

Peachland World of Wheels... Bob Kelly

Sunday May 19th 11AM-4PM Kinsmen Athletic Park West Kelowna

This show was in Peachland for over 20 years, now having to relocate to a new location in West Kelowna. 150 cars showcased their shiny stuff on the grass. There was a good cross section of vehicles consisting of all years, makes and models including outdoor adventure and electric. There were food trucks, vendors, fun zone, beer garden and live music. Unfortunately, mid- day there was a shower in the area.



ERIC FRITSCH PHOTOGRAPHY



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Peachland Down Town Show May 19th

This is a new show in well-respected location.

Great selection of vehicle 225, along the beautiful Lake with shops and restaurant's just steps away. A great show, cars from all over even the US. (Blues Brothers)





OK Falls Legion Cruise In... Bob Kelly

Mid-May ---Mid Sept Wednesdays from 4:00—7:00, 40—80 cars





The Legion has a great burger special, refreshments and lot of social opportunity. Come enjoy.

Peach City Beach Cruise Weekend Events

Pre-Event Thursday evening 5—8

A small street event with musical entertainment a duo with some great old songs.

Cars by SOK VCCC





Friday Skaha Beach to Okanagan Lake Beach Cruise.

Staging Area at Skaha
#1,2,&3





CRUISE

The collector cars travelled via Skaha, Main Street respecting the law and traffic lights. Hundreds of excited, cheering supporters, lined both sides of the street. It was an Awesome site.



UNITED WE STAND

Peach City Beach Cruise

Car Show Saturday...Bob Kelly

Castanet Link <https://youtu.be/gmV17vJ7Wz0>

Lackawanna and Rotary Park were filled to capacity,

775 vehicles and thousands of enthusiastic spectators filled the Lakeshore Street, to look in awe at the cars, pickups, special Trucks, Motorcycles and more, a spectacular selection.

For me Everyone one is a winner, these were the top two chosen.

Best in Show

#1 49 Merc 2 Dr Coupe



#2 66GMC PU



Gyro Park was home to the Pancake breakfast, food vendors all day, and a beer garden.

Live entertainment, singers, throughout the day into the evening.

Of course, the beach is just feet away from your sweet ride staged in the show, so a cool down in the water is do-able. It was a no rain warm day with clouds keeping the direct sun affect moderate.

It was an ideal car show day.

Trophy winners





Much more coming in the Fall Report



General



MUCH MORE in Next edition.

Seniors Villages Cruise In Tour Friday June 7.24 & June 14.24

Summerland to Penticton to Oliver 10 complexes over the two days, with 15-minute stops at each.

It was perfect sunshine both days when a group of dedicated, compassionate, caring and giving car enthusiasts joined together to spread a little happiness throughout the retirement village community. Yes, it really did work, there were so many smiles, waves and even time for questions about the cars, what engine, what year, lots of interest and lots of energy in the group. Even ladies with poodle skirts.

Okay so you think we had props to encourage the crowd, a lot of awesome, mint rides even a Dodge farm truck. Overall, 23 vehicles participated a great turnout, for those of you that participated, a HUGE THANK YOU FROM THE SENIORS and we the Organizers. Comment for village Mgr. I extend my thanks and gratitude to your group for the wonderful show you put on for us on Friday! Myself and the Residents all enjoyed the awesome display of classic vehicles. They are still talking about it today...

Photos to capture all the vehicles involved, was hard to capture all at each location.



Village by the Station





Sun Village Penticton





Sunnybank Oliver



Summerland Seniors Village



DR Andrews Summerland

Same cars from Summerland Seniors attended



Trinity Penticton



Trinity



Westview Penticton next to Hospital





Haven Hill Penticton





Hamlets



Regency Penticton

Note 100-year climbs into the back of the Model A



SPECIAL THANKS TO ALL

TECH CORNER

If you have tech tips to share, please e mail them to Bob at bobsuek@shaw.ca

Compliments of Studebaker Drivers Club Vancouver Island



Tech Tip - V Belts



More Helpful Hints and Hacks

By Jim and Karen McKeever
SJVC/SDC

Decoding the numbers on a V-belt:

Many v-belts have five digits printed on them, for instance, 41515.

