



The Kamshaft

July 2023

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

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National Website: www.vccc.com

----- Next Issue Deadline for Classifieds & News August 11th -----

----- September Issue Deadline for Classifieds & News September 15th- -----

Vol. 51 No. 7



BRIDESVILLE Photo taken on the Back Road Tour by Sue Wilson

Calendar of Events

*Kamloops Chapter Events

Thursday Nights during July & August are Cruise Nights

Jul 22nd Chrome on The Grass

Jul 23rd Merritt Show & Shine

Aug 9-10th Studebaker "Overland Trail Tour" Coeur d'Alene Idaho (g.f.inch@comcast.com)

Aug 12th Hot Nite in The City (HNITC)

Aug 13th Haney Park Days (Salmon Arm) Show & Shine

Aug 13th KRC Swap Meet 485 Mount Paul Way

EDITOR'S EDITORIAL



I do not have much to say other than I do hope that you manage to take in some of the many summer activities that are being offered by the various car clubs.

Your **Kamshaft** can always use stories, articles & pictures of your summer time activities. Just forward them to kamshafteditor@gmail.com and I will do the rest.

CLUB BBQ July 15th

Article Jim Carroll,

Photos By Debbie Fransen, Ken Hoshowski, Ray Henry

About 30 members and a couple of "soon to be ones" enjoyed a great hamburger and the best strawberry shortcake here today at our place in Knutsford.

Many thanks to the crew who organized and carried out all the work.....John Bone, Lila & John Foley, Steve Bell, Kathy & Herman Kovacs, Heather & Terry Davidson.

The weather was good....a bit of smoke but it wasn't bad. A steady breeze helped.

John Bone and Brian Vye took folks on rides in the old Dodges.

All in all it was a nice afternoon. *Jim*







The Old Spanish Trail Tour by Audrey Bouwmeester

As we planned our trip, much thought was given as to whether we would drive our '54 Studebaker Commander from Kamloops to Santa Fe, NM or trailer it.....driving won out. After all, we drove it across Canada and back last summer!

Our trip started out on May 31st. which was cool and cloudy. We were off to a good start for about 5 miles....then off flew the right rear hubcap. We spent about 15 minutes looking for it but couldn't find it and decided that we would have to do further searching once we got back home, knowing that it would still be there, somewhere. Our journey to Santa Fe was



via secondary roads as much as possible.

The scenery was fantastic. From grain fields in the North, bean fields in Utah to spring wildflowers in the high desert of the Southwest with red rocks and canyons in between.

As we were entering Santa Fe from the freeway, at the first set of lights, our right rear tire went flat. We limped the car off of the main road and Engel changed the tire. Within about 15 minutes we were on our



way to our hotel which was just down the road.

A welcome banquet was held at our hotel on Sunday June 4th for the 18 registrants (just over 30 people). It was a small group, many whom we hadn't met before.

The westward portion of the Old Spanish Trail was in use from 1598 until the mid 1800's to trade woollen goods like blankets & serapes for horses and mules and also to trade slaves to the west.



Monday morning was a scenic drive to Taos, NM. We visited the Taos Pueblo which has been inhabited by native tribes for over 1000 years as is true of many of the Pueblos in the Southwest. There were numerous artisans selling their wares that varied from jewellery, blankets and paintings to fresh breads and pies that had been baked in traditional outdoor ovens.

The mixed berry pie that we tried was scrumptious!



We also visited the Kit Carson Home which is just as it was in the mid 1800's. Kit Carson was a military guide and commanded Fort Garland at one time.

On Tuesday, after stopping at an overlook high above the Rio Grande, which was very impressive and a very deep gorge, we crossed the bridge and continued on to San Luis for a picnic lunch. From there we travelled on to tour Fort Garland Museum and Cultural Centre prior to overnighting in Alamosa, CO.

On Wednesday, enroute to our next destination we stopped at a Jeep collection in the small town of Saguache. Once at our destination of Gunnison, CO we toured the Pioneer Museum which included an extensive car collection that belongs to Andy Mallet. In the afternoon, we travelled the scenic route to Crested Butte about 30 miles away. In winter it is an active ski resort but in June it was busy with tourists enjoying the beauty of the spring season. It is also an old mining town that at one time produced coal and then molybdenum which was the product in Slick 50. Wednesday brought another beautiful day for driving. While driving along the Blue Mesa Reservoir, Colorado's largest, we spotted a small herd of mountain sheep.



