



The Kamshaft

June 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– July 14th -----

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

Vol. 51 No. 6



Jake visiting Quadra Island Light House

Calendar of Events

**Kamloops Chapter Events*

- *Jun 28th Pot Luck Dinner (6pm) Meeting to follow at 7:30 (p15 for details)
- *Jun 29th Lunch in the park 11:30 then at 1 pm Tour of City Water Treatment Center
- July The month of July is Collector Car Appreciation Month
- Jul 8th Collector car Appreciation Day
- *Jul 15th Club Picnic at Carroll's Ranch [Details to follow]
- Aug 9-10th Studebaker "Overland Trail Tour" Coeur d'Alene Idaho (g.f.inch@comcast.com)
- Aug.12th Hot Nite in The City



PRESIDENT JIM'S MESSAGE

You may wish to mark June 28 in your calendar. That is the night of the June meeting which is the last meeting before the break for summer. We have a pot luck dinner that night beginning at 6 at the Hal Rogers hall. The club grill will be there and available for you to grill up any if your own meat (please no BBQ sauce on the grill). Others bring various dishes including my fav...Desert!! You need to bring your own "tools" ie fork , knife, plate. Coffee will be available. It a great time to fellowship with members and then a short meeting concluding with a short talk by a young lady from Kamloops who is the current High School Rodeo Queen. It's going to be a nice evening and I encourage you to come on out.

Well folks, Cruise Nights begin soon! Time to dust off the old car and show it a little daylight. For those of you who may be newwe take our cars and a picnic dinner to a local park every Thursday at 5pm. Usually Riverside. We eat and visit and leave as a convoy at 6pm for a pre arranged destination. Sometimes just a drive ...sometimes a tour of a local business or place of interest, for example, the water treatment plant in late June. We do that for an hour or so and always seem to end up at the Dairy Queen by 7:30-8pm. Then go home. So mark Thursdays in your calendar and I look forward to seeing y'all! 's *Jim*

EDITOR'S EDITORIAL



For our Studebaker members. The Antique Studebaker club is having a tour August 9– 11th at Post Falls & Coeur d'Alene Idaho. For more details contact Gary Finch 509 624 954 or g.finch@comcast.net.

Thanks to Dennis Coates for supplying the article "THIS WEEK IN HISTORY: 1912" on page 3. It makes the Kamshafts much more interesting when I receive items and personal stories from the members. Remember to record your "Summer Outings" so you can give me an article for a fall Kamshaft.

I have been told that by me not using "Facebook" I miss out on lot of things. That is why sometimes I miss mentioning events. I guess some day I will have to give Facebook a try so I can fit in with the crowd.

This years Back Road Tour organized by Steve Bell and was a great success. Hope to have more to tell you about it in the July Kamshaft.

Thank you to Marlene Beddie for her articles as the members have commented to me on how much they enjoy reading them.

'Autoists' hit speeds up to 50 m.p.h. in Point Grey before getting busted

JOHN MACKIE

In 1912, the speed limit for cars and trucks in B.C.'s cities and towns was 10 miles per hour.

In "open country" on the highway, the speed limit was 25 miles per hour. In "wooded country," it was reduced to 12 m.p.h.

But vehicle ownership was exploding. There were only 263 licensed vehicles in the province in 1908, but that jumped to 1,026 in 1910, and 4,289 by 1912.

The increase in the number of vehicles coincided with dramatic changes in automotive technology, which made for faster and faster vehicles.

The result was an increase in speeding tickets. One of the hot spots for speeders was Granville Street going south through Kerrisdale, in what was then the separate municipality of Point Grey.

On May 23, 1912, prominent local businessman Alvo von Alvensleben went to court after being nabbed.

"Constable Walker stated that the car was travelling at the rate of 41 miles an hour, and seemed to be increasing its speed as it went," The Province reported. "People, he said, had been complaining about the speed at which this car travelled."

In its story, The Vancouver Sun said this was von Alvensleben's "third offence before the court, and that he was notorious throughout the district as a 'speeder.'"

