—not the vehicle's new owner nor the agents in Canadian customs—noticing any errors associated with the vehicle's VIN.

But when it came time to re-register the car, the VIN on the California DMV title documents and that on the vehicle itself did not match. The VIN on the title from the California DMV had an additional "0" not present on the actual VIN plate on the vehicle.

This tiny inaccuracy turned into a big problem after the Ontario Ministry of Transport informed the buyer that the VIN was, in fact, incorrect and would need to be corrected prior to being able to register the vehicle in Ontario.

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Thus, a VIN stamped HBJ8L/33013 on the VIN plate on the firewall would read 66HBJ8L33013 on the registration and/or title to indicate a 1966 model year. I am aware of several instances where such a practice caused problems to a new owner who tried to register the car . . .

VIN-formation (cont'd)

(Continued from page 9)

Naturally, the next call made by the owner was to the vehicle's place of origin, where the news got even worse. California officials insisted the vehicle would have to return to the state for a full inspection—not a feasible option for a car sitting halfway across the continent in Ontario.

VIN-dication

After multiple visits to the Ontario Ministry of Transport, the owner was informed that his only remaining option was to have the vehicle inspected and the VIN confirmed by a national automobile club or similar organization. Enter the Historic Vehicle Association's Canadian representatives.

Upon learning of the situation following an email from the vehicle's owner, Nigel Matthews, the HVA's Canadian correspondent and President of the Specialty Vehicle Association of British Columbia, was sure he could help.

As the North American representative

for FIVA, the HVA qualifies as an acceptable organization to verify the VIN's accuracy and authenticity. By providing the Ontario Ministry of Transport with a photograph of the VIN plate and a letter confirming its accuracy, a locally based FIVA/HVA "scrutineer" dispatched by Matthews was able to provide the necessary documentation to satisfy Canadian officials and correct the error on the original California DMV title.

Preventative Measures

To help avoid similar frustrations, make sure the VIN on your vehicle matches the VIN on your title paperwork. It can also be helpful to review your VIN using an online decoder designed to help you decipher the alphanumeric code unique to your vehicle. Simple proactive measures like these can often prevent major headaches down the road.

Should you have any questions or concerns, please feel free to contact the HVA at 866.922.9397, or send an email detailing the problem to info@historicvehicle.org.

**We all have
to start
somewhere !**



Peach City Beach Cruise

The founder and driving force has passed away

Our heart felt condolences go out to family and friends.

Quick with a smile and an outstretched hand, Ken Paton was a lover of life and a friend to almost all who knew him.

Now nearly a week after his death following a lengthy illness, the accolades and tributes continue to pour in for the 73-year-old.

Although probably best known to many as one of the driving forces behind the success of Peach City Beach Cruise, he was never one to stand in the spotlight.

“He was a person who always gave praise but never took it, but now he

can’t stop us,” said Lorna Lyons, his lifelong friend and partner. “Everybody just seems to be coming out of the woodwork — it’s amazing, people that I never met who have called. He was just so well known in the community, so well loved.”

Born in Yorkton, Sask. the son of an auto mechanic, Paton became an automobile salesman in Manitoba, a job he did in a number of cities in Canada and the United States before finally settling in Penticton in mid 1990.

Second only to his family, his major passion was all about vehicles, especially the classics.

So it was no surprise he became one of the founding members of the Pentic-

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In July Paton was named by the Okanagan Rotary Club as its first lifetime member, and a month later city council issued a proclamation stating the first day of every Peach City Beach Cruise will now be known as “Ken Paton Day.”



Remembering Ken Paton (Cont'd)

(Continued from page 11)

ton Historic Automobile Society and the Peach City Beach Cruise.

According to Lyons, it was on those three days each June when he was truly in his element.

“Ken was so very proud of that show, and I remember him going up and down the street in his car and a big smile on his face,” she said. “It wouldn’t matter, you’d go two inches and somebody would stop you, you’d go two inches and somebody else would stop you, but he just loved it.”

She still recalls the day the two of them met and their first topic conversation.

“I was sitting in A&W having coffee with my friend and her husband and Ken came in and we got talking about cars,” she recalled. “He asked me what I drove and I said a ‘66 Dodge Charger Fastback. And he turned around and looked at me and told me: ‘don’t you ever sell that car’ and I thought who are you to tell me not to sell my car. Then one thing led to another...”

That was in 1995 and Lyons still has the Charger and no plans to sell it.

The Beach Cruise began in 2001 and has grown from a modest show of 250 classic and antique vehicles to its current registration of nearly 800 cars, trucks and motorcycles.

Bringing thousands of people here from the United States and Canada, it’s estimated the event injects just under \$2 million into the local economy during the usually slow shoulder season.

It was Wally Hild who first approached

Paton about the idea for the show in 1999 after he attended a similar event in Langley.

Knowing his friend’s tenacity and organizational skills, Ken was the first one he thought of when it came to putting the plan in motion.

Working so closely with his good friend over the years he also got to see another side of the longtime society president.

“Ken was an absolute gentle man who had an amazing zest for life. He was always upbeat, he just never, never took a defeatist attitude whatsoever,” said Hild, who saw his friend a couple of days before he died. “Family and cars were his two biggest passions and he wore them right out on his sleeves.