At the Cimarron Railroad rest area we regrouped and almost everyone drove their cars up to where an old steam engine sits upon a trestle. The only part of the railway that remains. There is a dam at this site with great walking paths and a bridge over the river down below. At this time of year you could see the dirty water (spring runoff) from Squaw creek flowing into the Cimarron river. We drove through Black Canyon of the Gunnison National Park which had some steep grades as well as beautiful scenery. As with most vintage car tours we saw our share of museums. We visited Richard Fike's Museum of the West. It was well laid out to feel like an old town. Most of the items were collected by Richard Fike who started collecting western memorabilia at the tender age of four. The Museum opened in 1997. Richard Fike is a retired

historical archaeologist and is an expert in historical restoration. After checking into our hotel in Montrose, CO we were off to visit the Ute Indian Museum. The cultural Center connects the past with contemporary Ute life and culture. Exhibits were focused on the Ute people's history which included an informative video of Ute life. That evening a group of 8 of us walked over to a nearby Steakhouse which had great food, wine and the company was great also. Hard to believe that the week is almost over.



Most of our travels were between the elevation of 7,000 to 10,000 feet.

Friday morning gave us a roadblock in the form of a battery issue. The car would not start. After getting a jump start we were on our way. Deciding that we need to buy a new battery, our tour host, Steve, made a few phone calls and lined up a battery for us in Grand Junction, CO.

First stop of the day was at Fort Uncompahgre, a fur trading post constructed in 1828. It was a central hub for fur trade and travel routes

throughout the west. It remained a Fort until September 1844 when most of the occupants were killed by the Ute Indians. It was reconstructed in Delta, CO in 1990.

Another jump start was needed to get us on our way to Grand Junction where we found a new 6V battery waiting for us at Tyler Battery. The young man was impressed by our old car and kindly changed the battery for us. We were on our way again, this time under our own steam. We caught up to our group in Fruita, CO at Munchies Pizza & Deli.

But really, we were there just for the ice cream.



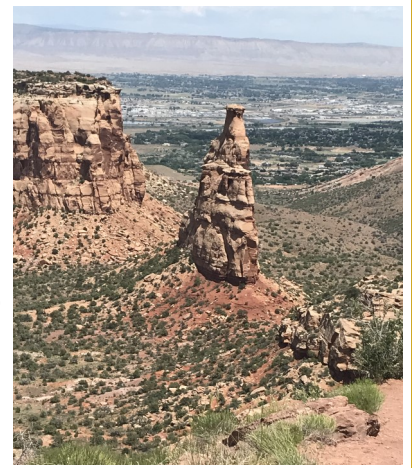
Now isn't that a surprise! Just up the road is the West entrance to Colorado National Monument (National Park). There were bold, big and brilliantly coloured rocks, plateaus and canyons and towering masses of naturally sculpted rock throughout 32 square miles of rugged terrain rising 2000 feet above the Colorado river. It is part of the greater Colorado Plateau which also includes geological wonders like the Grand Canyon, Bryce Canyon, Arches & Canyonlands National Parks. What a breathtaking drive.

Our closing banquet, silent auction and awards were held at the Redlands Community Centre. We were given the longest distance driven to the tour award. It was about 1,700 miles to Santa Fe, NM from Kamloops. Saturday, June 10th, we started our 3 day drive back home on some of the same roads taken as driving to Santa Fe.

The most stressful part of the drive, both ways, was the stretch of Interstate 15 through Salt Lake City, UT and all of its suburbs. Once away from there the drive was more relaxing. All in all, we had a very uneventful drive to and from Santa Fe. Just a couple of little hiccups, nothing that set us back or kept the trip from being very enjoyable.

***Whenever you get the chance to drive your vintage car on tour,
take advantage of the opportunity.***

There is no better way to see the sights! *Audrey*



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1ST ANNUAL

KRC SWAP MEET

AUGUST 13TH 2023



485 MOUNT PAUL WAY, KAMLOOPS, BC

**\$25/
TABLE**



**\$40/
12X30
AREA***

DOORS OPEN AT: 7 AM - 3PM

CAR PARTS ONLY! **\$5.00 ADMISSION** **INDOOR & OUTDOOR VENDOR AREA'S**
KIDS ARE FREE!

SPONSORED BY: HOT NITE IN THE CITY & ROADMEN CAR CLUB

SUNNY DAZE



Vintage Car Club of Canada

MAY 2024 TOUR

REGISTER EARLY

LIMITED to 100 REGISTRATIONS

The North Okanagan Chapter hosting
with the Shuswap Chapter presenting

Sunny Daze in the Okanagan Fri. May 17 to Mon. May 20, 2024

Advance Registration Form

Driver's Name: _____

Passenger Name(s): _____

Note any under 12 yrs . Note Dietary issues or Allergies

Mailing address: _____

Phone: Home _____ Mobile _____ E-mail _____

VCCC Chapter _____

Tour Vehicle info:

Make & model: _____ Year _____ Body style _____

_____ Km tour vehicle will drive to event main venue site:

Vernon Prestige Lodge, 3914 32nd St, Vernon, BC.