But in The Province story, the judge noted it was actually "the first time Mr. Von Alvensleben had been before the court, the other occasions it being (his) chauffeur."

The judge said "a heavy penalty would have been inflicted" if von Alvensleben had several offences, but this being his first ticket, he was fined only \$15, along with \$4 costs.



Thomas W. Wilby displays his Reo car, decorated with pennants collected when he became the first person to drive a car across Canada in 1912. R. BROADBRIDGE/ VANCOUVER ARCHIVES AM54-S4-TRANS P188

This was still quite substantial, given that two other men were given \$5 speeding fines the same day.

The same Province story said there was a proposal "setting aside a portion of Granville Street for the purpose of testing auto cars in the matter of speed."

"Magistrate Stewart cordially supported the idea," reported The Province. "He suggested that Magee road to Wilson road would be a suitable place."

A May 18 Province story had called for more road signs with the speed limit, because municipalities had different rules.

"In North Vancouver for instance the speed limit on unpaved roads is 12 miles per hour and on paved roads 25 miles per hour," it said.

A "prominent local motor man" expressed his opinion to The Province:

"The police department is able to get enough money out of fines to pay for a few sign posts."

The biggest bust of speeders was in April, when 50 cars were nailed for speeding en route to an "aviation meeting" in Eburne, across the original Marpole Bridge.

A man named T.O. Mackay faced four charges: for driving 15 m.p.h. in a 10 m.p.h. zone (he was fined \$5); for having an expired licence (\$10 fine); for not having his "rear (oil) lamp lighted" (dismissed); and for "using insulting language towards the police."

The magistrate reserved his decision on whether swearing at the cops warranted a fine.

Police in Point Grey were giving out so many speeding tickets to Vancouverites in the spring of 1912 that a delegation from the Automobile Club went to Point Grey council on May 22 to complain.

Point Grey councillor Richardson rejected their plea for more leniency, stating that "anyone who drove a vehicle or walked along Granville Street at night took his

life in his hands owned to abuse of the regulations by autoists."

He cited a report of 76 speeding convictions, where one driver had been fined for driving 28 m.p.h., 14 for driving 30 m.p.h., 16 for 32 m.p.h., 15 for 35 m.p.h., 17 for 37 m.p.h., four for 40 m.p.h., seven for 45 m.p.h., and one for driving 50 miles an hour.

It was a continent-wide problem. In the May 18 Vancouver World Capt. John Drew of the Los Angeles "speeders squad" issued "a set of excuses that will be accepted for 'moderate speeding' by the officers."

The five acceptable excuse were "Going for a doctor; Catching a train; Aiding law and order. In case of fire; (and) Imperative engagement."

Drew said "mercy will not be shown" for three other excuse "Intoxication; Speedometer is visible or broken; 'Pull' with authorities."

jmackie@postmedia.com

Monthly Mystery Car

#50

Presented by
Art Harms



May Mystery Car



The May Mystery Car is 1928 Lincoln Model L Dual Cowl Phaeton. This beautiful luxury automobile was designed by Angus Woodbridge, with assistance from Edsel Ford. Cars of this caliber featured custom coachwork bodies, in this case by Locke in New York. The main body structure was aluminum, while the fenders were manufactured out of steel. This pleasing design featured six 20" wire wheels c/w wide whitewall tires, two of which were fender mounted. The side mounted wheels included top mounted rearview mirrors. Controls for the headlights, and the engine spark advance were on the center of the steering wheel. Each vehicle included twin Pilot-Ray driving lights, as well twin cowl lights. The windshield was top hinged for ventilation. Wind wings were another design feature. The rear cowl windshield reduced the wind buffeting for the rear passengers. Side curtains were available for use in inclement weather. An unusual feature of the rear cowl, were the two drawers c/w Yale locks, which made from the finest walnut. Leather upholstery was used extensively throughout the interior of the vehicle.



Overall, these luxury automobiles were an exceptional design, from the Greyhound radiator cap, through to the leather trunk mounted on the rear luggage rack.



These automobiles were powered by a 90 horsepower, 60 degree, flathead V8 engine. A 3.5 inch bore X 5.0" stroke resulted in a compression ratio of 4.81 to 1. This engine had three crankshaft main bearings.