“He also had a real affinity for Penticton. He just absolutely loved this city and wanted to give back to it and he certainly did that in spades.”

Ron Muzzillo, who is now the society president, met Paton in the ‘90s and the two later hooked up again in the early years of the Beach Cruise when he became a director.

“As a person he was amazing, always gentle, always calm, always honest, straightforward,” said Muzzillo. “Ken always looked for the best in things, always looked for the best in people and the best in situations.

“He always had a strong sense of what was fair and what was right, that was his code.”

The above story thanks to :

Mark Brett—Penticton Western News

Peach City Beach

Cruise

June 22—24 2012

Peach City Beach Cruise
c/o The Penticton Historic
Automobile Society

3-618 Main Street,
Penticton, BC

V2A 5C8

Telephone:

250 487 2303

Toll Free:

1 866 889 2288

Fax: 250 487 2303

info@peachcitybeachcruise.com

West Kootenay

Bob Kelley

The local Trail car show is on the first Saturday in June in the Gyro Park by the Columbia river, a really nice outdoor setting. The Castlegar car show is during their Sunfest Days. The Castlegar Chamber of Commerce can provide details. Also in this area is a show in Midway, B.C. (May 28th) and a Spokes and Chokes event in Chewelah Washington State. There is a sizeable show in Nelson, B.C. put on by the Road Kings on September 9th & 10th. It is similar in format to the Langley B.C. show and is on the same

weekend.

My car project is progressing and I may well have it in the local show this next spring. The car is a 1965 Comet Caliente Hi Po convertible. Ford of Canada confirmed the car to be a factory Hi Po car this past summer and so it is a very rare car allegedly. Since the car is not a correct restoration, wrong rear end and engine (the originals were lost years ago) I have been doing the car as sort of a resto-rod. . (Smoke and Steel Auto Club)

Little Known Car Facts

- Only FOUR automobiles were registered in the United States in 1895. I guess everybody had to learn to share!
- Over 90% of car owners admit to singing while behind the wheel.
- The first speeding ticket was issued in 1902.
- Mary Anderson patented the windshield wiper in 1905 after she noticed snow and rain gathering on the fronts of trolley cars and automobile windows.

Central & Northern B.C.

Well winter has set in here with a vengeance so I thought I would include a photo of some "yard art" covered in the white stuff. Have a list of things to do on cars over the next few months and hope to accomplish them for early April, our usual first use of our old rides.

We attended a number of events over the spring/summer/fall and I can tell you the car hobby is indeed vibrant in our area. Quite a number of restorations and modified cars are in the works. One highlight of our year was meeting Dave Schuab who was driving

his 1932 Ford roadster 49 states in 7 days. We met up with him as he passed through Prince George. A great guy indeed !!!!

Well everyone have fun this winter, build safe rides and keep the shiny side up.

Keith Robinson
Prince George

robinski63@hotmail.com

(Continued on page 14)

Central & Northern B.C. (cont'd)

(Continued from page 13)

VANDERHOOF

"Hooterville Hoot", June.11/11
Been going on for about 28 years. Usually 150 cars and bikes show up in the park there.

PRINCE GEORGE

Cruisin' Classics annual show n shine. I think about the 32nd and is held in Fort George Park on the grass. About 425 cars and is always held on father's day. June 19/11

100 MILE HOUSE

Show is mid July 15--17/11 and attracts about 200 cars.

DAWSON CREEK

Mile Zero Club July--17/11 and usually

300 or so cars from the Peace country and NW Alberta attend. It is held in the downtown area.

QUESNEL

Quesnel Prospectors show the third weekend in August 19--21/11. A great show in downtown Quesnel attracts at least 200 vehicles.

PRINCE GEORGE

Big Swap meet in Prince George winds things up in mid September 17-18/11.



Prince George

We have a little "unclub" called the Overdrives that meet every second thursday night all fall, winter and spring at a different garage for our "shop hugs".

These photos show a cool '56 Ford Panel delivery under construction almost at the upholstery stage. Super paint and flames

South Okanagan, Similkameen

In June 2010, several vineyards in the southern Okanagan near Oliver were devastated by a dam failure that released 20,000 cubic meters of water, triggering a mudslide with a 180 metre wide swath of debris that extended over kilometres of vineyards and shut down the major roadway through the area. More than 16 hectares of vineyards were damaged by over 240,000 cubic metres of mud and rock

Another cruising season has come and gone. 2011 was another great year to be involved in the car hobby. There were lots of things to do for the people that took the time to get involved and attend the car related events like car shows, Drag racing and Cruizing the Dub.

Here in Wine Country many people have gathered a few old cars together for a wine tour. With 35 plus wineries in a 40 KM circle tour it makes for a great cruise, a great day and a lots of Kodak moments.

The Okanagan Car Club Challenge again had to be the most interesting and talked about local events in 2011. The event started with the Kelowna Kustoms challenging the Okanagan Rodtiques to put their money up for an all out old fashion drag race. This chal-

lenge could not be solved in the 60's "American Graffiti" style on the street so on sunny Sunday Oct 2, 2011, 20 of the sweetest looking old cars representing the Kelowna Kustoms, Okanagan Rodtiques and Coachmasters arrived at the WCRA race to represent their club in the special class created for this event. The Rules were simple, cars had to pass race tech, and to make it fair it was a bracket "dial in" race. Talk about close competitive racing, but in the end it was "Old Smoothie" Jim McKelvy driving his 46 Ford taking all the money and bragging rights. With bragging rights on the line the clubs are already talking about another match in 2012. If your club would like to get in on the action just contact me.

