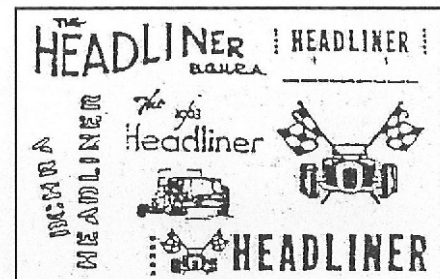


THE HEADLINER



January 2009

SINCE 1957



BRITISH COLUMBIA HOT ROD ASSOCIATION OFFICIAL NEWSLETTER

Website: bchra.org

BCHRA News and Events

**TO PRESERVE THE PAST
AND
ENHANCE THE FUTURE**

**Meeting First Tuesday of Each Month
West Langley Community Hall
208th & 94th Avenue
Langley, B.C.
7:30**

President	Art Brumpton	604-574-9224
Vice President	Joe Morris	604-576-6662
Secretary	Randy MacKinnon	604-864-4078
Treasurer	Keith Biddlecombe	604-951-1192
Membership	John Paonessa	604-539-0208
Director S/A	Tom Whiffin	604-298-5397
Director	Harold Swift	604-532-0770
Director	Drew de Haan	604-534-0652
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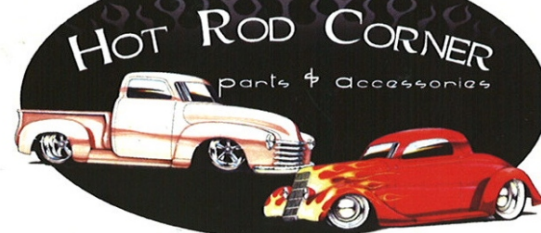
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BCHRA General Meeting

January 6, 2009

Meeting held at West Langley Hall, 208th St. & 94th Ave., Langley B.C.

Meeting called to order by **President Art Brumpton** at 7:45pm.

In attendance were 47 members and one guest for a total of 48.

President Art welcomed everyone to our January Meeting and wished everyone a very **Happy New Year from the executive of BCHRA.**

He also gave a very warm welcome to **Bill Alder** who was in attendance after suffering a stroke only a few weeks earlier. We were all very happy to see Bill and his wife out to our meeting and wish you a full recovery **Bill.**

Other news not so good was the announcement that **long time member Fred Unger** had passed away on December 25th. He was one of our long term members who loved our hobby and gave willingly to others in need. **Jim Greenwood** spoke to our members about his very long relationship with **Fred and Sharon Unger.** **Jim Greenwood** was asked by **Sharon Unger** to read a message that she had prepared for the BCHRA members. In this message, she thanked all of the BCHRA Members and their wives for all of their support during Fred's prolonged illness. She will be forever grateful. She also said that **Freddy's 50 Ford Custom** will be completed as was his wish. The final stage was the interior which Fred had already picked the leather for the seats and door panels etc.

Sharon also mentioned **Fred's** long term commitment to the charity of choice **Valley Therapeutic Equestrian Center for BCHRA** and that she would continue to support them in Fred's name. And in conclusion, Sharon announced that there would be a BBQ **this summer for all members to come to and see the finished 1950 Ford custom that Fred loved and was so dedicated to finishing.** So we will be hearing more on this closer to the coming summer months. **Thank you Sharon** for your very warm thoughts and **thank you Jim Greenwood** for being the true friend of the family and for delivering the message for Sharon.

Moving on to club issues, **President Art** also had to announce that there would be no coffee or doughnuts at this meeting due to the fact that we had not had any one step up to take over the coffee and doughnuts responsibilities for our meetings. Art reminded us all that we had been asking for a replacement team to take over for the past two months.

Notice: Also announced by President Art was a reminder that Our February Meeting is the Annual Election of Executive Board Members

Minutes were presented from the December meeting. No errors or omissions. Adopted as printed by Wayne Shantz and seconded by Denny Bromley.