The first two digits are the length of the belt in inches. The third digit is either a 5 or a 0, 5 meaning $\frac{1}{2}$ inch, 0 meaning no fraction. This example is 41, and $\frac{1}{2}$ inch. The last two digits refer to the width of the fan belt. It will either be a 13, 15, or 17, with 13 being narrow (the only time I've ever seen a 13 is on a smog pump). V-belts with 15 as the last two digits are the most common on cars and trucks, with 17 being the widest, usually found on cars from the 1940s and older.

The width digits don't coordinate in inches, websites say they are in millimeters. I measured one of my 15 belts, and it measured 11 millimeters. However, the outside width of the channel on my pulleys did measure 15 millimeters.

Different manufacturers may put the width first and the length last, so it might read 15415. They may also have their own codes for the width, such as A, B, and C or 5, 7, and 9. There are various charts on-line with belt width specs and codes.

Figuring the length of a V-belt:

When your old belt wears out and the numbers are so worn you can't read them, you can just take it to the auto parts store and they match it up, either by eye or by spec sheet. Remember when they used to stretch the old one around one of those length-finder measuring tools? They are considered vintage now! But what if your belt shredded and ended up in pieces all over the road, or your fabulous barn find doesn't have any, or you added an air conditioner and now have an extra pulley to wrap around?

There is a fancy formula for figuring out the length that looks like it came out of a high school algebra book you can find online – OR – you could use the string method. Using a nylon cord or 12-gauge wire (something that doesn't stretch) wrap it around the pulleys, overlapping the ends and drawing a line across both, then measure between the lines. Do this two times, one with the alternator/generator adjustment set to the minimum and one with the adjustment set to the maximum. An approximate average between the two lengths will allow for the height of the belt you don't get when measuring in the V groove, as well as give you enough room for tightening the tension.

To tighten your v-belt you could use the finger deflection test by pulling it tight and then pressing your finger against the belt until it stops deflecting, which should be about half an inch, and when your fingernail turns white. The Kriket belt tension gauge is a cool tool for less than \$30 on Amazon and at auto parts stores that helps you accurately set the proper tension for your belt.

Did you accidentally get antifreeze on your v-belt and now it constantly squeaks? You could try rinsing the belt with water, brake cleaner, or purple degreaser, but those are usually temporary fixes, and the squeak returns because the antifreeze has absorbed into the belt. Some people claim to have success with cleaning their belt in Dawn dish soap; I haven't tried that yet for a long-term fix. It might be better, and cheaper in the long run, to just replace the belt.

(Information in these tech tips is based on the writer's own research, experiences, and viewpoints. The information, and links to other websites, is to be viewed and/or used at your own risk. The writer makes no guarantees regarding the outcome of the use of the material, products, or resources in this article and is not responsible for any loss or damage incurred. Adjustments or modifications may be needed for your specific vehicle. Remember to use all standard safety equipment and precautions.)





Lithium-Ion Batteries

Submitted by Pete Yuen



- First, if you allow a lithium-ion battery to completely discharge, battery is damaged and shortens its lifespan.
- Second, if you regularly recharge a lithium-ion battery when it is only partially discharged, you will actually prolong its life. 50 percent charge is recommended for storage.
- The reason for this is that every time you discharge and recharge a battery, there is some degradation of the materials inside the battery.

By keeping your lithium-ion batteries charged, you can minimize this degradation and extend the life of your batteries. If you have any devices that use lithium-ion batteries, make sure to keep them charged! It will prolong the life of your batteries and save you money in the long run.

Is It Better to Store Lithium Batteries Charged or Uncharged?

Lithium batteries are one of the most popular types of batteries on the market today, thanks to their high energy density and long lifespan. But like all batteries, they need to be properly cared for in order to maximize their performance. So, is it better to store lithium batteries charged or uncharged?