Doug Blatchford , Wine Country

(Continued on page 17)



Left to right: **Rand Lepage** from Kelowna Kustoms, **Lou Hudon** from Okanagan Rodtiques, **Jim Mckelvy** the Old Smoothie Okanagan Rodtiques, **Gary Dell** of Coachmasters CC & WCRA(Wine Country Racing Asssoc)



Box 34237 – 17790 # 10 Hwy,
Surrey, BC, V3S 8C4

Annual Individual Membership - \$5 20__ (yr) New Renewal Donation \$ _____

First Name: _____ Last Name: _____

Address: _____ City: _____ Prov: _____

Postal Code: _____ Phone: (____) _____ Email: _____

Vehicle(s): _____

Annual Club Membership - \$50 20__ (yr) New Renewal Donation \$ _____

Club Name: _____

Club Address: _____ City: _____ Prov: _____

Postal Code: _____ Phone: (____) _____ Email: _____

Contact Person: _____ Position: _____

(Please complete below for contact person if different from club)

Address: _____ City: _____ Prov: _____

For your records, cut here and complete the following below and retain. Send the top portion of the application to SVABC.

Receipt Amount: \$ _____ Cash Cheque Money Order Date: _____

For Year 20____ Membership / Associate / Donation

The Specialty Vehicle Association of British Columbia
A Registered Non-Profit Volunteer Society Serving BC Car Clubs

South Okanagan, Similkameen

(Continued from page 15)

Coachmasters Car Club of Oliver

- Meet 2nd Tuesday of the month at the Arts Council building in Oliver

Okanagan Rodtiques Car Club

- Meet first Wednesday of the month at Old CPR Station on Hastings Street in Penticton

Wine Country Racing Association (WCRA),

- Meet 4th Tuesday of the month at the Arts Council building in Oliver

- With the support of the Town of Osoyoos hosted 5 side by side Drag racing events at the Osoyoos Airport.

- A \$10.00 gate fee and \$25.00 to race the cost is really reasonable. One of the main objectives of the WCRA is to curb illegal Street Racing by providing a low cost and safe venue for people to run street machines.

Cactus Jalopies Club

Hosted their fifth rod run. The Desert Beach Cruise.

It was a successful event with over 60 cars attending the featured events, Participant only pub night with Live Band, Bowling, Show n shine, Cruising cars and drag racing on Sunday with a special class and prizes for registered participants.

Penticton Beach Cruise

The Beach parking was great and 500 cars attended event again this year.

Vintage Car Club

Penticton Swap Meet, lots of bargains

Blossom Run,

Old fashion Rod Run on the May long weekend in Summerland, Everybody had a great time

Bob Kelly, Regional Rep

Note To Self:
make sure your positive &
negative are set right !

Answers:

Opel
Auburn
Duesenberg
Aston Martin
Studebaker
Rambler
Buick



South Okanagan, Similkameen (cont'd)

Civilian production resumed in July 1945, with an early start to the 1946 model year filling the public's thirst for new cars. The 1946 Ford was identical to the 1942 model under the skin, though a heavy new grille with horizontal bars and red accents modernized the car somewhat. The hood was widened by adding a center strip. One notable change was to use the 239 CID engine which since 1939 had been used in Mercury and Trucks, and capable of 100 hp for the first time. With steel in short supply, Ford produced a distinctive "Sportsman" convertible with wood side panels

"Old Smoothie" Jim McKelvy driving his 46 Ford taking all the money and bragging rights.



SVABC WEB SITE STATS

Total Access by Quarter

Quarter	# of requests
Q4 2011	6,525
Q3 2011	8,478
Q2 2011	8,750
Q1 2011	8,602
Q4 2010	1,592

So far Y T D (20DEC11)

Year	# of Requests YTD
2011	32,355

The Most Popular Times for SVABC YTD

Requests	Hour
2,041	21:00 - 21:59
1,691	13:00 - 13:59
1,636	22:00 - 22:59
1,622	07:00 - 07:59
1,605	16:00 - 16:59
1,603	12:00 - 12:59

	Domain Name Origin	# of requests YTD
1	.ca (Canada)	3508
2	.ru (Russia)	1801
3	.de (Germany)	1589
4	.ua (Ukraine)	690
5	.it (Italy)	570
6	.ch (Switzerland)	287
7	.ro (Romania)	213
8	.uk (United Kingdom)	128
9	.au (Australia)	116
10	.se (Sweden)	104
11	.ph (Philippines)	78
12	.in (India)	76
13	.cn (China)	53
14	.pl (Poland)	53
15	.nl (Netherlands)	49
16	.br (Brazil)	43
17	.md (Moldavia)	41
18	.dk (Denmark)	37
19	.jp (Japan)	33
20	.sc (Seychelles)	28

Internet Users as a % of population:

83.24% - UK

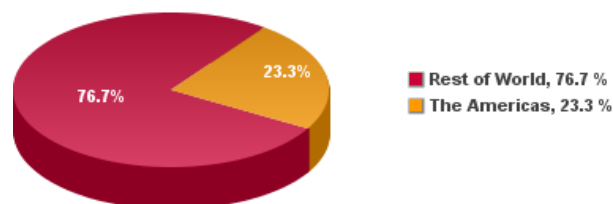
78.14% - Canada

77.73% - USA

71.78% - Australia

The Indexed Web contains **at least 7.41 billion pages** (Monday, 23 January, 2012).