Committee Reports:

Treasurer - Keith Biddlecombe reported that the month of December was a very busy month and the revenue was up considerably because of the auction in December. He also mentioned that **the donation of \$10,500.00 to Valley Therapeutic Equestrian Center** came out of these proceeds as was reported in our December Headliner. Also mentioned was the fact that there was a great article covering the donation event in the Langley Advance. Keith also reported that there were some larger expenses regarding the purchase of additional inventory for club clothing items for our club store. Keith also advised that he would have a final year end report and financial statements to present at the February meeting.

Membership – John Paonessa announced that our membership numbers for the year end total was 358 members compared to the previous year end total of 453 members. **John** also reminded everyone that **Renewal Membership** forms were available and needed to be completed by each member along with their

renewal membership fee. This year is the first year that you will have to choose between a **one year renewal at \$40.00** or a **three year renewal at \$100.00**. Also important was the need to have your renewal membership dues in before the election next month so that you can vote as a paid up member.

Newsletter – Darlene Driedger – all is going well with the Headliner. Dar also reminded us all that the **Business Card Add renewals** were also coming up for renewal. It is that time of year again. **Please see Dar or call her at 604-530-8043 to renew your add.**

Web Master - Cam Hutchins – Reported that several members had sent in new pictures of their rides to be posted on the BCHRA Members rides section of the new website. Getting this all added was going well and he looked forward to getting more to post for you that want to have it done. Thanks Cam.

SVA – Harold Wellenbrink reported that he had again attended meetings with ICBC and the Motor Vehicle Department in Victoria. He said that the discussions continue on several topics. There were several enquiries to Harold regarding the Safety Inspection requirements for the collector car program. Harold advised our members that this requirement originated in Ottawa by the Commercial Vehicle Safety Enforcement and not in B.C. The provinces have limited access to make minor changes to this manual. Harold advised us that B.C. is currently reviewing this manual with the goal of revising it where they can to make it more compatible with B.C. standards.

Consideration in the revised Safety Inspection Standards will reflect the B.C. position regarding items such as “Blue Dots”, No door handles on custom cars, clearance lights, bumpers and heights, fender requirements and hood requirements. All of these issues have been represented to the government by SVA over the past 10 years or more and many of them have been resolved to our benefit.

Harold also made mention that Saskatchewan was the only province in Canada that allows fender-less cars, no front bumpers. He also said that in this province where there is a collision where there is damage to the front end of one of these cars, there is no insurance protection provided. Harold also advised that Saskatchewan was looking into changing this legislation because of all of the claim problems that come out of this no bumper – no insurance rule. So as it stands here in BC, the fiberglass cars are still not accepted into the collector car program and the fenders and hoods are still on the undecided list for now.

Harold also announced that ICBC is **taking a fresh look at Seat belts** for all collector vehicles. He had been advised that there were 3 accidents recently, involving collector cars where there were no seat belts. These accidents resulted in serious injury claims that would have been considerably less had there been seat belts in use. There will be a decision shortly on the issue of compulsory seat belts for all collector cars regardless of how old the collector car is and whether or not seat belts were original equipment. More on this item later!!

Harold also reminded us that collector cars 1935 and older do not have to be Air Cared in BC. However, **ALL Modified Collector cars must pass Air Care in Air Care Areas (typically the lower mainland area)**. Harold also reminded us that ONLY Modified class vehicles could have no outside door handles up to 1958. If this vehicle was to be removed from the Modified Collector Program and re licensed with regular BC Plates, the door handles would have to be reinstalled under BC Law.

Once again Harold touched on **the issue of changes in registered owners** on a vehicle that was already under the Collector Car or Modified Collector car program. He reminded us that there was a full report included on this subject with a previous Headliner. So check it out if you need more details.

Lastly, Harold reminded us that you can not insure with ICBC **any vehicle that is being modified and is still under construction**. He mentioned that he has found a source where you can insure under construction projects and that is a company called “**Silver Wheel**” If you want to know more about this company, you can call **Land & Company Insurance Brokers at 1-800-461-4099 (Ontario)**. **They will be able to tell you who will handle this coverage out here in BC.**

Harold also suggested that there were **ongoing discussions regarding the extension beyond 1958** for the modified collector vehicle program. ICBC has many concerns regarding this possibility and they have not yet come to terms with their issues and concerns so for now, don't hold your breath. SVA continues to add their input for consideration with ICBC. They **currently insure about 10,000 vehicles under the Collector and Modified Collector plate program.**

