



The Kamshaft

May 2023

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

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----- Next Issue Deadline for Classifieds & News June 16th -----

----- July Issue Deadline for Classifieds & News July 14th -----

Vol. 51 No. 5

KAMLOOPS HERITAGE RAILWAY Open House 2023



Calendar of Events

*Kamloops Chapter Events

- *May 24th General Meeting [4th Wednesday]
- *Jun 3rd Lv 8:30 am for a Drive to Clinton Visiting Swap Meet & Local Museum
- *Jun 9-11th Back Road Tour to Grand Forks (Details p6)
- *Jun 21st Pot Luck Supper with General Meeting to follow.
- Aug 13th KRC Swap Meet

EDITOR'S EDITORIAL



Hi Folks as I am doing this Kamshaft I am looking over the Rivers Trail and the South Thompson and I believe spring is actually here. Men are wearing shorts and the dogs are having a great time playing which each other.

When I was looking through past Kamshaft I noticed that Dick ran a **"Car of the Month"**. I think this would be great in members would send in their stories involving their cars such as Maurice Gravelle has done in this issue. I guess I am dreaming but I think how nice it would be if some one said they would look after suppling a monthly story on a member and their car, as **Art Harms** does with his **Mystery Car column**.

I have told President Jim that after 22 years I would no longer be organizing Adopt A Road's. However there may be AAR picnics in the future in no one takes over the Adopt A Road program.



Ken Finnigan celebrated his 90th on April 26th by inviting members from the car club plus others. Coffee, tea and birthday cake which Lorraine had made were served. Ken would like to thank all those that managed to attend. *Editor*



Marg giving Ken a hug on his 90th





ANNOUNCEMENT

Hello, to Executive, Chapter Presidents and Governors,

(Ken will you please pass this message on to the Kamloops Chapter members.)

I am pleased to announce that our new National President is Fraser Field.

Fraser has a long history or organizing car events and has been a member of the Vintage Car Club for almost 30 years.

I have been honored to serve as National President for the past four years and look forward to the ideas and direction Fraser will bring.

Fraser's new role was made official during the May 6 AGM and begins June 1.

As you can see in Sandra's message below, we did not proceed with the Governors meeting or any of its agenda. We plan on having the meeting the last week of May.

Thanks for all your support and what you have done for the club.



Jim Carpenter (Past President as of June 1st)

We just had a guy come into our auto parts store asking if we sold longer dipsticks, because his doesn't reach his oil anymore.



HaHaHa



KAMLOOPS HERITAGE RAILWAY

The Kamloops Heritage Railway (2141) held their 1st open house on Saturday May 6th. They asked if the Kamloops Chapter would be interested in joining in.

Thanks to the following members for attending: - **John Bone, Andy Noordam, Rich Vandermey, Rick Wourms**, drove the club vehicles and they were joined by **Craig Beddie, Jim Carroll, Andy Cordonier, Dave Dickinson, Ray Henry, Denis Jolicoeur, Peter Sanderson, Bryan Vye, & Gerry Wallin** bringing their vehicles.

Our members had a great time socializing and reminiscing different things the chapter has done over the years while the cars were on display.

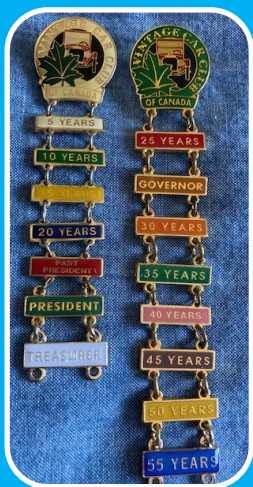
It was to bad the day started out with rain so unfortunately they did not get as many visitors as they had hope. At lunch time KHR bought pizza's for their members so we were invited to join them up in the lunch room. Again more socializing this time with the KHR crew.