Internet Users in the Americas March 31, 2011



Source: Internet World Stats - www.internetworldstats.com
 488,005,400 estimated Internet users in the Americas for 2011 Q1
 Copyright © 2011, Miniwatts Marketing Group

SEMA NEWS



Breaking News

[Select Which International Vehicles Should Come to the U.S. Under New SEMA Program](#)

[WD-40/SEMA Cares Foose Challenger Unveiled and on the Move](#)

[404hp Ed Pink Small-Block Ford Engine Benefits SEMA Scholarship Fund](#)

[Custom Dodge Charger and Avenger Auctioned on eBay](#)

SEMA Show & Events

[Photo Gallery—The 2011 SEMA Show Award Winner for Hottest Truck: Ford F-Series](#)

[Mark Your Calendars](#)

Business Tools

[Explore Aftermarket Accessories at 49th Annual National RV Trade Show](#)

[Job-Hunting? Top Industry Gigs Here](#)

New Products and Technology

[Spy Shots—L.A. Auto Show: Land Rover Scoop](#)

Law & Order

[Government Finalizes Proposal to Double Vehicle Fuel Economy by 2025](#)

Global Update

[Specialty Automotive Industry Named Topic of High-Level U.S.-Chinese Government Talks](#)

People, Places & Racing News

[Racing News: Tony Stewart Captures NASCAR Sprint Cup Championship](#)

[NHRA: 2011 NHRA Full Throttle Top Fuel Champ Del Worsham Retires](#)

[Movers & Shakers: Radiator Specialty Company Changes Name to RSC Chemical Solutions; Carlisle Events Partners With Gumout](#)

[SEMA Council & Committee News: Live Demonstrations Highlight PRO Booth at the SEMA Show](#)

Vancouver Island

Dave Sampson Regional Rep.

Father's Day Show and Shine in Qualicum Beach, BC.

- 2011 attendance was over 650
- Cars and visitors from Montana, Alberta, Washington, BC.
- Format tends towards a fun day for the entire family, the guys with the cars, the wives, with the town and shops, and the kids as the Seaside Cruizers, make sure to have events to keep the kids busy.
- in 2012 all registrations will be online at the Seaside Cruizers website. And attendance is limited to 550 this year
- 2013 in the 20th anniversary of the show and shine and it will be a really special event, even talk of asking a personality such as Jay Leno.
- The show is billed as one of the top 10

things to do on Father's Day

- Qualicum is a beautiful Seaside village just North of Parksville.
- great Beaches
- for more info Visit the web site or even email me.

Victoria Deuce Days

This is a spectacular event with some 1200 Hot Rods from all over the Country.

Austin Healey Club

- Rendezvous 2012 this year will be at Tigh Na Mara Lodge in Parksville BC, June 25-29.

The **Austin-Healey 3000** is a British sports car built from 1959 to 1967, and is the best known of the "big" Healey models. The car's bodywork was made by Jensen Motors, and the vehicles were assembled at the BMC Abingdon works.

The 3000 was a successful car which won its class in many European rallies in its heyday, and is still used in competition by enthusiasts today.



Little Known Car Facts

The World's Oldest Car was built in France in 1884 for French Count De Dion.

Snap-on fenders were introduced by Studebaker in 1934.

Rearview mirrors became standard equipment on all cars in 1916.

In 1928, Canada had one million cars in operation.

In 1926, Rickenbacker introduced laminated safety glass for automobiles.

In 1922, gas gauges were offered as standard equipment on cars.

Vancouver Island (cont'd)

"Survivor"

Just yesterday I was rummaging through my collection of books that I use to assist me with facts and details when Appraising Collectable cars, and I came across some of my favorite classic car magazines, that I had not seen for years.

These magazines always have one issue that lists "10 future collector cars you should buy now".

I wanted to see what I had missed out on, so looked at the article, turns out I was appalled to find out that such collectables as the AMC Matador, and the Chevrolet Chevette Diesel, had not been a part of my Automotive stable!

Actually there is always an element of fun in discovering these types of cars, but I can't see anyone actually "collecting them" on purpose.

Auction price's on genuine "blue chip" classics continue to increase, those of us without Ferrari GTB, or Cobra money, need to be satisfied with some-

thing a bit different, but it still needs to satisfy the Automotive needs us car people have.

I found such a car the other day!

I received a call to perform a pre purchase inspection on a 1969 Dodge Charger "survivor".

A "survivor" is exactly that, an original car that has survived decades without restoration, and is completely usable.

At first glimpse your heart may sink a little, the car will probably have all the years of patina and paint chips, maybe a bit of wear on the carpets, a seat seam could be split. But wait a few minutes, stand back and the true splendor of what you are seeing will become apparent.

This Charger is an original car, almost as it left the factory 42 years ago, original paint, original drivetrain, original AM radio, all documentation, original spare and tools, and all the little nicks and door dings, a stone chip, each little defect about this car was because it

The **Citroën 2CV** (French: "*deux chevaux*") was an economy car produced by the French car manufacturer Citroën between 1948 and 1990.