Pressure lubrication was a standard feature. A single Stromberg 03 updraft carburetor was used on this engine. A three speed non synchromesh transmission transferred power to a solid rear axle.

Suspension was provided by leaf springs, which were carefully wrapped in leather. Mechanical operated brakes were used on all four wheels. These large luxury cars were built on a 136" wheelbase, with a 60" track, both front and rear. Of the 6362 Lincolns built in 1928, only 150 model L dual cowl phaetons were ordered. *Art Harms*



CLASSIFIEDS FREEBIES

Strong Table good for working on transmissions and etc. it is 3'wide x 5'long & 28" high.

Call Guy 250 573 2825

CLASSIFIEDS WANTED



Electric tach 4 1/2"

*Keith 250 852 3139

CLASSIFIEDS For Sale

NO ITEMS LISTED FOR SALE



The **10:30 am Tuesday Morning Coffee Breaks** at the **Aberdeen Mall** still seem to be popular as there is between 15 and 25 show up for coffee and a chance to share information.

You do not have to register or let anyone know you are coming. Just show up behind the elevator and stairs in the Food Court area of Aberdeen Mall.



Canada
Province of British Columbia
A Proclamation

CHARLES THE THIRD, by the Grace of God, of the United Kingdom,
Canada and His other Realms and Territories, King, Head of the
Commonwealth, Defender of the Faith

To all to whom these presents shall come – Greeting

WHEREAS registered on April 17, 1980, the Specialty Vehicle Association of BC (SVABC) is a provincial non-profit association dedicated to preserving the collector vehicle hobby in the province, and

WHEREAS the SVABC advocates for the collector vehicle community in British Columbia, working on behalf of specialty vehicle enthusiasts of all vehicle types, and

WHEREAS British Columbia's collector vehicle community donates profits from provincial fundraising efforts to local charities, hospitals, seniors' programs and school projects, including breakfast programs and bursaries, and

WHEREAS July 8, 2023, marks the SVABC's 10th province-wide celebration of Collector Car Appreciation Day, an annual event to raise awareness of the collector vehicle hobby in British Columbia, and

WHEREAS Collector Car Appreciation Month is an opportunity to publicly acknowledge the present and past contributions of British Columbia's collector vehicle community to the economic, social and cultural development of this province;

NOW KNOW YE THAT We do by these presents proclaim and declare that July 2023 shall be known as

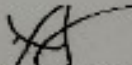
"Collector Car Appreciation Month"

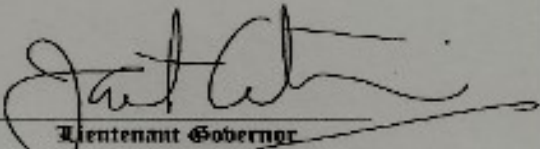
in the Province of British Columbia.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent and the Great Seal of Our Province of British Columbia to be hereunto affixed.

WITNESS, The Honourable Janet Austin, Lieutenant Governor of Our Province of British Columbia, in Our City of Victoria, in Our Province, this fourth day of April, two thousand twenty-three and in the first year of Our Reign.

BY COMMAND.


Attorney General


Lieutenant Governor

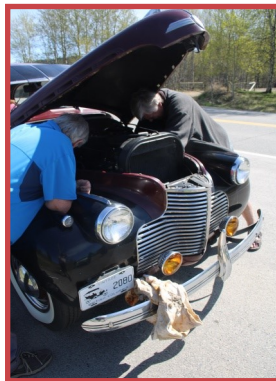
IT HAPPENED ON THE WAY TO THE MAY TOUR

Seven of our members signed up for this years May Tour on the Island.

When it came time to leave 4 of us decided to drive down together via the Hope Princeton because of the unknown road conditions at Cache Creek.



We started off on Hwy 5 then after switching to Hwy 5A. As we approached Hwy 5A we stopped to regroup. Jake driving his 1940 Chev showed up and stated he had heard a BIG bang under the hood. He opened the hood and sure enough one blade was missing from his fan. No problem he states as he had a spare one the trunk.