The answer may surprise you: it's actually best to store lithium batteries half-charged. That's because fully charging them can cause them to degrade faster, while complete discharge can also lead to problems. Here's a closer look at why half-charging is the ideal storage method for lithium batteries:

When a battery is fully charged, the electrolyte inside is under more stress and can break down over time. This degrades the battery's performance and capacity. On the other hand, when a battery is only partially charged, the electrolyte has less stress and lasts longer.

Fully discharging a lithium battery can also be problematic because it can lead to what's known as "deep discharge cycling." This happens when the battery repeatedly goes from being fully charged to being completely discharged and back again. Deep discharge cycling accelerates degradation and reduces capacity.

So there you have it: if you want your lithium-ion batteries to last as long as possible, store them at a 50% charge. Batteries are expensive. Take care of them.

*Note: If the appliance stops operating during use due to battery discharge, **do not attempt to try to get any more energy from the battery. It is time to re-charge the battery.***

[Power Story](#)

B.C. electrical grid inadequate as province ends use of natural gas for power: report

By Cosmin Dzsurdzsa -January 15, 2024

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A recent report from a North American electricity watchdog has raised concerns about the reliability of B.C.'s power supply and grid, especially in extreme weather scenarios.

The report was released following widespread blackouts that affected tens of thousands of residents in October.

The report, which identified B.C. as an at-risk area for the first time, warned that the province could face power shortages by 2026 due to rising demand and the NDP government's decision to end the use of natural gas for power generation.

The report coincided with the rejection of a \$327 million project by FortisBC to expand natural gas infrastructure in the Okanagan region, where the utility company predicted natural gas shortfalls as early as 2026/27.

The BC Utilities Commission dismissed FortisBC's projections, citing the CleanBC climate plan, which aims to phase out natural gas heating in new homes by 2030.

The CleanBC plan also sets a target of 100% zero-emission vehicle sales by 2035, which would increase the electricity demand. However, former environment minister Barry Penner, who now works with Resource Works, said the province should not take its electricity supply for granted.

"That should be a wakeup call, and should shake us out of our complacency that we have enough electricity to meet all of our potential desires, whether it's electrification of vehicles, industry or home heating," said Penner.

Penner said heat pumps, which are expected to replace natural gas heating, are not reliable in very cold temperatures and would require backup heating systems that use electricity.

He said this could strain the grid and increase greenhouse gas emissions if more natural-gas-fired generation is needed to meet the demand.

"You're facing it in the Okanagan. You are exhibit A of the impact of new government policy, restricting energy options," said Penner.

Critics urged the provincial government to reconsider its policies and support the expansion of natural gas infrastructure, which Penner said would provide more affordable and reliable heating for consumers and businesses.

SHOULD BE A WAKE-UP CALL'

[Colin Dacre](#) - Jan 12, 2024 / 4:00 am



Photo: Colin Dacre

Alarm bells are ringing about B.C.'s electricity supply and grid reliability at the same time that the province is slowly choking off access to natural gas heating.

B.C.'s electrical supply is "at risk of shortfall" in extreme conditions, such as a deep freeze, according to a recent [report](#) from the North American Electric Reliability Corporation.

The annual report, which did not recognize B.C. as an at-risk area in its previous edition, notes "unserved energy risks increase in 2026 as forecasted demand increases and natural-gas-fired generation retires."

"That should be a wakeup call, and should shake us out of our complacency that we have enough electricity to meet all of our potential desires, whether it's electrification of vehicles, industry or home heating," said Barry Penner, a former B.C. cabinet minister now with Resource Works, a nonprofit that advocates for responsible resource development.

The December 2023 report came in the same month the BC Utilities Commission [rejected a \\$327 million proposal](#) from FortisBC for an expansion of natural gas infrastructure in the rapidly-growing Okanagan, primarily through the construction of a new pipeline between Chute Lake and Penticton.