It was an air-cooled, flat-twin, four-stroke, 375 cc engine with pushrod operated overhead valves and a hemispherical combustion chamber.

During a production run of 42 years, 3,872,583 2CVs were produced, plus 1,246,306 Fourgonnettes (small 2CV delivery vans),



Vancouver Island (cont'd)



By 1953 the Roadmaster straight-eight was 16 years old. The new V8 engine was ready in time for 1953, Buick's Golden Anniversary year.

Nearly identical in displacement to the straight eight (322 versus 320 cubic inches), it was 13.5 inches (340 mm) shorter, four inches (102 mm) lower, and 180 pounds lighter, but with 188 horsepower, it was 11 percent more powerful. The compression ratio increased from 7.50:1 to 8.50:1 and torque increased from 280 to 300 pound-feet.

With its new engine the 1953 Roadmaster proved to be the first Buick with a top speed of over 100 mph (160 km/h) since prewar days.

had the years and years of service, to its owner. A five year old car that looks this way would just be sad, but somehow a 42 year old car that is original and unrestored should never look this good.

I'm sure when Dodge assembled this car 42 years ago; they never expected it to be around in 2011. The car has just over 61,000 miles. They were careful miles, first bought in N Dakota, the car has a rich history all documented with each year's registration

cards, warranty forms filled out by the selling dealer at each service, lube receipts, and invoices for replacement or service parts the owner purchased.

In 2006 the original owner sold the car, and it was purchased by a Canadian and imported into Canada, it now lives on Vancouver Island, and will soon be off to meet a new owner in Australia.

After inspecting the vehicle, in the shop, we started her up and went for a

(Continued on page 24)



Vancouver Island (cont'd)

(Continued from page 23)

test drive. The car runs as well today as it did 40 years ago. No fuss, no drama, just get in and go. 60mph no problem, no vibration, just a small wind whistle through the frameless window seal, big V8 happy up front.

Finding a "survivor" is certainly special and based on the actions of the public they seem to understand, and think the car has earned some respect. We noted how careful people were as they parked beside us, or looked at the car.

Food for thought, original purchase price was a tad over \$4,000.

Same car has sold today for more than \$28,000

Good investment? You decide.

South Okanagan

Doug Blatchford , Regional Rep

SUMMERLAND SEP/10th

Endless Summer Show & Shine

The sun came over the hill lighting up Main St, which was closed for the main event of the year. Soon you could hear the exciting sound of performance engines and by 10:00ish 194 units had registered, from as far away as Alberta Saskatchewan and Washington. It was a smorgasbord of vehicles, everyone with something special; the majority built or restored by the owners. From the 52 Buick conv to the 47 Ford Rat Rod. 1922 T Woodie 1st project for owner.

A great bbq set was awarded to the Class winners, as well as many draw prizes during the day. There was a poker walk for the ladies sponsored by 21 local businesses. A 60's band

played for much of the day and good food was available at the restaurants just across the sidewalk..

See pic's
www.applevalleycruisers.com

LUMBY CAMPOUT

Camjammers Rod Run July 8—10th

This is a weekend camping and car

(Continued on page 25)



South Okanagan

(Continued from page 24)

show event, it may be small but it is excellent quality. You can stay in the RV Site with a creek running through it or at the Motel 500 feet away. The 74 participants enjoyed the campfire in the evenings with hot dogs & --- beverages, lots of boasting. (you know why spoil a good story with the truth. Saturday was a very scenic poker run towards Vernon, several acreages with great shops where collector cars are being housed. Then a stop at the

local golf course where the Club provided barbequed hamburgers and hot dogs. Then to the Show N shine which attracted 100 plus vehicles. A great variety, of cars, trucks and motorcycles.



2dr Coach, a pristine unit, won best in Class; the owner Roy accepted the trophy on its behalf.

A 41 Ford beige & orange; first show after years of work by owner.

See Pic's at

www.karsunderthek.com/album

PENTICTON

Peach City Beach Cruise

The founder and driving force has passed away Our heart felt condolences go out to family and friends.

He had a special ability to bring volunteers together and get the much needed sponsor support to put on one of the largest shows in BC. He has now left us with huge shoes to fill, however in his honour the Cruise tradition will continue.

Pics www.camjammers.ca

KEROMEOS

A friendly little town with quaint shops and collectibles

Home of the Kars Under The K Show N Shine Aug 7th . It is located in the City Park where most car if you are early enough get a spot on the grass. This year as always it was a hot sunny day with some 175 cars, trucks and oh yes a few tractors. If get too hot you can jump in the pool—I digress. This is friendly little town. This year the big winner was a corvette the owner from Surrey, he also won the draw for a tool box with roller cabinet. A 29 Ford black

(Continued on page 26)

South Okanagan

OSOYOOS

Here is a Vegas story from a Coachmaster Car Club member, entrepreneur and most certainly Car Guy .JF Launier

Here is the big news from the JF

Our trip to SEMA this year was a huge success! We debuted our latest build "REDLINE" an unbelievable 57 Chevy that Dan and Anita Macdonald commissioned us to build. The car was going to be an above average streetcar that would be a driver. Dans story with 57 Chevy's goes way back infact it goes back a generation to when his dad sold his prized 57 at the time he

found out he would become a father

This car was the replacement for that and in time the car changed hands to Dan and Anita and the rest is creating history as we speak. As

the build grew so did our expectations for the car and it morphed into a bitchin' show car.