If you have not been it is a great place for grandparents to take the grand children for a visit during the summer months. Thanks for your help. *Andy*

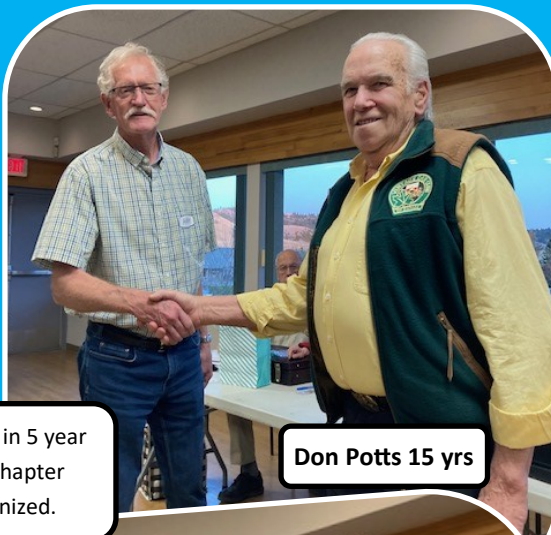




Harm Fransen as Membership Chairman was pleased that he could present on behalf of the National Vintage Car our members with their bars showing the years of service to the Chapter.



Year bars are present in 5 year increments & also Chapter Positions are recognized.



Don Potts 15 yrs



Dean MacKley 35 yrs



Audrey & Engel Bouwmeester 45 yrs



Ernie & Marg McNaughton 50 yrs

Kamloops Friday June 9th Return Sunday 11th.

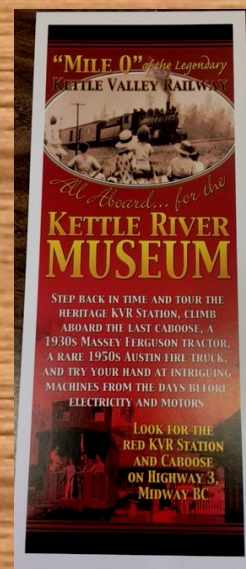
Part 1 Friday June 9th Group departure from Subway at Dallas Drive. (9:00 AM)

Proceed using Barnhart vale Road to Hwy 97 S. Right turn south on 97 S. Right turn to Westside Road (Vernon) Proceed to Fintry (for Ice Cream stop) Washroom break (Address). Proceed to Hwy 97S to West Kelowna. Proceed to water front in Peachland (Beach Avenue). Lunch at your choice or Gasthaus On The Water Depart for Summerland at 0:00 TBA#1 Wine stop at TBA. #2 Wine Stop TBA. Casino Stop / Washroom break /snack at Cascades Casino. #201 Vees Dr V2A 8S3. Attached to the South Okanagan Events Center. Proceed to Hwy 97 S to Oliver BC. Hotel Reservation VCCC TBA Group meal atTBA

Part 2 Saturday June 10th: - Depart hotel south for Hwy 97 South. Wine stop # 3 TBA. Proceed East on Hwy # 3.*** Viewpoint at top Anarchist Mountain Lookout. Highly recommended and good spot for a cool down. This comes up fast on your right in the curve to the left. ***

Proceed to Rock Creek (35 minutes) Gas stop /Washrooms. Proceed to City Of Greenwood. Canada's smallest city! (25 Minutes) Park on main street (Copper Street/ hey #3) and do some old town shopping. Greenwood Museum TBA. Lunch at Mama's Pacific Grill. # 309 Copper St. Order from the open menu. We have reserved the room at the back that holds 25 and there are 40 more seats up front. All cards welcome. Proceed to Grand Forks (30 minutes) Check in to Grand Forks Inn (was Ramada) Group rate under VCCC. Group dinner at Station Pub Restaurant (original Kettle Valley Railway station). Gem THEATER NightMovie in a theatre built in 1913 (park downtown).

Part 3 Sunday June 11th: - Continental breakfast at hotel. Check out. Proceed West on Why # 3 to Midway. (40 minutes) Midway Rail Museum (charge is \$4.00) Gas stop. Proceed to Rock Creek (15 minutes) Gas stop. Exit to Hwy 33 (Kelowna) Lunch at Big White TBA. Return to Kamloops (3 hours via Vernon)





We had great day for weather on Sunday April 30th when we held our semi annual Adopt A Road program.