Well this was not quite true as yes he had a spare blade but it was off a Chev truck and the blades were too long and would not work.



Oh well as it was mostly down hill to Princeton so the broken fan was removed and off we go.

When he arrived at Princeton Jake went over to the local parts house and there he met a gentleman that said by using the old fan for a pattern he could repair it. Give me a hour.



Jake thought he had the directions to his house but not really sure. Having a hour to kill Jake joined the rest of us having lunch at the DQ . The hour being up it was time to go and retrieve the repaired fan blade. When Jake got out to his car he found the repaired fan resting on the running board.

No bill and no name so Jake does not really know who the good Samaritan



was that fixed the fan but he was very pleased.

So Engel & Jake got busy putting it on. Of course the weather and motor were hot so it took a little longer than planned but it worked out fine.

One thing good about it all Jake had lots of help and that he had parked under the shade of a tree. *Editor*



This years May Tour was called “Follow the Birds to Vancouver Island”. It was the 63rd May Tour and was held May 12 – 15, 2023.

This years tour was limited to 75 registrations and it was full. Of those, 7 registrations were from our VCCC Kamloops Chapter: Audrey and Engel Bouwmeester with their 1954 Studebaker Commander 4 door Sedan; Steve Bell and his 1966 Chevrolet Corvair Monza Convertible; Jake and Jan Surline and their 1940 Master 85 4 door sedan; Dave Dickinson and Sue Wilson with Dave’s 1964 Ford Galaxie 500 XL 2 door hardtop; Jim and Pat Johannson with her 1991 VW Golf Cabriolet Convertible; Marlene and Craig Beddie and their 1963 Studebaker Avanti Coupe R1 and Gerry and Marilyn Gerow in their modern as it was not convenient to trailer over their 1930 Ford Model A 155- C Town Sedan as they had other things besides the tour to do while on the island. Four of us drove to the coast on Thursday and caught the 09:00 ferry to the island on Friday morning. Thursday, Marlene and Craig travelled to Mission on their own where as Engel & Audrey, Jake & Jan, Steve, Dave & Sue travelled together on a longer route from Kamloops to Merritt to Princeton to Hope and then on to their overnight accommodations near the Delta area. The Johannsson's and Gerow's arrived in Victoria days ahead of the rest of us and joined up with us at the Four Points Hotel in Victoria/Langford area.



We arrived at the hotel early, picked up our tour packages and then most of us travellers brought out our lawn chairs, found some shade and just lazed around the grounds visiting with each other. Our group took shade in the covered



entrance way of the hotel and had some snacks as we waited for either our rooms to be ready or the departure time for the tour to Ted Forbes’s place in Sooke.

At 1 pm we left for the tour to Ted’s—an 11 mile drive that was pretty straight forward in the directions we were given until we got to the confusion of getting past road construction and back to the turnoff on the other side of the construction to Ted’s turnoff—this became a little adventure and we got to see a little of the area that we weren’t meant to see. Parking at Ted’s too was an experience even with many of us doubling up in vehicles to get to his place. We were packed in his driveway better than sardines in a tin can. Ted’s collection at his home was approximately 30 vehicles most dating in the 1950 to 1960’s to as recent as a 1991 black Mustang Cobra. About 2/3 of the vehicles had a continental kit on them and about ½ of them were convertibles: Meteors, Pontiacs, Oldsmobiles, Thunderbirds, & Mercurys.

All fully optioned. All in wonderful condition. He even had a couple of motorcycles: an Indian and a Harley. Plus in his garage work area he had 2 vehicles that were his works-in-progress, one of them being a 1957 Chev. The garages were decorated in neon signs, retro posters, and hubcaps. Plus, he had rooms full of organized memorabilia. It was a lot to see in a couple of hours.





We took the scenic route back to our hotel from his place. Just loved the drive. It was like driving in a big shaded park. So many things were in bloom; Dogwood trees, Arbutus trees, Lilac bushes, magnolias, rhododendron, mock orange plus whatever else was blooming, put on a spectacular show for us. Everyone was on their own for dinner prior to the meet-and-greet at 7. Most of the Kamloops group decided to have dinner together in the hotel's pub and so did a lot of the tour group. After about 2 ½ hours and a lot of patience we were finally fed and watered and able to attend the last part of the meet-and-greet. That's what happens when all those people converge on a place at once.

