



The Kamshaft January 2019

VCCC – Kamloops Chapter Newsletter Box 239 Kamloops, BC V2C 5K6

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----- Next Issue Deadline for Classifieds & News– February 5th -----

----- March Issue Deadline for Classifieds & News– March 15th -----

Vol. 48 No 1



Do you know what year this picture was taken ???

Calendar of Events

* *Kamloops Chapter Events*

- *Jan 23rd General Meeting
- *Feb 5th ***Kamshaft Cutoff [Earlier than normal]***
- *Feb 13th Executive Meeting 7:30 pm
- *Feb 27th General Meeting Hal Rogers Ctr 7:30 pm
- *Apr 21st 49th Easter Sunday & Parade
- May 17-19th 61st VCCC May Tour Nelson BC.
- July 12th Collector Car Appreciation Day



Editor's Remarks

Hi Folks, Here we are into a New Year and yes I would like to remind you that through out the year your Editor sure could use items like old time photos, personal stories, articles on or museums that you may visit. Other words just about anything our newsletter.



OLDSMOBILE

It brought a tear to my eye and sadness flowed over me when General Motors recently announced that the 2001 model year would be the last for the Oldsmobile Division. GM has been in the car business for a lot of years, and the Oldsmobile has been for many of those years the vehicle that GM chose to introduce the newest developments in automotive technology. Olds for decades was GM's "test car;" the first to apply the newest technical innovations.

The man behind the car was Ransom Eli Olds born 1864, the last year of the American Civil War, died 1950. He lived long enough to see jet powered fighters slug it out over Korea and his name-sake Oldsmobile become an important part of our American heritage.

Oldsmobile gained the public's attention and its sporty-reliable reputation early. A hundred years ago in 1901, 21 year-old Roy Chapin made headlines when he drove a curved dash Olds from Detroit to New York for the Auto Show in 7.5 days. The first car to cross the continent was a Winton, in 1903 making the trip in 64 days. Following closely behind, was a little curved dash Olds that made the trip in 73 days. In 1902, two curved dash Olds made the East to West trip from New York to Portland, Oregon, 3,890 miles in just 44 days, averaging about 11 miles an hour. Gus Edwards' popular turn of the century tune, "In My Merry Oldsmobile" contained a very provocative line: "You can go as far as you like with me in our merry Oldsmobile."

The curved dash Olds was the first mass produced automobile with sales of more than 6,500 sold in 1905. It was also the first "compact" car. It was under 98 inches long, weighed 700 pounds, and had a 95 cid, 4.5 hp engine mounted under the seat. Olds priced the car at \$650; the price remained the same for the seven years it was sold.

By the 30's, Oldsmobile held a secure position in the GM line up as mid price car; it aimed at a place between Cadillac/Buick customers and Chevrolet/ Pontiac Customers. The first of the new design post WWII GM cars were the 48 Cadillac and Oldsmobile. In 49, Oldsmobile introduced a 303 cid overhead valve, light weight V-8 engine. The Oldsmobile Rocket produced 135 hp with a compression ratio of 7.25:1. This and its sister Cadillac 331 cid V-8 started the performance craze that would evolve these engines to power outputs of more than 300 HP by the end of My familiarity with Oldsmobile goes back more than 50 years. Like many of my generation,

I fix points in time, memories both good and bad with the cars. Cars become markers in our lives, a connection in shadows of our minds around which we can gather together and order our recollections of the pastJ



I remember the pride and richness I felt when my dad bought a new 1949 Olds 88 Convertible; we had the neatest car on the block. It was maroon, the deep redness of a polished apple with a white canvas top. A color so unique, I have never seen it reproduced on a car since. It had fender skirts with chrome rockets on them that covered the rear wheels. It seemed so very long, streamlined, and solid.

I can still smell the leather seats; I remember running the battery down by playing the radio and making the power windows, top, and antenna go up and down, while waiting for mom and dad outside the A&P. I can still hear the scolding that 6 year got, and my dad never did leave the keys in the car anymore.

What a car, all of the technology developed over a half a decade of war applied to this one machine: a four speed automatic transmission, from Sherman tanks, electro-hydraulic windows and top, from a B-29 gun turret, a photosensitive automatic headlight dimmer, from a sniper rifle, and the "Wonder-Bar" radio that automatically tuned to the strongest station, from the direction finders used to navigate bombers.