Harold reminded us all that many of the changes in the **collector and Modified Collector plates** has been as a result of all of the hard work done by **SVA over the past 10 years or so.** He also reminded us that currently BC has the very best program in all of Canada for collector cars and modified collector vehicles as well as the lowest **reduced insurance premiums** for collector vehicles in all of Canada. So let's be thankful for all that has been accomplished so far, with much thanks to SVA and the hard work of **Harold Wellenbrink and his team. Thank you Harold!!**

As many of you may know, **Harold Swift** had just returned from a month in **Australia** with his family for Christmas. While there, he has had the opportunity to meet many Hot Rodders and visit as a guest at their club meetings. Harold endorsed the comments made by Harold W. about how fortunate we are here in BC and advised that in Australia, any one wanting to build a car over there needs to present a full build plan and details of the build to the government for approval before they can even begin. They also must submit to several inspections at various stages along the way as well as a final inspection and driving test before the ride can be approved and allowed on the road. So Harold says "Consider the differences and be thankful for what we have here in BC."

As an organization, SVA continues to work with ICBC and Motor Vehicles Branch on our behalf and **needs your support with your membership dues of only \$10.00. Please do your part and join or renew your membership with SVA.** Your \$10.00 dues will help to cover the costs of SVA and people like **Harold** who must travel to Victoria and other destinations to attend these meetings on our behalf.

Next, **Joe Morris** spoke about his new role in the club regarding getting our new members more involved and comfortable with their new surroundings. He encouraged all new members to write a little profile of their back ground in the hobby and provide pictures of their ride or project. He wanted to hear about other times in their past and if they were involved in any other car clubs and what they liked about them in the past. Joe also suggested that he would like to start to put together a book to form part of the history of BCHRA members that would form part of the club archives. This could be a great thing to be part of.

Joe also suggested that the executive learned from the membership survey that members wanted to learn more about other members and their hot rodding experiences so he would be calling on individual members to give a short talk at general meetings about their hot rodding history and background and experiences.

To that end, Joe called upon Barry Watson to come up and talk about his history and love of cars and airplanes. He started (way back) in 1954 in Prince George, BC. In 1955 the locals got together and formed a club called the "Black Toppers" (which is still going today). A year later, the Black Toppers joined BCHRA. Barry did his share of racing and eventually became the track announcer. Later he purchased a 1940 Ford coupe in Oliver BC for \$320.00 which he decided to chop. This was a learning experience for Barry and he found out that good body work just does not happen by accident!!! There was a lot of work and skill involved. Barry moved to Penticton where he ran his own flight training school. Later, he found himself flying a DC3 into a silver mine in the NWT. He said that he has always had a hot rod in his life. Later he moved to the Lower Main Land to become an Air Traffic Controller for many years. Some of his past included Dune Buggy racing in the Baja 500 in 1974. He met Mickey Thompson there who was also racing in the event. Barry said that he has owned his full custom Merc. for 25 years now. He started the build when he was in Prince George BC. He loves being a part of BCHRA and loves going to as many car events that he can with fellow members. Thank you Barry for sharing!!!

50/50 Draw: This month's pot was \$131.00 and the lucky winner was **Gino DePieri.** Way to go Gino !!
Nominations:

Our first ever President of BCHRA **Ron Latham** was pleased to be a part of the “Nominating Committee with Jim Lyons this year. Ron assumed the role of “Chairman” and Jim Lyons assumed the role of “Recording Secretary”. Ron made sure that everyone understood that any member can be nominated for any position on the executive. He also clarified that any one could volunteer their own nomination for any position that they would like to run for. This was the results from the first round of nominations:

- For the position of **President**: Art Brumpton – who accepted the nomination
- For the position of **Vice President**: Joe Morris – who accepted the nomination
- For the position of **Secretary**: Randy MacKinnon – who accepted the nomination
- For the position of **Treasurer**: Keith Biddlecombe – who accepted the nomination
- For the position of **Membership**: JOHN Paonessa – who accepted the nomination
- For the position of **Director & Sergeant of Arms**: Tom Whiffin—who accepted the nomination
- For the position of **Director**: Drew de Haan – who accepted the nomination
- For the position of **Director**: Pete Graw – who accepted the nomination

Ron Latham thanked all of those who accepted their nominations. Ron also encouraged all members who would like to get involved to do so. If you are interested in any position at all you can volunteer your self as a nomination or speak to any current executive member about your interests. They will be happy to assist you. The executive has a lot of fun and it is a great way to get more involved and be a part of future growth and activities of our great club. **So Thank to Ron and Jim** for your support with this very important job of Nominations Committee!!!