Saturday May 13th, it was get up early, have the hotels breakfast with all the others, again waiting for things even if it was a buffet, and then rushing to the drivers meeting at 08:45 prior to the start of the drive to our overnight stay at Parksville. The first portion of the drive was straight forward on the highway, stopping at a number of the view points along the way to the Cobble Hill Agricultural Hall where we gathered and created a car show for the locals.



At 11:00 we were shown a 40 minute movie on the creation of the Malahat highway produced by the Mill Bay/Malahat Historical Society. The movie told the story of how the persistence of a Irish immigrant to Canada named Major James MacFarlane was able to survey out the route and convince the government-of-the-day to build a road that connected Victoria to the Mill Bay area. And at 1200 noon we were served lunch put on by the Agricultural Society. Lunch was amazing. It was a full meal deal--BBQ'd ribs, rice, coleslaw, coffee or tea and dessert. Volunteer cooks and servers from the society--they worked together like a conductor and orchestra and had us served in no time. Very organized. Around 1:30 we continued on our way to our Parksville destination on a 43 mile backroad scenic drive to south Nanaimo that required the navigator to pay strict attention to the directions.

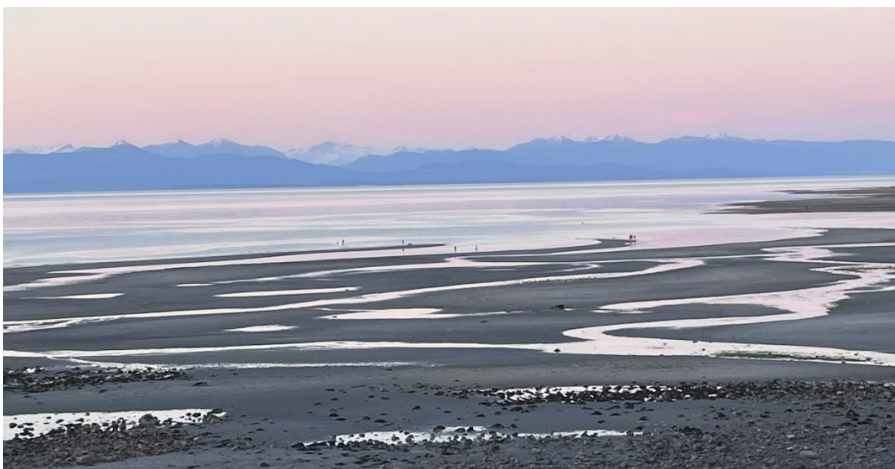
Once we got to Nanaimo, we were ushered into the airconditioned Avalon Theatre in the Woodgrove Mall for a 4 pm showing of 2 DVD's; The first DVD was on The Mullin Car Museum located in Oxnard Ca. USA. It featured Bugatti furniture, sculptures and vehicles; the unrestored vehicle collection belonging to the European Textile giants the Schlumpt family; a collection of Le Mans historic racing cars; a collection of French Style Auto's of the 20's and 30's; and deco art design of furniture, paintings and photographs. The second DVD was CAR Television Commercials of the 50's and 60's. The short movies were over around 5. We then continued on to our final destination of the Bayside Hotel in Parksville



By the time most of us arrived and got checked in to our hotel room, we had missed the cocktail hour and went straight into buffet dinner at 7pm. Lots of food. Great servers and hostess. More relaxed atmosphere to enjoy the company of others.

After dinner, Craig and I, joined Audrey and Engel in their room to enjoy their balcony with its view of the bay, low tide, and beach walkers until it was dark and then we retired for the evening.