FortisBC's warnings of natural gas shortfalls in the region as early as 2026/27 were [dismissed by the BCUC](#), which said natural gas demand may actually decrease as a result of the CleanBC climate plan, which includes a ban on natural gas space and water heating in new homes by 2030.

"You're facing it in the Okanagan. You are exhibit A of the impact of new government policy, restricting your energy options," said Penner.

New homes will be constructed with heat pumps, which have minimum outdoor operating temperatures of roughly -20 C, backed up options like electrical baseboard heat. At the same time, B.C. is aiming to have all new vehicles sold in 2035 be fully-electric, sending demand for power soaring even higher.

IMPORTING ELECTRICITY

BC Hydro was forced in 2023 to import 20% of the electricity it served, a situation exacerbated the recent drought's impact on hydroelectric stations.

"While imports are higher than average years due to managing through drought conditions, 80% of the power generated is still coming from hydroelectric facilities across the province," said BC Hydro spokesperson Kevin Aquino.

BC Hydro did not answer questions about how much last year's shortfall can be attributed to drought, or if power supply will recover if it rains.

Last year's shortfall is twice the expected output of the under-construction Site C dam outside Fort. St. John.

"If you pull up to a BC Hydro charging station for your car... it says 'powered by water' Well, 2023, not so much," said Penner, explaining that about 60% of power imported into B.C. was generated using fossil fuels.

"So, we've been importing fossil fuel power, mostly from natural gas generation, into British Columbia. But now on the other hand, we're saying... you can't use natural gas anymore for home heating."

In its [application](#) for the Okanagan upgrades, FortisBC said if the project was not approved West Kelowna, Lumby and Lavington would be the first to lose natural gas supply during extreme cold.

While they rejected the project, the BCUC acknowledged the possibility of a natural gas shortage in the region by 2026/7 during peak demand and ordered FortisBC to come up with alternate solutions.

"The BCUC, I mean, they're supposed to be an independent body. But they do take direction from the government," said Kelowna West BC United MLA Ben Stewart.

"CleanBC is the plan that the government has, but based on everything I'm hearing from the government, they're putting so much weight on that, they're not making thoughtful decisions," he continued.

"And that's just not the way you can run government. You can't always make these perfect decisions."

Stewart says he is raising the issue with energy minister Jodie Osborne, noting BC Hydro has also been dragging its feet on investing in a [second power transmission line](#) for the Westside of Okanagan Lake. The region is the most populous in the province served by one power line, which has been threatened by wildfires multiples times.

"We're putting off things and we're going to run out, or we're going to have brownouts or other things like that — we're going to have energy issues," Stewart said.

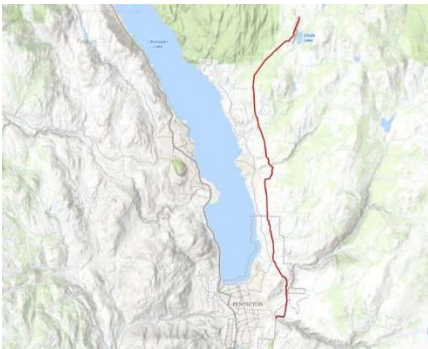


Photo: FortisBC

Rejected FortisBC natural gas pipeline between Chute Lake and Penticton.

Construction of the Site C project was announced in 2010 and is expected to be fully online by 2025. With that mega project only denting last year's energy shortfall, the energy landscape in B.C. has been turned upside down in the lifespan of one construction project.

In 2017 when the BC NDP came to power and nearly killed the project, the [BC Utilities Commission said the province may not need the electricity](#) from Site C and that demand would not likely grow as much as BC Hydro forecast—a prediction that missed the mark wildly.

The 10,000 gigawatt hours of electricity BC Hydro imported last year cost the utility about \$450 million.

"We're exporting dollars to purchase electricity to bring back into B.C., instead of using made-in-B.C. resources like natural gas," Penner added.