Redline sports a huge 572,Bowler 4180e,ridetech suspension, spectre goodies, flowmasters, Basf paint, Curtis Speed wheels and custom parts, Lee Baxter's hot rod interior and of course the JF Kustoms touch.

It was a very cold desert morning when we woke up in the small town of Parumph.The car still had all sorts of road debris on it from driving over the mountain pass in the snow, slush and

just generally nasty crap. A perfect tough start to a challenging competition to say the least. Of course lets not forget the car had only 75 test miles on it and the journey in the dark in the middle of nowhere quickly doubled that. As the morning got warmer and we started driving the cars around so the TV crew could get the desired shots it started to become apparent that the late night "shakedown" run had shaken a few things loose. Not in a good way! So as soon as the camera people were done with us, the task of converting a JF Kustoms SHOW car to an all out competitive racecar began! Jacks and tools and legs sticking out from under the car in many different directions seemed to make sense of the minor problems. Just to give this justice most of our competition showed up in semi trailers with hired hotshot drivers and pit crews! Ours looked a little more like a borrowed toolbox, some boys that had spent a week in Vegas celebrating like only Canadians can and a car builder as a driver! The optima streetcar challenge had begun.

Our first event was only a success in the fact that I drove the car without crashing it in from of the customer, but it let us know that there was a giant horsepower issue with the car. Back at the pits the thrash against the clock to figure out what demon was haunting us was using all hands on deck. Alex, Keith, Danny and Ben were each on respective tasks to make the car as competitive as it should be. With no time to spare the car was sent out into the next challenge with only mid pack success. Our work was not over. Back on stands back to the drawing board and now engine parts were being re-

(Continued on page 27)



South Okanagan

(Continued from page 26)

moved. The final bell to get back into competition sounded and an obvious problem had been found. A loose carburetor part seemed to have wrecked our ability to compete at the top level! With revenge on the brain I got back in the car and was out for blood. The last event is called a speed stop and it consists of an acceleration against traction and a stop

from 80mph into a small box. Competing against cars with traction control, more power and abs brakes my first run was one of the top!!! The next was a perfect one again and even my third try was a success! With that under our belt and a judged car design and detail event coming we were very optimistic to up our positioning in the finals.

Magazines started asking about features and we were whisked away for two photo shoots.

By the time we got back the awards had started and the big winners were announced. With all the heartache and drama our latest creation REDLINE would prove worthy of car show status and capable racecar finishing an amazing 15th in with a group of cars designed to tear up asphalt and bleed adrenaline! We are so proud to have had the opportunity to build a car that is a family jewel and will hopefully make hot rodders out of few more MacDonald's down the road!

Remember its not the car you drive it's the car that drives you!!

See picture at www.jfkustoms.com look for Sema trip

KAMLOOPS

Sun Peaks Resort SHOW N SHINE!

The Classic Car Gathering that was held at Sun Peaks Resort this year in September was a great event and those that attended told us that they thought Sun Peaks was a perfect venue and enjoyed the mix of car clubs to enjoy other cars/owners that they don't see in their own clubs events, and all definitely would like to get involved next year. Hope you can join us next year to share a little piece of our day !

Looking ahead at 2012, we will be hosting this event again as the 2nd Annual Classic Car Gathering on September 22nd, 2012 weekend and wanted to let you know well ahead of time so that you can save the date as we would love to have you join us.

We have plenty of room in resort to showcase your car, and all your clubs cars, in the show n' shine portion of this fun event.

Doug Blatchford , Regional Rep

Association of Independent Car Clubs

A group formed in 2006 to assist member car clubs with corporate structure and an affiliation to obtain reasonably priced club insurance for events and directors. Any Car club in BC can become a member and take advantage of this program by contacting me

My special thanks to all the volunteers and committee members who gave up

their personnel leisure time to organize and host events so others can enjoy their cars and have a good time. Remember, without the volunteers there wouldn't be much to do with you old car.

Doug Blatchford, Wine Country

Insurance

What is mandatory insurance coverage form ICBC when you have a Collector Plate and what can you purchase from a competitor?

Everyone in BC has to purchase a minimum \$200,000 third party liability from ICBC. If they have a collector plate the TPL is so drastically discounted I personally recommend that they take ALL of their liability with ICBC and have that coverage with one provider. You can top it up with a specialty insurance provider.

Did You Know ?

- A modern day production car has more than 20Kgs (44 lbs) of glue
- In 1901 the first Grand Prix race was won with an average speed of 46 mph
- In 1960, you could purchase a brand new Buick La Sabre for under \$3000.
- Mary Anderson patented the windshield wiper in 1905
- 1939 Buick introduces turn signals as standard equipment

Lower Mainland

LANGLEY CRUISE IN Sep 10 & 11, 2011

Pic's www.langleycruise-in.com

Well Langley was back again in 2011 strong as ever, after taking a break for 2010.

This is the biggest event in BC. It fills the main street downtown Langley. There were some 1400 registered cars and trucks of all descriptions, and a crowd about 90,000 spectators.