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What was Ransom E. Olds doing in 1949? He was building REO trucks and REO lawn mowers. His power mowers were trimming the carefully manicured lawns of post war suburbia, while his namesake cruised the newly built expressways, and Gus Edwards' 1901 tune was still the Oldsmobile "theme song."

Will the children of the baby-boomers remember

"Merry Oldsmobile" or a rock group called REO Speed Wagon? In the 90's GM changed their advertising to, "It ain't your grandfathers Oldsmobile". Too Bad *(Writer unknow)*



The Kamloops Senior Connector: - As some of you know Dick Parkes has been doing articles on club members for the Kamloops News This week in the *Senior Connector* section of the paper. So before his leaving to get his tan in Hawaii I was told I was on his radar screen for an interview. I said why me? He said as I was a senior, had some grey hair and owned a vintage car so I qualified.

It got me thinking when I was digging up information for him why not do an article for the Kamshaft as I ask others to do it.

So I am going to do **MY STORY**

MY STORY Part 1 by Dave Dickinson

October 1966 the Vancouver Chapter of the Vintage Car Club had a tour to Ashcroft/Cache Creek. A number of the cars making the trip experienced flat tires. Owning the Esso I had the job of repairing these. While I was doing this my wife Noella, belonging to the Cache Creek Recreation Society was over at the community hall serving up *Beef on a Bun* to the rest of those on tour.

Mean time while I was patching the tires George Hoffman, one of the drivers who I had met in Fort St John, when I had the service station up there, kept bugging me for \$10.00 so to shut him up I gave him the \$10.00. He said good, "I was now the newest member of the *Vintage Car Club*" I told him I did not have a car and he said he did not care as all he wanted was my \$10.00. So that is how I got started in the Vintage Car Club 53 years ago.



Spring of 1967 having no car I went searching for a car and found that Fred Sawada had a

1930 2 dr Model A Ford sedan For Sale in Kamloops at his Royalite service Station at the corner



of 6th Ave and Columbia Street. (Now Denny's Restaurant). I had fun with the car over the years however I did not get around to restoring much on it. One year for the Ashcroft Stampede Parade the family dressed up as clowns so we of course had to paint the car to play the part, It was OK, as it was not restored.

At the Esso we had a portable air tank that I filled partly with water and air. Ran a hose from inside the car out under the hood with the nozzle pointing up by the rad cap. During the parade my sons would open the valve and a spray of water would go shooting 10 to 12 feet in the air. They had lot's of fun.

I sold this car to Johnny Corner from Vernon. He wanted the front seats to be upholstered so he took them to Tony's Upholstery Shop in Creston as that is where he grew up. He told Tony that he was not in a hurry. This was the wrong thing to say as Tony died and the new owners did not recognize this pile of lumber as a couple of rare folding bucket seats for a 1930 Model A Ford and threw them out. I also had a liking for Tony's upholstery shop as it was owned by my high school girl friend's father. Judy said she wanted to give me some seat covers for my 1948 Chevy for my birthday. I was not impressed having seat covers put on the seats of my car. Little did I know that she meant to upholster the seats and door panels? While she and her Dad had the seats out of the car I bought a bug sprayer, some brown RIT dye and sprayed the headliner. Looked better than it did before. It was a good thing that the job Judy did was a labour of love as she managed to stitch her finger into the material. You never know what a person will do for the other person when they are in love. *{MY STORY to be continued}*



Don't know if you ever used Royalite oil however if you did you might remember it was "Purple" in colour."



Club Breakfast Sunday January 6th.

Wow!!! What can I say. At the last breakfast in 2018 I asked if we should carry on with having the monthly Sunday Breakfast? The answer was yes. Well it was proven correct as this time as we had a full house with two sitting at the bar.

In future I think I will have to have the cut-off of only 34 people and a time of **12 noon** on the Saturday preceding the Breakfast.

Thanks to all those that came. ☺ *Dave*



Our annual Christmas party was held on Sat. Dec, 1, 2018 at the Rebecca Lodge again and we were served a wonderful home cooked turkey and ham dinner with all the fixings.

We collected donations to the food bank in total of \$265.85. We played a couple of games {*The Quiz you saw last month in the Kamshaft was one of tem*}, sang a couple of carols and enjoyed our stand-in Santa Bruce Bawtree and his helper Janice Gillis as they handed out gifts.

Our raffle box of home-made baking was won by an excited Joan Arcand. Thanks to everyone who helped make it a fun evening - Bruce, Janice, Eileen, Marge and our husbands ☺ *Lila*



**WE NEED
YOUR HELP**

HELP IS NEEDED IN FINDING STORAGE FOR OUR CLUB VEHICLES:

Storage is needed for all 4 of our Club vehicles .