Advance Registration Information:

At this date we do not know the final Registration fee. We ask for an advance registration deposit of **\$50.00 per vehicle**. Once the final fee is set you will be contacted and advised of the full Registration Fee and be asked to make up the difference or choose to withdraw your registration. If you wish to withdraw you will be entitled to a full refund of your deposit.

Please make cheque payable to:

VCCC 2024 May Tour



Mail Reg. form and cheque to:

W. Oldenborger

51 Rangeview Rd

Lumby, BC V0E 2G5



Canadian Coasters Tour Part #11 - by Marlene Beddie

August 14/22 Sunday

The hotel rooms were great at the Souris Hotel; it looked pretty new. The rooms were designed differently than any we had seen so far. 2 queens with the bathroom in the middle separating the bedrooms. If the room was shared with another couple, it sort of gave you a bit of privacy. Besides starting the day off with included breakfast at our hotel, the sun was again shining. First on the

agenda for the day was a short drive through Victoria Park on the west side to get to the dock.

Pontoon boat rides provided by one of the local people was one of the activities set up for us during the day. The ride took us down the Souris River towards the dam, under the swinging bridge and then back up the river about another ½ hour and back to the dock. We seen some deer and



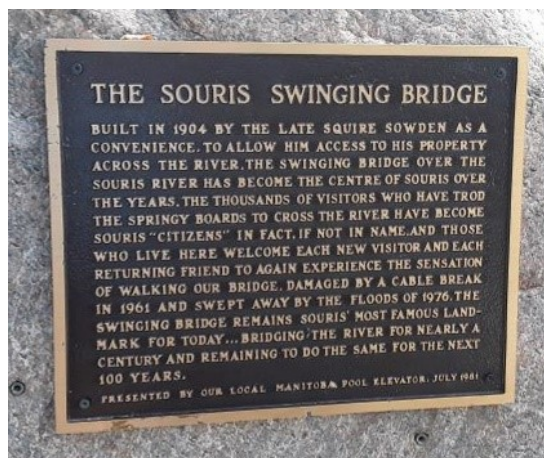
birds and a few Peacocks on the banks.. The river is used by residents in the summer to boat, water ski, canoe/kayak, swim, and fish. Even in the winter when it is frozen, it is used as a snowmobile corridor. However, lots of danger signs are posted on the east end where the dam is as it is a very dangerous area. Victoria Park is 50 acres of paradise in the city of Souris. It consists of 90 camping spots, hiking trails, a dock and a bird sanctuary. The bird sanctuary is home to seasonal and year round species of birds and fowl. Some of the resident birds present all year round are geese, ducks, swans, pheasants, wild turkeys and of course,

peacocks. A pair of peacocks were introduced into the sanctuary in 1984. Since then their population has multiplied and is kept to around 24. This has become one of the towns tourist attractions. If there are more than 24, then the muster is downsized; these extras are donated to other locations. You can see them wandering around the city. I noted that some liked to hang out in a few residential yards on one of my walks. Noisy creature. They have a shrill sound. Prior to the 2011 flood, most of them stayed within Victoria Park. They became displaced during that flood. They are allowed to wander the cities streets. However, they can be a bit of a pest leaving excrement on sidewalks, ruining residential landscape, the noise they make, pecking at their reflections in windows of stores and residential homes and shiny vehicles causing damage to the paint jobs. They are not dangerous birds; they tend to like humans. Every October and November, they are gathered up and over-wintered in a heated barn in the park. They are either lured in with food back to the barn or captured in cages. This is when it is decided which trouble-maker peacocks will get switched out for new ones from another sanctuary or farm or zoo.

Welcoming people to Victoria park, at the entrance is a 13 foot tall, 2000 pound stainless steel peacock statue worth \$7000. It was created by artist Chad Heppner of Brandon Manitoba-- beautiful. [Continued.>]