The numbers were down however the enthusiasm of the 11 that came was still there. Thanks to the following for coming out to help: - Jim & Sherry Carroll, Keith Galbraith, Ray & Geri Henry, Pat Johannson, Denis & Laura Jolicoeur, Sue Wilson, & Rich Vandermeay.

Once again Sue had coffee and Tim Bits there for us at 10 am to enjoy before starting the clean up.

With our senior members not in the position to help any longer and the younger members not coming out the question was asked ***"Should we carry on with this city program?"*** I asked Jim to discussed it at the next Executive and report a decision at the May General Meeting.

I personally made a decision to retire after 22 years as I will no longer be organizing Adopt A Road.

Thanks to all that have been part of it over the years in making it fun & successful. *DAVE*





My 1965 Chevrolet Impala Super Sport Convertible

Owned by Maurice and Robyn Gravelle

It was the summer of 1974 and I was just 18 years old. It was a warm sunny August day when I first saw the Impala. My father's co worker Rodger, had been invited out to our family cottage on Lake Superior in Thunder Bay, Ontario. He was driving a 1965 Impala SS (Super Sport) mist blue color convertible. He asked me later that afternoon if I would like to go along with him for a ride to the store 3 miles up the highway. I jumped at the opportunity and found that the wind blowing through my hair with the top down gave me a very free feeling that I had never experienced before and I immediately fell in love with the car.



After the ride, I inquired if he was planning on selling the car as it was now already 9 years old. He responded with 'probably not for some time' as he enjoyed driving the car so much. I asked him then to let my father know first if he ever changed his mind in the future. The following spring, in April 1975, my father returned from work one evening and advised me that Rodger was going to purchase a new car and wanted to know if I was still interested in the Impala ragtop. I asked my father how much and he advised that Rodger said that he could get \$ 2,300 dollars in trade in value for it but that he would sell it to me for \$ 750 dollars as somehow he knew that " I would look after it, not race it and eventually smash it up". As I was riding a small older Honda motorcycle at the time and did not have the \$750 my father said that he would write a cheque and then to give him whatever I could get for the motorcycle which I sold for \$ 300. two weeks later. The outstanding amount which I would not have to pay back would be my gift from my parents for graduating from high school with first class honours in June of that year. The next day I picked up the Impala in the late afternoon after it passed the required safety check with flying colours. The engine and body (numbers matching) were in great shape at 78,000 miles and the interior was like new only requiring some detailing and updated carpeting. It came equipped with a small block 283 cu in. V8 combined with a 2 speed power glide transmission. This engine/power train combination is well known for its durability and many years of trouble free operation.

Although I had purchased the Impala in Thunder Bay, Ontario, Rodger had purchased the car new after seeing it in the showroom at Dueck GM on Broadway Street in Vancouver in June of 1965. The Impala spent most of its time there until moving east with him to Thunder Bay when he was transferred in 1974. As the second owner, I received the original bill of sale which was \$ 4,700. plus taxes which was a lot of money for a vehicle in those days. Also included were all the original owners manuals including the completed dealer service manual as well as the original Delco battery warranty.

This Impala SS convertible then became my High School graduation car in June of 1975. Chevrolet styling was all new for 1965 being ultra smooth, clean lined and sportier than ever before.



New for '65 was a girder guard perimeter frame with superior structural strength providing a more quieter and comfortable ride, air flow through rocker panels to resist rusting, a wider track, tempered glass rear convertible window and for the first time curved side glass .

The Impala Super Sport option included bucket seats, floor console with shifter, rally style clock, full instrumentation including a vacuum gauge, special chrome SS badges and tri-blade SS wheel covers which for all of the above features was only a \$ 158. option ! The SS option alone increases the overall current value of a 1965 Impala by at least 20 percent or more. My Impala's options include power steering and brakes, automatic transmission, padded dash, tinted windshield, dual speed wipers, AM radio, white wall tires and body style mirror.