All new this year a bike category. Great event with spectacular cars and variety.

Riccardo and volunteers did an awesome job.

The first power windows were introduced in 1946

In 1887 the Benz became the first car offered for sale

Seat belts were first offered as standard equipment in 1963

2 yrs. Later, rear seat belts became standard equipment

West Kootenay

Bob Kelly, Regional Rep



TRAIL

The local Trail car show is on the first Saturday in June in the Gyro Park by the Columbia River, a really nice outdoor setting. The Castlegar car show is during their Sunfest Days their Chamber of Commerce can provide details. Also in this area is a show in Midway, B.C. May 28th and a Spokes and Chokes event in Chewela Washington State. There is a sizeable show in Nelson, B.C. put on by the Road Kings on September 9 & 10th. It is similar in format to the Langley B.C. show and is on the same weekend. (see details below)

My car project is progressing and I may well have it in the local show this next spring. The car is a 1965 Comet Caliente Hi Po convertible. Ford of Canada confirmed the car to be a factory Hi Po car this past summer and so it is a very rare car allegedly. Since the car is not a correct restoration, wrong rear end and engine (the originals were lost years ago) I

have been doing the car as sort of a resto rod. Greg .(Smoke and Steel Auto Club)

NELSON

Roadkings Cardi Gras

Nelson is a cool small town on Kootenay Lake a great place for a campout. This is a weekend event starting Friday Sept 9th with a Soap Box Derby on Kootenay St (Nelson is all hills). Lots of food & beverage available.

Sept 10th Saturday Baker St (main ST) is shutdown for a very diverse car show, great quality and workmanship on display. Some 300plus

Saturday brings a terrific 60's type dance event in the parkade. If you ever heard the term the earth moved for me --- the parkade floor moved beneath you from the dancing. (you had to be there)

Bob Kelly

For more great pic's click here

www.nelsonroadkings.com



Scams to Watch For

Confirmed or Debunked

- a. **Confirmed** that users have difficulty remembering random passwords.
- b. **Confirmed** that passwords based on mnemonic phrases are harder for an attacker to guess than naively selected passwords.
- c. **Debunked** the belief that random passwords are better than those based on mnemonic phrases.
- d. **Debunked** the belief that passwords based on mnemonic phrases are harder to remember than naively selected passwords.

You would be wise to be extra careful with your e-mail and on-line shopping. Personally, I have seen an increase in scam spam in my e-mail over the past couple of weeks and I have to admit, there has been one or two that I thought were very well done and would seem very legit to some of the average internet users and on-line shoppers. I have checked various security sources on the internet and have some of the more dangerous online common scams you might see this year. They are not in any particular order.

Part Time/Extra Cash

Some people are seeking that extra cash for gifts this holiday season, Twitter scams offer dangerous links to high-paying, work-at-home jobs that ask for your personal information, such as your email address, home address and Social Security number to apply for the fake job.

Low price traps

Some on-line shoppers should be cautious of products offered at prices far below competitors. Scammers commonly use auction sites and fake websites to offer too-good-to-be-true deals with the goal of stealing your money and information. If it sounds too good to be true, it usually is.

Dangerous holiday downloads

Christmas themed screensavers, jingles and animations are an easy way for scammers to spread viruses and other computer threats especially when links come from an email or IM that appears to be from a friend.

“Help! I’ve been robbed” scam

(One of my favourites this year.) This travel scam sends phony distress mes-

sages to family and friends requesting that money be wired or transferred so that they can get home. My research says this one will be on the increase this holiday season.

iPod & iPad offer scams

With most of the new Apple products topping most shopping lists, scammers are busy distributing bogus offers for free iPod Nanos or iPads. There are two flavours to this scam. In the spam version of the scam consumers are asked to purchase other products and provide their credit card number to get



the free iPad. Of course, victims never receive the iPad or the other items, just the headache of reporting a stolen credit card number.

In the social media version of the scam, users take a quiz to win a free iPod Nano and must supply their cell

(Continued on page 31)

Scams to Watch For

Here are characteristics of weak passwords

1. Contains less than eight characters
2. A word found in a dictionary (English or Foreign)
3. A common usage word such as: Names of family, pets, friends, characters, etc.
4. Computer terms and names
5. Birthdays or other personal information
6. Word or number patterns
7. Above spelled backward, or with a preceding or following digit.

phone number to receive the results. In actuality they are signed up for a cell phone scam that costs \$10 a week.

Fake gift cards

Cyber-scammers use social media to promote fake gift card offers with the goal of stealing consumers' information and money, which is then sold to marketers or used for ID theft. On Facebook, a recent scam offered a "free \$1,000 Best Buy gift card" to the first 20,000 people who signed up for a Best Buy fan page, which was a look-a-like. To apply for the gift card they had to provide personal information and take a series of quizzes.

Not Phishing but Smishing

Cyber-scammers are now "smishing," or sending phishing SMS texts to your cell phone, smartphone or PDA. These texts appear to come from your bank or an online retailer saying that there is something wrong with an account and you have to call a number to verify your account information. In reality, these efforts are merely a ruse to extract valuable personal information from you, "the target". Cyber-scammers know that people are more vulnerable to this type of scam during the holiday season when consumers are doing more online shopping and checking bank balances frequently.