Please note that the floor will be open for additional nominations at the next meeting prior to the formal election so there is still time for you to get involved.

After the nominations were closed for this round, we were surprised to find that Bill Townsend rose to address the membership. He wanted to run for something but the process was closed for the evening. So he volunteered his nomination as “Director of the Coffee Committee” on one condition. Because he is such a “sensitive guy” and can not handle reject very well, he insisted on a unanimous vote in his favor, or the deal was off!!

Needless to say, there were no opposing nominations and so it was a “**landslide victory**” for **Bill**. **Thank you Bill for coming through for us all**. It seems to always be the very committed members who are there to do more than their share to benefit the rest. Bill is definitely one of those guys!! Way to go Bill!!

Motion to adjourn at 9:30 by Joe Morris, seconded by Pete Graw

Buy & Sell:

- For Sale:** 1937 Ford, 2 door, Slantback, all steel, no rust anywhere, mint condition, flathead V8, Aircared, mint interior, modified collector plated, juice brakes, needs nothing. High 20’s. Phone Alec @ 604-533-9520.
- For Sale:** 2007 BMW 521, 4 dr., 10,000 miles, white/tan interior, full warranty, full deluxe pkg. \$37,500 obo. Call Denny Bromley @ 604-922-0280.
- For Sale:** Hot Rod Wheels - Vintiques, 2 - Smoothies 15x7, 3 ½ backspace, never driven on, painted. Vintiques, 2 - solids 15x7, 4 ¼ backspace, never driven on, powder coated. A real good deal \$65 each. Call Frank Leigh @ 250-338-6134 Van. Is.
- For Sale:** 5 L Mustang 302 motor, comp. rebuilt. \$1300 obo. Call Neil @ 604-576-6750 or 604-323-3162.
- Free :** 2 Pro-Trac N50 – 15” tires from the '70's with plenty of tread left. Just give a donation of your choice to the Valley Therapeutic Equestrian Association through BCHRA. Call 604-594-6800. We can bring them to a meeting or you can come by the shop to pick them up.

Riders Grateful to Car Lovers

Kimberly Bloom took a few moments to admire a stable of shiny old cars that were pulling into the farm yard. But, in all honesty, the 26-year-old Abbotsford woman was more interested in checking out another form of horsepower.

Bloom is one of about 60 regular riders at Valley Therapeutic Equestrian Association (**VTEA**), who came out for the organization's recent open house. And she wanted nothing more than to visit her faithful mount Silky, a Standard bred mare that she rides every Thursday.

While riders like Bloom, and their families came armed with food for a potluck style feast in the riding arena, dozens of other guests came to the open house with their old cars and a cheque for \$10,500.

The car enthusiasts were there on behalf of the B.C. Hot Rod Association, to make a rather large donation to **the VTEA**.

The car club's fundraising efforts began eight years ago, with a Christmas auction that generated \$400 and a truckload of non-perishables for the Langley and Surrey food banks.

This year, BCHRA's money came from two big club fundraisers: one being a Halloween dance, and the other being a much larger form of that same auction held in early December, explained club president Art Brumpton.

This year's auction garnered \$9,100.

So why does the money **go** to VTEA?

"It's for the kids," said club director Drew de Haan.

"The club decided in their collective wisdom," chirped Brumpton, who wasn't around when the original decision was made and look to Harold Wellenbrink of Cloverdale for a more detailed answer.

Actually, Wellenbrink explained, it was his daughter's fault.

The club had decided to host a fundraising auction, but the members were divided about where to give the proceeds.

Since Wellenbrink's daughter was involved in competitive equestrian riding at the time, she was aware of a struggling organization that used horses as a form of physical and emotional therapy for people living with disabilities.