After May 31 we lose our storage at the city yard.

We would like to keep them together if possible. If you can help please contact ; John Bone 250-579-2199 or Craig Beddie 250-579-5340

Bet you didn't know this....

Ford Motor Company sold more than one million Ford Model T's in 1919, and each of those Model Ts used 100 board feet of wood for the parts such as frame, dashboard, steering wheels and wheels.



Because of the amount of wood that had to be used in the cars, Henry Ford decided he wanted to produce his own supply. He enlisted the help of Edward G. Kingsford, a real estate agent in Michigan, to find him a supply of wood. Coincidentally, Kingsford's wife was a cousin of Ford making the partnership a reality

In the early 1920s, Ford acquired large timberland in Iron Mountain, Michigan, and built a sawmill and parts plant in a neighboring area (which became Kingsford, Michigan).



The mill and plants produced sufficient parts for the car but generated waste such as stumps, branches and sawdust. Ford suggested that all wood scraps were to be processed into charcoal.

A University of Oregon chemist, Orin Stafford, had invented a method for making pillow-shaped lumps of fuel from sawdust and mill waste combined with tar and bound together with cornstarch. He called the lumps "charcoal briquettes." Thomas Edison designed the briquette factory next to the sawmill, and Kingsford ran it. It was a model of efficiency, producing 610 lb (280 kg) of briquettes for every ton of scrap wood. .

The product was sold only through Ford dealerships. Ford then named the new business Ford Charcoal and changed the name of the charcoal blocks to "briquets". At the beginning, the charcoal was sold to meat and fish smokehouses, but supply exceeded demand.

By the mid-1930s, Ford was marketing "Picnic Kits" containing charcoal and portable grills directly from Ford dealerships, capitalizing on the link between motoring and outdoor adventure that his own Vagabond travels popularized. "Enjoy a modern picnic," the package suggested. "Sizzling broiled meats, steaming coffee, toasted sandwiches." It wasn't until after World War II that backyard barbecuing took off, thanks to suburban migration, the invention of the Weber grill and the marketing efforts. An investment group bought Ford Charcoal in 1951 and renamed it to Kingsford Charcoal in honor of Edward G. Kingsford (and the factory's home-base name) and took over the operations. The plant was later acquired by Clorox in 1973.

How cool is that, huh? The story of Kingsford charcoal isn't merely "an American story," as their website proclaims. It's the bone and sinew of Americana itself, from start to finish.

Funny, too, how sour old Henry always seemed to find a way to make his famous parsimony pay off somehow—and if he couldn't find a way, he'd manufacture one himself. For a grouchy, capitalist Industrialist, he was a damned creative fellow, full of unconventional ideas he wasn't the least bit timid about pursuing.

Henry Ford



Ford, c. 1919

Born	July 30, 1863 Greenfield Township, Michigan, U.S.
Died	April 7, 1947 (aged 83) Fair Lane, Dearborn, Michigan, U.S.

FORD' Sawmill Town of Alberta

Ford's timber operations ceased in the 1950s, but the historic village of Alberta is still thriving. The village structures, the original sawmill and 1,700 acres of Ford-owned woodlands were donated to Michigan Technological University from the Ford Motor Company in 1954, the same year Ford sold off the rest of its Upper Peninsula timber holdings. Michigan Tech recently celebrated the 60th anniversary of the transfer of the property, now known as the Ford Center.



The center and its 5,500-acre research forest provide educational opportunities for students from Michigan Tech's School of Forest Resources and Environmental Science. "Fall Camp" at the Ford Center offers a semester-long immersion experience for juniors studying forestry and ecology. They live at the center and spend time in field-based learning and research in the surrounding forests and wetlands. The facility also offers training for wildland firefighting crews and houses a training camp for Peace Corps volunteers.

The historic Alberta sawmill where Henry Ford's employees once welcomed visitors is now managed by Michigan Tech as a museum and tourist attraction ☺ {This article supplied by Ken Hoshowski}

Mystery Car? (January)

I would like to start a new monthly feature in the Kamshaft each month.

I would like to put a picture of a different car in the newsletter each month.

The vehicle would not be identified, it being up to the reader to find out what it is.