Suspicious holiday rentals

During peak travel times when consumers often look online for affordable holiday rentals, cyberscammers post fake holiday rental sites that ask for down payments on properties by credit card or wire transfer.

Grinch greetings

E-cards are a convenient and "green" way to send greetings to friends and family, but cybercriminals load fake versions with links to computer viruses and other malware instead of cheer. The e-cards may look and act like other legitimate e-card sites, but the e-cards are loaded with viruses, worms, Trojans, etc. Suddenly, sometime after visiting the e-card site, your computer (s) may start displaying obscene images and sites, pop-up ads, or even start sending cards to contacts that appear to come from you.

Charity scams pulling your heart strings

The holidays have historically been a prime time for charity scams since it's a traditional time for giving. The security experts predict this year will be no exception. Common ploys include phone calls and spam e-mails asking you to donate to veterans' charities, children's causes and relief funds for the latest catastrophe. Hotel and Airport Wi-Fi During the holidays many people travel and use free wi-fi in places like hotels and airports. This is a tempting time for thieves to hack into networks hoping to find opportunities for theft.

Hotel and Airport Wi-Fi

During the holidays many people travel and use free wi-fi in places like hotels and airports. This is a tempting time for thieves to hack into networks hoping to find opportunities for theft.

Dale Ducommun

Information Systems Security Officer,
Privacy Officer

Open Solutions Canada

Q & A

'Stuffing people in cars' Records

- 1980 Audi : 21
- British Leyland Mini: 39
- Ford Sierra: 27, students at the University of Nottingham (U.K.), 14 October 1985
- Jaguar XJ6: 42, The Moss Bay Mojorettes in Jacksonville (USA), 26 August 1984
- standard 56-seater London double-decker bus: 354 (U.K.), 15 December 1989
- **Smart FourTwo:** 18 people from Bad Abbach, DE, Oct 2002
- **New Mini Cooper:** 22 Mini Sport Club in Madrid (Spain) on 11 June 2006

Question:

Is ICBC going to ban registration of Kit Cars and Replica's.

Answer:

I very much doubt that ICBC would cease to register Replica vehicles. As far as I can recall they do not have a Kit Car designation for registration purposes only Replica and Replikit.

Most Kit Cars come from suppliers in the USA and such kits are not admissible into Canada under the legislation of Transport Canada.

You can purchase a Brookville Replica Steel body and a TCI frame and build a 32 Ford, but it will be registered as a 2011 U-Built. We are going to ask ICBC on Dec 14th when we meet with the Senior VP of Insurance if they will look at the suggestions presented to them in early 2000 by Lloyd and Keith as to how they should register vehicles. They deny having ever seen Lloyd's comprehensive suggestions. I know I did when I was there. So take the Brookville on a TCI frame. It would be much more appropriate to call it under the Make: Constructed and under the Model: 32FRD. Now the police will know that in the event of a theft, they should be looking for a Constructed vehicle that looks like a 1932 Ford and not a 2011 U-Built, what the heck does that look like!

Question:

If an aftermarket fibreglass fender is used on a 32 Ford will that affect the registration.

Answer:

If you install Fiberglas fenders on a 32 Ford with Vintage Plates or Regular collector plates that might be an issue. It would certainly be worth a call to Mark Erickson at ICBC Tel (604) 982-6424 or his Cell (604) 315-4279.

It is certainly NOT an issue if one did this on a Modified Collector vehicle or one using blue and white plates paying full insurance premiums.

Nigel

Answer to the
Crossword Puzzle
will be found on
the web site
(www.sva.bc.ca)

Automotive Crossword

ACROSS

1. Meat Loaf's "____" by the Dashboard light
5. Frisky equine & de-funct Dodge import
9. Compact car made by 33 down
10. NYC borough & 1955 Kaiser model
11. Texas ____, slang for crude oil
12. Saturn makes this sleek SUV type vehicle
14. Caveat ____ advice to a used-car buyer
16. Dealership document
18. Holds the tire on the wheel hub, ____ nut
19. 2003 Toyota pickup
21. Drivers seat to a cowboy
23. If you don't have a car you would either walk or ____
24. Bicycle Powertrain component
25. Honda model, introduced in 1976
28. Truck's driving compartment
29. Gran Turismo ____, origin of the GTO name
32. Large part of the engine, ____ case
34. tem on finger or ear lobe
36. Unwanted advice source, ____ driver
38. Another name for the vehicle in 17 down

DOWN

1. Word following oil, water & fuel
2. '76 ____ Howard movie "Eat My Dust"
3. Tailgate another race car
4. GM car line, 1991 was the first model year
6. 2003 Mitsubishi mid-size SUV
7. 1949 Kaiser utility hatchback model
8. 1960's UK Ford model sold in North America
13. The part that makes the vehicle go
15. Ricardo ____, Chrysler Cordoba ad guy
17. The "SC" in NASCAR
20. Car maker founder, ____ Eli Olds
22. see 19 across
26. Verb, time with a stop watch
27. Pontiac GTO's nickname
30. "Stroker ____", 1983 B. Reynolds racing movie
31. What 17 down races on
33. Young car manufacturer making vehicles like Sedona, Sportage & Sorrento
35. Division of GM that produces the Sierra
37. "Come on baby drive my ____" oldies song