Sunday May 14th, again up early to have the Mother's Day breakfast buffet at the hotel. Again another rush with everyone at the same time to have their morning meal. Staff did amazing at making sure that the coffee was in good supply and the buffet containers were holding



enough food for everyone. This morning we had a bit of time after breakfast to sit and relax on the hotel grounds and enjoy the light breeze, sunshine, coastal scenery and ocean smells prior to the drivers meeting at 09:15. This day's tour destination was Campbell River. The morning's tour again took us through lovely back country roads to our lunch destination at the Courtenay Fish and Game Club on Comox Lake. Lunch consisted of an assortment of sandwiches or croissants, a choice of 2 soups, a beverage and dessert. Plenty of food to go around for everyone. The scenery was spectacular with the rugged snow-capped Insular Mountains of Vancouver Island in the background of Comox Lake.

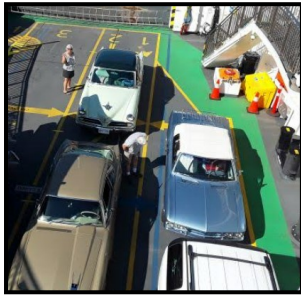


We left the Fish and Game Club around 130 to make our way to Campbell River again taking more of those scenic backroads.

We arrived in Campbell River around 3 in the afternoon with enough time to have a

cool down and rest before having to get ready for 6 pm Happy Hour and dinner at the Eagles Hall. The Eagles volunteers catered to the event. They supplied us with an amazing buffet dinner of chicken and roast beef. Lots of food again. Awards presentations, door prize draws and a 50/50 draw followed the evening's meal. They also had sign-up for next years tour [Sunny Daze May 17th-20th 2024] that's to be held in the Okanagan. The evening was pretty much finished by 9pm.

Monday May 15th, Steve, Jake & Jan, Engel & Audrey, Dave & Sue, Craig & myself met at the Comfort Inn before we headed over to Quadra Island, largest island in the Discovery Island chain with a population of 2700. The Johannsen's and the Gerow's did not join us as they had other plans. 3 of us caught the 10 o'clock ferry to the island and 2 caught the 10:30 boat as they needed to stop and get fuel. The two ferries were electric. However, Craig and I was speaking to one of the crew members who said that even though they were electric, they burnt more diesel than the old diesel engines because the diesel engines were used to power-up the electric motors. They did not have the electric power-up stations built yet for the ferries and he was not sure when that would happen. On the way over to the island, a pod of dolphins could be seen in the distance heading north.



We all met up again down the island about ten minutes in the village of Cape Mudge hoping to visit the Nuyumbalees Cultural Centre which on line said that it was open all year round. However, that is not the case. It was closed up. However, there was a note saying



that we were welcome to visit the Petroglyphs and the Ah-wah-qwa-dzas (a covered area with a fire pit and 2 totem poles—meaning a place to relax and tell stories) across the street from the cultural center.



From here we drove further down the island to the site of where the Cape Mudge Lighthouse is. It was all gated off and it looked like a care-taker lived there. We could not walk up to it and have a look...it was seen from afar. From the light-



house, we drove back up island to "Herons at the Heriot Bay Inn" for lunch. We had a lovely lunch and the place had a great little gift shop that some of the ladies spent some time in looking. After lunch, we drove over to Rebecca Spit. Some of us went for a short walk on the trail to the end of the spit, while others took pictures and some just sat and enjoyed the shade and scenery. This took us to about 3:30 so it was time to catch the ferry back to Campbell River so we could head down Island to our nights destination of Nanaimo. We did not travel together to Nanaimo as we all had some visiting to do with other people we knew along the way. In Nanaimo we met up again at the Travel Lodge motel. We had a quick cocktail together before a late dinner. Had an early turn in for the night.



Tuesday May 16th. Of the 5 left in Nanaimo, the Beddie's were up at 04:15 and on the 6 am sailing from Nanaimo to Departure Bay as they had another event they were trying to make in Vernon that day. Steve Bell had to go to Victoria in the am and the rest caught the 10:30 ferry at Dukes Point for Tsawwassen. Every one made it back safely but exhausted. *Marlene Beddie*

ABERDEEN SHOW & SHINE

FRIDAY May 26th

The Rodman car club held a Show & Shine at the North East parking lot of the Aberdeen Mall. I understand it is going to be every Friday from 5 pm-8 pm through out the summer.