The Chevrolet Impala ruled America's roads during the 1960 's and was the favourite car throughout the entire decade and was defined by General Motors as a prestige car within the reach of the average family. GM built the Impala using a simple formula; provide a good

looking car with more performance, amenities and value than you might expect, all at a Chevrolet price and the rest will follow. In 1965 alone, Chevrolet sold a record 1.1 million full size Chevrolets, 243,100 being Impala Super Sports, 27,800 of these being convertibles. Even with these production numbers, 1965 Impala SS convertibles are quite rare today.

Fortunately over the last 48 years that I have owned the Impala, I only drove it one winter when I graduated from University and moved from Ontario out west. Over the years I have detailed and restored the Impala with the exception of the engine and transmission which are original and still running great after 166,000 miles. The 2 speed power glide transmission is referred to as a rock crusher tranny as they seem to run forever and never break down. In the summer of 2022 however, I noticed that that engine was starting to show some blue smoke and so this spring I had the valve seals replaced. The original valve seals were so old and brittle that oil was easily getting through into the cylinders. So before when I drove the car it was burning oil and thus the blue smoke from the exhaust pipes. Now, when I am driving, the exhaust color looks normal ie no more blue smoke. My mechanic commented that the engine was exceptional for its age and should be good for many more years ! The convertible top was replaced in 1995 and the body was repainted first in 1990 and then a refresh in 2017. Also in 2017 I repainted the top portion of the engine.

Although I receive numerous complements from adults who remember the classic Impalas of the 1960's my greatest satisfaction comes from today's teenagers when you hear them say " look at that Impala convertible, I would sure like to own one like that ". This is amazing given this car was manufactured over 40 years before they were even born !

As of April 2nd 2023 I have now owned my mist blue Impala convertible for 48 years and since my father's passing away in 1986 and in remembrance of his assistance in acquiring this very special vehicle for myself, I decided many years ago to keep this vehicle in the family and to never sell it. *Maurice*



Saturday June 3rd Come for a drive. I am proposing a drive to Cliton as they are having a Swap Meet and we could also visit their museum.

I will be leaving the Petro Can [1885 W TCH] at 8:30 AM if you would care to join me.

There is suppose to be a food truck at the Meet if not you can take a picnic lunch or try a local café. *Dave*

Monthly Mystery Car #49

Presented by

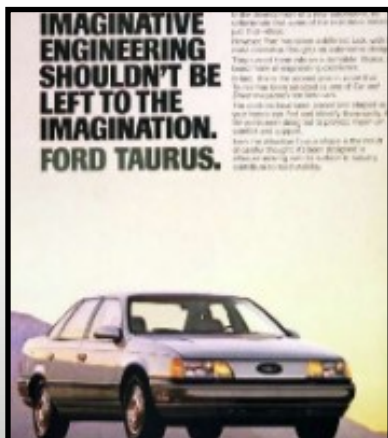
Art Harms



April Mystery Car



The April 2023 Mystery Car is a 1989 Ford Taurus. 1989 was the third year of production of this ground breaking design, which was the result of a multiyear design and engineering effort by all departments, at the Ford Motor Company. Jack Telnack headed up the sedan design team, while Jeff Teague was the leader of the station wagon design team. This is the automobile that changed the world of car



design from the standard angular shape, to the round aerodynamically efficient shape that we are familiar today. The aerodynamic features in the design included flush headlights, no grille thanks to the bottom breather nose, doors flowed up into the roof c/w flush windows and moldings, bumpers designed into the body, and the wheels pushed out to the exterior of the body.