Once the car club learned more about the **contribution** VTEA was making to the lives of people in the Lower Mainland - especially children and young adults - there was no steering them off that **course**.

While VTEA has now long been the charity of choice for the members of the BCHRA, it is also one of the local non-profit organizations that receives funding from the Langley Good Times Cruise-In.

Since this year's September car show in downtown Langley City was such a tremendous success, members of the volunteer-driven organization generated \$126,000 for charities, including **a** chunk for VTEA.

Directors from Cruise-In **were** also out to VTEA's Aldergrove riding centre recently to present the charity with another cheque, this one for \$15,000. This year's contributions, as well as the ongoing support of the car lovers is sincerely **appreciated**, said VTEA treasurer Paul Paterson.

"We're always thankful," said Paterson, noting the money goes to operating expenses that range from \$230,000 to \$270,000 a year.

A portion of the VTEA's annual budget comes from B.C. gaming, and the rest through fundraising initiatives and donations such as these, **Paterson** explained. VTEA currently has 57 riders in their weekly programs, and more than 80 on the wait list. There are 11 horses in the stables on 256th Street, just south of Fraser Highway, and the programs are run by a team of more than 50 volunteers.

Kimberly Bloom and Silky are among those at VTEA grateful for two large donations that arrived during the **holiday** season. She and VTEA barn worker Danae Ellis expressed their appreciation first hand to B.C. Hot Rod Association director Drew de Haan, of South Langley and his 1947 black Ford, as well John Paonessa and his 1934 red Ford pickup, for their club's ongoing support.



Photo and story provided courtesy of Roxanne Hooper of the Langley Advance

My Life in Hotrodding

I was born and raised in Penticton and it was there that I acquired my love of two hobbies.....cars and aviation. That was the year that Ford introduced their optional fender skirts for \$12 a pair, and formed the Mercury division...guess they knew there was a new kid on the block!..LOL. Some of us would borrow our dad's car and drag race on the main street...that was until my dad asked why his gear shift lever had a bend in it....., too many slap shifts will do that. In late 1954 we moved to Prince George where my car interest took off. A bunch of us started the Blacktoppers Car Club, which is still in existence today, and were under the umbrella of the BCHRA once it got under way. As well as hot rodding, I got involved with the PGARA and after building our new paved track, drove super modifieds for a period of time, then after a particular serious crash and burn, took on the job of announcer at the races. Then it was back to Penticton to open a flight training school and it was there that I taught many people to fly. After that, I hired on with a silver mining company in the North West Territories and flew their DC-3, hauling silver ore from the mine to Hay River and various other points in our north country. It was there that I had the opportunity to see the "midnight sun" and the great caribou migration, as well as landing on unimproved gravel runways that always seemed far too short! Cars were never far from my mind, always having something a little different to drive and after leaving the north, entered Air Traffic Control School in Ottawa, being posted from there right back to Prince George.

In 1974 a buddy phoned me and said, "hey, let's race the Baja 500". Sounded good to me so we began building a class 5 Baja Bug according to the SCORE rule book and loaded it on a trailer, along with a desert pre run buggy behind another motorhome and set off for Ensenada Mexico. Our race cars were street legal there, or they just chose to ignore them, and evening found the bars lined outside with cars of all classes. We did not place in the 500, but we did finish, which was primarily what we set out to do knowing we could not compete with the likes of Mickey Thompson and other well known, and well heeled desert racers. Back in Prince George, we formed a little known car club called The Caribou Kustoms, but if I recall, it did not last too long. From there, I transferred to the control tower at Vancouver International Airport where I worked until my retirement 11 years ago. I rejoined the BCHRA and have enjoyed the people and the car atmosphere here in the lower mainland ever since, even getting involved with Corvettes for a period of time. My cars have ranged from a 32 Ford sedan, a chopped 40 Ford coupe, one that I bought in Oliver, B.C. in 1955 for \$325!, a 442 Olds, a 58 Ford convert with an Olds v-8 and J2 power, various Corvettes, and many more that have slipped my mind. These of course included a number of Mercs, my favorite over all the years, and the one I own now I have had for 25 years. In addition to this, I was BC rep. for Customs Northwest, and was lucky enough to be invited to participate in the World Fair Auto Show, Expo 86. My wife and I still enjoy the show and shines and go to many events around the country, including attending Hot August Nites in Reno a half dozen times. That about brings me up to the present and in closing I would like to wish all of you the best of the Season, and a Happy and Healthy New Year!!