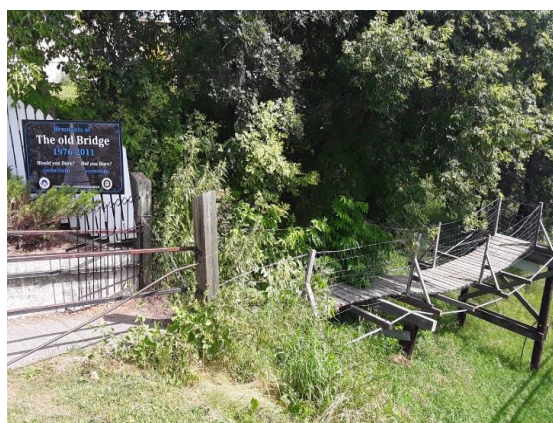


One of the suggestions to see was the Souris Swinging Bridge. The one we were able to cross the river on was the new one that was rebuilt after the 1904 bridge was destroyed in the 2011 flood. We could still see a few remnants of the old bridge next to the newer one. The original



bridge was built by Squire Sowden in 1904 to provide access to town from his land on the east side of the river. The current bridge was built in 2013. It is 604 feet one end to the other and had title to the longest pedestrian bridge in Canada. It's one of Souris' famous landmarks. We walked across without it swinging, just a bit bouncy. On the east-side is a small parking area and public washrooms in a residential area. In the parking lot was a camper van with BC licence plates on it. The whole front end was just a mess of grass hopper guts. We were wondering where they had been to acquire all of those remains. It really needed a wash. We walked back across and could see some of the other Coasters on their pontoon boat cruise heading towards us. We continued on to the Hillcrest Museum adjacent to the Souris Swinging Bridge. It was originally a

home; It looks like a castle similar to English architecture in the 1900s. Known as Squire Hall,



this home was built in 1910 by Fred Sowden the son of Souris' founder Squire Sowden—the guy who built the swinging bridge. The interior is as it was: etched glass entrance, an elaborate wooden staircase (narrow I might add—wide enough for 1 person or two who stand sideways), stained glass windows, pressed tin ceilings, and original woodwork: crown molding, window and door frames, base boards etc. The balconies overlooked the Souris River. Some of the rooms had period displays of life in early 1900s, aboriginal displays, history of the Sowden family, World War 1 and 2 memorabilia, and an extensive butterfly collection. We had just finished the butterfly collection and we ran into a nurse from RIH that Audrey knew and her husband who rides bicycles with some people we know with Finning. And guess who owned that camper Van. They did. They had just come through southern Saskatchewan heading to the east coast. That's where they ran into all those grasshoppers—and we were headed to! Funny eh? Just never know who you will run into. In the outbuildings, an agricultural exhibit featured tools and equipment, and a vintage fire engine and CP Rail Caboose were on display. By this time it was getting to mid afternoon and time to head back to the room and get ready for the evening even though we still had not seen everything that Souris had to offer. The Souris Agate pits – a 12 acre peice of ground that contained good supplies of gem stones like jasper, agates and petrified wood—and the Rock Shop were two that really interested me being a new Rockhound. However, the Rock shop wasn't open and you needed to get a permit to go to the Pits from the Rock shop. Boohoo for me. Also left to see was the Souris Railway museum resurrected from an old railroad payroll car and the Plum Museum and Visitor Center. We were having a pot luck dinner at the picnic shelter where the campers were camped in Victoria Park. [Continued >]

This pot luck was absolutely wonderful. When you have time to use the slow cookers, get proper supplies, look at a recipes, plan a dish, it makes all the difference in the outcome of what will be on the menu. Audrey and I brought Greek Salad and the rest of the hoteliers brought some of that delicious Mennonite sausage from around the Morris area cooked on a portable BBQ. After dinner, we stayed and visited with some of the campers as it was such a nice evening before returning to our hotel for a game of cards.



August 15/22 Monday What a difference a night can make. It was pouring rain in the morning--really coming down hard. Sky was black. Lightening could be seen close by. The Thunder rumbled. A couple of the campers came over to the hotel and asked if they could pay for breakfast. They were travelling in one of those vintage camper trailers where the backend opens up into a kitchen. They would have drowned trying to cook breakfast. They were welcomed without any problems...small town stuff again! We waited out the storm until there was only a drizzle left--everything would have got soaked if we tried to load up the cars.

After about an extra hour, we were able to get on our way west to our next destination of Midal Saskatchewan about 380 kms away. *Marlene*

DRIVE TO CLINTON *Saturday June 3rd.*



The weather was great so it made for a nice day to drive to Clinton. With only Guy Arcand and myself the only ones making the trip and the traffic being light it was an easy drive.

The Swap Meet was terrible however after the three of us had lunch on the deck of the Cariboo Lodge we took a short walk down the street and visited 4 different Antique Stores.

All and all it was a nice day for a drive. *Dave*





The Thursday June 29th Cruise Night turned out to be a Cruise Day instead.

Maurice Gravelle made arrangements for the Chapter to have a tour of the City's Water Treatment plant at 1pm following the staff's lunch hour.

You can see by the photo who manage to attend.