Traditionally, body design teams, mechanical design teams, and interior design teams worked separately. Ford broke new ground by having all these teams working together from the conception through to

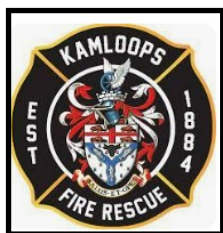
the final product. This resulted in a new interior design which was co-ordinated with and matched the overall vehicle. The new steering wheel and the new touch sensitive design controls were within easy reach of the driver. There were four levels of interiors available, the very basic "L", the mid-level "GL", the luxurious "LX", and lastly, the separate interior for the SHO model, which featured a center console, and every available optional extra.



There were four different engines offered in the Taurus in the 1989 model year. The lowest cost economy engine option was the 2.5 Liter HSC inline four cylinder, producing 90 HP. The second engine option available was the 3.0 Liter Vulcan V6, producing 140 HP. The third engine option was the 3.8 Liter Essex engine, which produced 140 HP, but provided more torque than the 3.0 Liter engine. The last engine offered is when things got exciting for “performance oriented” drivers. The SHO 3.0 Liter V6, complete with 24 valve, dual overhead cam heads, produced 220 HP. This engine was a Yamaha designed and built.



Transmission choices included a three-speed automatic, two different four-speed automatics, and a five-speed manual. Because of the sensitivity of the handling inherent with front wheel drive cars, of which the Taurus is one, the suspension was specially designed to be neutral as possible. With optional SHO engine package, there was a substantial suspension upgrade system was developed and included on each car. This upgrade allowed for neutral handling and control. The Taurus SHO four door sedan had a remarkable top speed of 143 MPH. The only other sedan capable of these speeds, was a high-end European sedan, with a price of over double of that of the Taurus. 284,576 sedans, and 87,013 station wagons were produced during the 1989 model year. *Art Harms*



At our April General Meeting we had Fire Inspector Jamie Chase as our guest speaker. Wow what a presentation. I tried to make notes of the highlights but I am certain that I missed a lot. He started off talking about the most important things we should all have in our homes is a SMOKE DETECTOR and a CARBON MONOXIDE DETECTORS.

He said our smoke detectors should be tested monthly. He explained that we should have one in the kitchen and each bedroom, and there should be minimum of one on every floor of the house, and how they should be mounted and why. If you experience a stove top fire 1st turn off the stove off and then try to cover the fire with a lid or else baking sheet, **never use water**. The new testers do not require batteries as they have a 10 year life span. If your current testers use a battery it may be getting close to the end of life. Jamie then went on into



what type and size of fire extinguishers we should have in our homes. He stated that Home Hardware did a good job of looking after people buying new extinguishers. He stated we should have a minimum size of at least a **#2 A,B,C. [A-Normal house items, B-Gas & diesel, C-items connected to electricity]** in our homes and cars. He suggested mounting them close to your exit door and mounting in the trunk of your car. ***If you ever have to use a fire extinguisher make certain that you attack the fire with your back to your exit in case things go wrong.*** Jamie also explained a little about out side your house and what steps that can be taken in your landscaping plans to help reduce problems if there should happen to have a fire in you neighbourhood.

As time was getting late he had to call it quits. Everyone enjoyed Jamie's presentation and went home knowing a lot more about fire safety thanks to Jamie. **Editor**



Canadian Coasters Tour Part #9: - by Marlene Beddie

August 12/22 Friday. After we took our picture of the Moose in Dryden, Ontario, we began our drive on to our days destination of Morris, Manitoba. It was 390 kms away and was to be only a 4 hour drive. But as we have found out over the many days prior, this was not going to be the case—we would arrive in Morris and check in to our motel in the late afternoon.