FortisBC, which also supplies electricity to a large part of the Southern Interior, generates about 40% of its own power and purchases the remainder from BC Hydro and the open market. The private utility pointed to the increased costs of buying electricity as a "significant driver" as the reason for a 6.74% rate increase.

"The cost of electricity has risen in recent years with the phasing out of coal plants, lower hydroelectricity generation and greater than anticipated demand for electricity with population growth in the region and increasing electrification of parts of the economy," FortisBC said in its [rate-hike announcement](#).

It all results in a big need for new power-generating projects if B.C. wants to hit its climate targets.

CALL FOR POWER

BC Hydro will be issuing a competitive 'call for power' in spring 2024, likely the first of many, seeking projects that can come online as early as 2028.

Whereas much of the independent power projects built under previous power calls were largely run-of-river, under the next power call, the new power projects that get approved will "probably a mix of some wind and solar," said Al Leonard, BC Hydro's executive vice-president for capital infrastructure, at a Vancouver energy forum in November 2023.

BC Hydro won't pre-judge what independent power producers put forward.

"We are open to any technology," said Maureen Daschuk, executive vice-president of Integrated Planning for BC Hydro. "So, we're not saying this is a call for wind or this is a call for solar."

She did add, however, that B. C.'s large hydroelectric dams are natural complements to intermittent wind and solar.

BC Hydro has changed its load forecast in anticipation of new industrial customers, including new LNG plants and new mines, and population growth.

"We said the demand for electricity is higher than we thought it was going to be when we developed that first plan," Daschuk explained. "And the supply of electricity – especially from the biomass – was less than we thought it was going to be."

BC Hydro is also receiving expressions of interest from sizeable customers, including proposed green hydrogen projects, which would require huge amounts of power.

with files from Nelson Bennett, Business in Vancouver

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UNITED WE STAND

Ethanol Stories

You may get Hagerty articles, but in case not, here is a link to an article that came from Hagerty Media:

https://www.hagerty.com/media/maintenance-and-tech/5-things-that-make-living-with-a-carburetor-easier/?utm_source=SFMC&utm_medium=email&utm_content=MED_UN_NA_EML_UN_UN_WeekendRoadTrip&hashed_email=dc70537fd71ec9f4b1fd6e0a784fb3a0dc0b37c67be3d515571cf1d57b0a21e4&dtm_em=dc70537fd71ec9f4b1fd6e0a784fb3a0dc0b37c67be3d515571cf1d57b0a21e4

The section on ethanol reads as follows:

"Although ethanol-blended fuel does have big power potential, it is also the root of more than a few headaches for those of us with a vintage bent. Gasoline will evaporate at the temperatures most of us like to cruise in, and that means the gasoline disappears and leaves the residue of the ethanol behind. It clogs the multitude of precision passages that make a carburetor function. Most carb tuning and advice is rooted in pre-ethanol times, so even using jetting and setup advice can be tough, as ethanol fuel behaves differently compared to "pure" gasoline."

Jennifer

One expert indicated when storing a vehicle with ethanol fuel, the system should be drained including the tank.

The Best Ethanol Fuel Treatments...place cursor over jump to review

October 2, 2023

[Jump to Review](#)

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SVABC

ALERT

DID YOU KNOW

Ethanol can destroy your cars fuel system

- it absorbs water
- it breaks down rubber and aluminum
- it acts as a solvent plugging fuel filters
- it starts to separate in 10-14 days

Join us in voicing your concerns!

Go to www.sva.bc/latestnews
Download our sample letter and send it to the Minister.
While there sign up and become a member and join us to preserve our hobby.

- [Does Sea Foam Stabilize Ethanol Fuel](#)
- [Conclusion](#)

**Ethanol Free Premium Fuel available at Penticton,
Gen 7 on Green Mountain Rd & Channel Park.**



In the big picture we need political support

From your SVABC Team

HAVE A GREAT CAR SEASON

Lots of spectacular shows and Cruise In's.