YOU ASKED? How long have we had the cook trailer?



I did some research and this what I was told to me by **Dick Parkes**

To toot my own horn a bit, I think I was the one that initiated us having a cook trailer. I always liked the one that the Okanagan Chapter had, so I thought that we should have one too. I sourced the Model A chassis and wheels from the Vickers property across the street from my house (where the pub is now). It was originally a utility trailer. The Vicars donated the chassis, which was then delivered to Rob Buck's yard where, I think, John Buck welded up the basic frame platform. I think Engel Bouwmeester built the original cabinetry and the Phillipotts donated the grill, which was found in the Barnhartvale dump. The grill was originally electrically heated but Ross Forester was in the gas business and converted it to propane. Of course Ron Buck did a lot of the details to get it up and running.

After a few years, it was getting a bit tattered, so Doug McCloy looked after putting a new top on it, new doors, and new siding, etc. The original Model A wheels were replaced about this time with Ford Model B wheels and white-wall tires donated by Ron. I can't remember where the fenders came from, but I think I did the bodywork and paint on them. Dick

The not sure of the date the trailer came into use as the construction or the trailer started as listed in the October 1982. Editor

Monthly Mystery Car #51

Presented by
Art Harms



June Mystery Car

The June 2023 Mystery Car is a 1941 Packard 110 Special convertible. The 110 was an entry level product in the Packard line of luxury vehicles. Strong production numbers allowed the 110 model line to be available in six different body styles, with the Special convertible being the most desirable model.



Options available included a heater, a radio, drivers side spotlight, cats eye amber driving lights, a power convertible top, and best of all, air conditioning. Leather upholstery was standard. Of course, the "Godess of Speed" hood ornament



was a standard feature on every car. Most vehicles were produced with a painted in a single color, with two tone finish as an option.

This car was powered by a 245 cubic inch, straight six flathead engine. Technical features of this engine were a 3.5" bore X a 4.3" stroke, a 6.39 compression ratio, four main bearings, and pressure lubrication.



A single Stromberg carburetor fed the engine, with a total power output of 100 HP. Power was sent to a 3 speed transmission c/w overdrive. An interesting feature of these cars was the semi-automatic clutch, which Packard called the Electromatic, with the overdrive being called being named Areo Drive.

The differential ratio was 4.3 to 1.

A coil spring suspension was utilized on the front, with leaf springs used on the rear. 11" inch hydraulic drum brakes were standard on each corner of the car. 6.5 X 15" tires were used. This car had a 122" wheelbase, and weighted 3380 pounds.

There were 34,700 Packard 110 series cars produced in 1941.

The 1941 price was \$1,230 dollars.



Art Harms





On Sunday June 25th we were invited by Eileen & Charlie Lawrence to visit them at their farm in



Barriere to enjoy some hot dogs and socializing. 16 members arrived and had fun.

At times we thought there was going be rain however under their trees it did not make any difference.

Charlie had arranged for us to visit a gentleman that has built himself some real nice hot rodded early model pick ups. They were really nicely done and with all the trophies and plaques on display it can be seen that he actually does enjoy and use them.

Thanks to the Lawrences for making this offer to the chapter. *Editor*





Who is it?

Photo copied from 1983 Kamshaft



It's seems when Ernie eats out with the gang he usually either gets his meal served last or gets nothing.

Well when he was on the Back Road Tour at the Grand Forks Station Pub this came to an end as Ernie was served 1st which qualifies him for a blue ribbon.

Besides being served 1st he said his steak was cooked the way he liked it which made for a good evening.

CLASSIFIEDS For Sale



**1965
Pontiac
\$29,500**

Tip Top shape, 283 power glide transmission, power steering, New 15' tires. Dual exhaust. More photos available upon request.

**Contact Bernard Gaucher 250 682 1988 or
bergauchi@icloud.ca**



CLASSIFIEDS FREEBIES

FREE Broil Mate BBQ with cover & 2 propane tanks included.

Must pick up can not deliver, 550 Lorne Street

Contact Dave at hupdave@gmail.com or 250 371 4644



OLD PHOTO CORNER # 6



My Dad Art Dickinson (on the left) was a GM dealer so he got a tour through the GM Plant in Oshawa. Here he is watching a car being tested for water leaks. We went out by train to the plant where Dad picked up a new car to drive back home to Creston. *Submitted by Dave Dickinson*



Elaine Jones is our sunshine lady.

If you know a member that could use a ray of sunshine contact

Elaine at 778 470 0369

Elaine sent a Get well card to Dave Costain

*** A Thought to Remember Until Next Time:**

If a tree falls in the forest and there is no one around to hear it.

Does it make a sound?