Barry Watson

Two (Manitoba Farmers) were looking at a Sears catalog and admiring the models. One says to the other, 'Have you seen the beautiful girls in this catalog?'

The second one replies, 'Yes, they are very beautiful. And look at the price!'

The first one says, with wide eyes, 'Wow, they aren't very expensive. At this price, I'm buying one.'

The second (Man. Farmer) smiles and pats him on the back. 'Good idea! Order one and if she's as beautiful as she is in the catalog, I will get one too.'

Three weeks later, the youngest (Man. Farmer) asks his friend, 'Did you ever receive the girl you ordered from the Sears catalog?'

The second (Manitoba.Farmer) replies..... 'No, but it shouldn't be long now. I got her clothes yesterday!'



Glitter Man makes old cars shine

Bruce Bensmiller specializes in polishing aluminum and stainless steel car components

Almost exactly 52 years ago, then 17 years old Vancouver born Bruce Bensmiller was trying to raise \$25 to buy a worn-out 1940 Dodge sedan. When he couldn't scrape the cash together, his father suggested he make a trade. Bensmiller offered the car owner a record player and the deal was sealed.

That transaction set the course for Bensmiller to restore the 1940 Dodge and many other cars over the years. And it also set in motion Bensmiller's ongoing contribution to the car restoration hobby. Bensmiller is the Glitter Man.

You see it right away when you lift the hood of his 1948 Chevrolet street rod. This isn't the original "Blue Flame" six-cylinder engine residing there. Power comes from a high performance 383 cubic inch Chevrolet V8 motor that just drips with chrome and polished aluminum. The customized engine compartment reflects Bensmillers passion for straightening and polishing aluminum and stainless steel automotive components.

Modern vehicles don't use stainless steel the way it adorned the cars of the 50's and beyond. For example, Bensmiller's 50 year old Chevy was delivered new with stainless steel grille bars, stone guard on the rear fenders and rocker panel moldings along the lower edge of the car.

Typically, stainless steel trim on a car this old is banged up, creased and possibly twisted. Bensmiller painstakingly straightens all the pieces. Then he gets to work picking and filing the dents and creases. What follows is smoothing the surfaces with a grinder and varying grades of sandpaper before final polishing with a buffing wheel.

Many of the pieces Bensmiller works on for classic car and streetrod enthusiasts are difficult to replace or impossible to find. This includes side mouldings, grille pieces, interior mouldings and wheel discs that have been damaged when errand drivers have hit curbs. The results of his work are stunning: Stainless steel that glitters and shines and looks brand new.

Bensmiller turned his hobby of straightening and polishing metal into a home business a number of years ago. His expertise is known far and wide, resulting in custom work coming to him from as far away as the southern US.

Stainless Steel is defined as an iron carbon alloy with more than 10 per cent chromium content. As the name implies, it doesn't stain, corrode or rust as easily as ordinary steel. In short, it ages well. And Bruce Bensmiller knows how to make it look like new-an artistry that started with the restoration of the 1940 Dodge years ago.

Back then, Bensmiller had a weekend job in a body shop learned how to work with metal. He applied that to the restoration of his first car with a lot of help from his father who was head mechanic for forest giant MacMillian Bloedel.

When it came to restoration of the stainless steel components of the old car, young Bensmiller applied the same techniques he had learned in the body shop: Hammer out the dents. Then grind and sand the stainless steel until it is smooth. Polishing is the final step to gleaming stainless steel car ornamentation.

He also applies his polishing skills to aluminum to make it shine like chrome - the same as the stainless steel he works on. He has done entire automatic transmission cases, engine heads, intake manifolds, exhaust headers and carburetors.

The polishing under the hood of his vintage Chevy is a moving billboard for his work.

This was in the Vancouver Sun dated October 24, 2008 written by Alyn Edwards