Before I had to leave I manage to get pictures of our four of members that were there. **Editor**



Guy's '66 Mustang




Carolyn's '64 Pontiac




Maurice's '65 Chevrolet



Steve's '66 Chevrolet Corvair



It is with regret to announce the passing of
Percy Shymkiw
from Clearwater.
Percy was member of the
Kamloops Chapter since 1980.
A Sympathy Card was Sent To The Family



Canadian Coasters Tour Part #10: - by Marlene Beddie



August 13/22 Saturday After a good continental breakfast at our motel, we loaded up again and headed off towards our next destination the small town of Souris, Manitoba—population 1900. We took a very indirect route that stretch 1 ½ hours travel time to 3 ½ via roads least travelled. However, it still took us all day to get to Souris. Our first stop of the day brought us and 3 other couples from the motel group to the tiny

community of Plum Coulee, unincorporated, population of just over 1000. What had us stop was there was a elevator museum to see. The elevator was built by Manitoba Pool Elevators in 1975, gifted to the town in 2002, renovated and opened as “The Prairie View Elevator Museum” in 2010.



While we were waiting for the museum to open, one of the curators happened to see the cars and came over to chat about the cars. After our conversation, he invited us in and gave us a tour of the elevator explaining the operations of a traditional elevator. Also in the elevator, different rooms were set up to depict different cultures from the area: Jewish, Ukrainian, German, and Mennonite pioneers as well as a display of the local aboriginal communities. These displays contained items, photos and information about the town’s history. Many of the items had been donated by the local people. It was a very lovely museum and what I have found on this trip is that these small community museums are the

best. They have so much “stuff” and those people that put it all together have a real love of and connection to the history of the area; they do a wonderful job of organizing the material. Before we left, one of our group needed to get some supplies for our picnic lunch later down the road. After Peter and Cheryl spoke with the owner of the little grocery store as to who and what we were, (questions get asked as they had on their ID necklaces with all the collector pins and their blue shirts with the 2022 Coasters logo, plus he saw the cars in front of the museum across the road) he gave Peter and Cheryl about 10 lbs of Rainier Cherries to share with the rest of us. WOW eh?! You just can’t beat the little towns for their hospitality.

Our next stop was Morden where we had our picnic lunch at a little park/picnic area next to the Canadian Fossil Discovery Center. We all were wondering if we were actually in the right place. You would think a place like the Canadian Fossil Discovery Center would have a huge sign but all it had was a small oval sign with the skeleton head of a dinosaur in it up on the wall quite a ways from the main entrance to the Community hall. It was located in the basement of the community hall. This was a great museum to visit. It gives a wonderful interpretation of life in the Western Interior Seaway from the late Cretaceous period of Earth’s natural history.



It is a non-profit institution that researches, collects, conserves, interprets and exhibits their 83-million-year-old marine vertebrate fossils found at the Manitoba Escarpment dig site located about 25 km NW of Morden.



They have numerous displays of these huge reptiles though out the center. In addition, they have a laboratory and collections room with over 1000 drawers containing around 1500 fossils specimens plus workstations and a mold and replication workstation. The fossil collection is digitized and researchers world-wide can examine them. From the beginning of July to the end of August, they have a Dig Tour program open to the public. Its about an 8 hour day spent at the Manitoba Escarpment working along-side paleontological technicians as part of an active excavation of marine vertebrate fossils. They also had a small gift shop of which I made a small purchase with my new Costco credit card – the real thin one about ½ as thick as my other ones

Anyways, we get to Souris and go to check in. I usually pay with my credit cards as I was the one making the reservations and because its done on line, you need to prove who you are. Anyways, I could not find my card that I had used at the Canadian Fossil Discovery Center. After frantically checking the car out for it and relooking through my pile of cards and not finding it, I ended up phoning the discovery center. “No, no card left or turned in. But just a minute, I’ll take a look out in the parking area”. This girl on the other end literally took me with her cell phone while she walked the parking lot looking for my lost card. Can you believe that! That’s small towns for you, eh? In the end, I had cancelled the card and wouldn’t you know it, found it the next day in that pile of credit cards I have. Guess cause it was so thin, it just looked like the back of another card it was up against. Geesh! Dinner this first night in Souris, was a BBQ put on by a local group: hot dogs, hamburger, potato salad, coleslaw and all the fixings held at Victoria park picnic shelter where the campers were . It was great. Except for the flies. Lots of them. Guess we were in farming country now. *Marlene*