The following month I will put in a short article about the car as well as a picture of a mystery car for the next month. If there is a positive response after few months, it can become a regular feature. *Art Harms* [Send your answers to kamshafteditor@gmail.com]



BEHIND CLOSED (GARAGE) DOORS

By: Dick Parkes 250 573 5740 rparkes@telus.net



Ron and John Buck are getting very close to the finish line with their 1955 Dodge Custom restoration project, many years in the making. As you can see in the photo, almost all of the chrome, lights, etc. have been re-installed and the only things left to do are a wheel alignment and



the installation of the upholstery, which is being done by Gordon's Upholstery in Kelowna. In hindsight, Ron says that he should have junked the car years ago as it had been in a significant accident with many replacement parts from different cars needing modification before the install. However, it's a testament to the skills and perseverance on Ron and John that the result is the preservation of a beautiful car.



When I ran into Bruce Bawtree today at Princess Auto, he told me that he had just bought a "new" vehicle so I went over to see it in John Foley's garage where they are working on it. Bruce's latest acquisition is a 1946 Willys Jeep, in original "barn-find" condition. Bruce and John are in the process of rebuilding the brakes and getting the engine running and if that goes well, Bruce will decide whether to just drive it as-is or do some restoration work. Nice to have another cute little Jeep added to our roster.



I'll probably get some flak for this but, after a tedious six-month process, I have finally received my brand-new engine for our 1958 VW Beetle. Although this is just a stock VW 1600 engine (standard in 1970s VWs) but with dual carbs, it is about double the horsepower of the original 36 horsepower engine that was in the car. Just to recap, I bought this little VW in 1971 for \$200 and it was our only transportation at the time while I was still going to school. Forty-five years later, it's coming back together!



Here's a little quiz.....See if you recognize anyone in this photo! - A few weeks ago I was rooting around in the basement of my late mother's condo and found a boxful of slides which were taken by my father. I pulled out one little container marked "1969" and brought them home and loaded them on my computer. There were several shots of myself and my roommate Mike DeBeck just as we were heading off to Panama in our 1961 VW Bus, which ended up being a 5-month sojourn. This was one tough VW as after we sold it we learned that it had later travelled to New York and back. Ahhhhh, - those were the days.....only 50 years ago!!!! *Dick*



CLASSIFIEDS WANTED



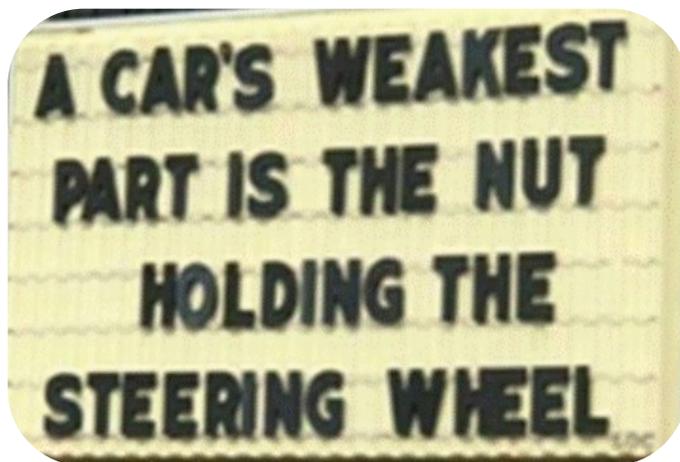
1985 Cadillac Eldorado driver's side window
Virgil Lysgaard 250 374 9690

Seat for 1944 Ford Truck
Denis Jolicoeur 250 374 1301

6" x 16 inch Ford Truck wheels on 5 or 4.75.
Must have 3 Nubs to accommodate dog dish
hub caps.
Terry Davidson 250 579 8510

*Two More Wine drinkers to participate in this
years Limited Edition of wines For more infor-
mation contact* **Dave 236 4425 3111 or**
kamshafteditor@gmail.com

***Tie Rod (tapered) Reamer.** I am always look-
ing for old school tools and machinery I could
use in my shop, **John Bone 250-579-
2199**



CLASSIFIEDS For Sale

1957-58 Chrysler & DeSoto Steering Wheel
\$200. Very Good Condition
4 Tires \$180.00 155-80-R13 \$180. Max US-MA
-1 Less than 3000 miles Fit Ford Falcon
Steve Bell 250 878 0620

***1965-66 Ford Truck** Long Box sides Drivers
side good Passenger side needs work
Terry Davidson 250 579 8510

1941 Chev Dash Clock \$200.00
Bob Gieselman 250 851 6387



A Thought to Remember Until Next Time: -

WHAT WAS THE BEST THING BEFORE SLICED BREAD?