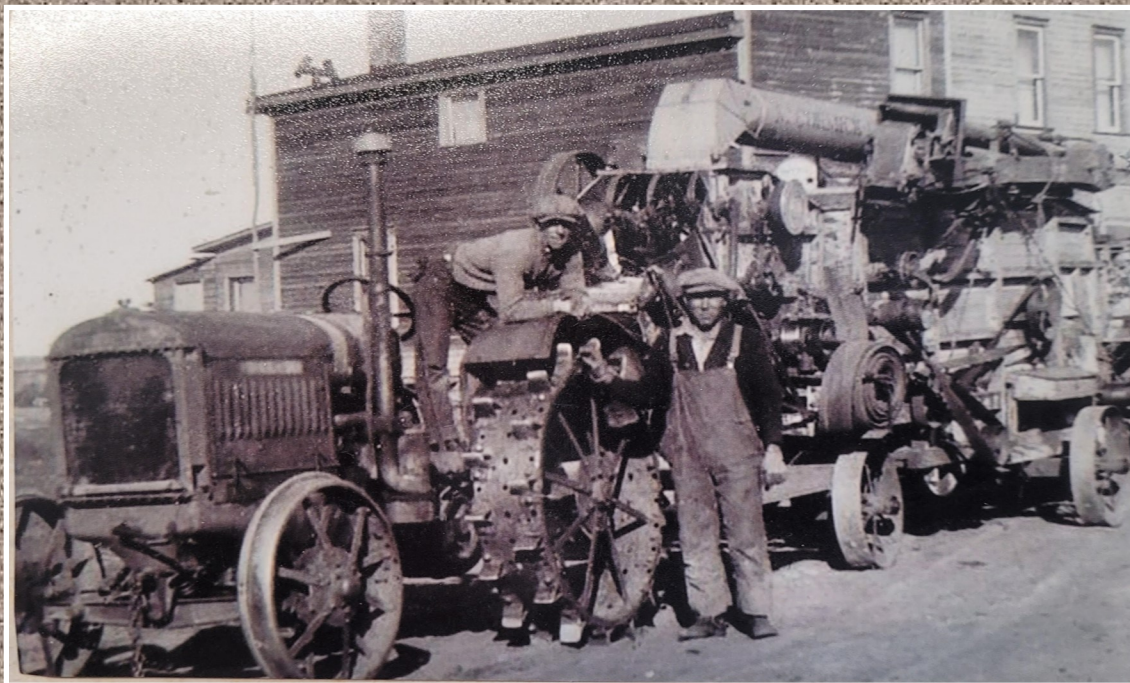


Congratulations to Jason as he won the “**Best Truck Award**” for his 1926 Chevrolet

1 ton at the Kelowna Car and Bike Show at the Rutland Lions Park on Sunday, June 4th. The park was nice with lots of tall trees and shade. There were just over 100 vehicles in attendance. *Jason*



OLD PHOTO CORNER #6



This is a picture of my grandfather Richard Reynolds Bickell taken at Elk Lake Ontario of him and his helper taking their threshing machine to harvest the neighbour's crop. (year of photo not know) *Submitted by Sherry Carroll.*



Wednesday June 28th Meeting

6:00 pm Pot Luck Dinner 7:30 pm General Meeting

As the club cook trailer will be there bring something to cook for yourself **[Please No BBQ sauce]**

Please bring you own cutlery and dishes along with a dish with serving spoon to feed at least eight people to add to the Pot Luck meal that goes along with the BBQ. Coffee will be available.



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

There was a Time When...

Decisions were made by going 'eeny-meeny-miney-moe'.

The mistakes were corrected by simply exclaiming, 'Do Over!'