The scenery was mostly bush, small lake, pond, shrub, bush, bush, pond, big lake etc right side and left side of the road until you got into Manitoba. Then it was lots of pasture land (some with cattle and some with none) and corn, sunflower, hay and grain fields and even some fields with windmills...all flat. But it was scenic in its own way and after all the different scenery we have already seen on this trip, you just appreciate the differences—its all pretty. The day again was a beautiful sunny day. By the time the sun was out full force, we were so glad we had the A/C as it got quite warm. About the ½ way mark, we and the Bouwmeesters stopped for lunch at Falcon Beach on Falcon Lake (one of the larger lakes we seen) and had a picnic lunch. There were



Falcon Beach

plenty of trees around to have the picnic in the shade, but as soon as we got out of the sun and into the grassy area under the shade of the trees, the mosquitoes attacked us with such gusto. Ultimately, we just plunked the lawn chairs down behind our cars and had a picnic in the parking lot. The beach looked to be a lovely sandy long beach. Already it had many people out on it enjoying the sunny day—was very tempting. About an hour and half down the way we decided to get gas at Steinbeck. This turned out to be a bit

of an adventure and we got to see some of the town that we weren't planning on. It started with getting off the main divided highway which the GPS took us off into a residential area and around the back side of where the gas station was and then into it from the south end. After getting gas, we had to get back on the highway by heading north and make a left turn off on one of the traffic controlled exits so we could turn around and get back on to the highway heading south. The GPS showed that we could go through this industrial area and join up with the highway that headed west on to Morris, but as it turned out we couldn't; so after our little tour of the industrial area, we finally got back on to the highway heading south and off we were again on the correct route. (I wonder how many extra miles we put on over the trip and how much time we lost because of the GPS misguidances?—but on the positive side, I guess, we got to see some areas we would not have seen otherwise.)

We finally arrived in Morris late afternoon, signed into our motel called “Motel Stampede Inn”. Much to our disappointment on such a hot day, our room was stifling hot. We had to turn on the A/C as they keep it off until you check in, I guess, to save electricity cost. However, by the time we unloaded all our important stuff needed for the night, the room was at a very nice cool temperature. The campers were able to set up camp at the Valley AG Stampede Grounds campground next door to the motel.

Morris is located in the middle of the Red River Valley. It has a population of around 2000 people. This population grows in July for a few days. Just to show you how much, in July 2022, the Manitoba Stampede and Exhibition, known as the Big “M”, hosted by the Valley Agricultural Society in Morris had over 30,000 people from across North America attend the annual event. This is a pro-rodeo event on the Canadian Tour circuit. It stars some of the top people in bull riding, bronco-busting, tie down roping, bareback riding and steer wrestling. As well, they had fast paced pony chariot and chuck-wagon racing. And at the Agricultural Fair section of the stampede, included was a midway, cutting horse events, stock dog championships, mounted shooting event, farm chore events and a large petting zoo. In addition, a craft area, free family entertainment, indoor cabaret Friday and Saturday evening featuring top country bands, and on Sundays community church service and the kids’ pedal tractor pull were available to part-take in . It is the largest professional rodeo east of Calgary, Alberta. Why have we not heard of it? It Sounds like a lot of fun. Accommodations could be an issue—you’d have to bring your own or not mind driving to another town if you couldn’t get a place in Morris—Winnipeg is only 50 kms to the north. I would imagine there would be a lot of food vendors. For sure there is pancake breakfasts. Plus bring your own. I don’t think the local establishments would be able to handle the large influx of people---as we found out. Morris is also known for having some of the best sausage makers in the area. A number of the Coasters managed to track down some at a local Mennonite store.

For dinner, we motel people decided we would go to the “joint” across the road “Burk’s Road House on 75”-- a combination grill, bar, casino and liquor store. Well, so did a lot of the camper people. Unfortunately the roadhouse was not staffed for all of us coming in at the same time. But patience and kindness went a long way and we eventually got our drinks and food orders. One of the things that makes me remember this roadhouse, was one of the campers thought he lost his hearing aides there. There was quite the kerfuffle with people down on hands and knee with their cell phone lights on helping to look for them. Sorry, but I don’t remember the outcome of the hearing aides as to if they were found or not ; but, after all that rigmarole, the hearing aides weren’t at the roadhouse. After we ate we went over to visit with the campers. One of the ladies from the local car club had made chocolate cake for the group for dessert—always popular with car people. The cake disappeared pretty fast. Before dark, we wandered off and returned to our motel and settled in for the night. *Marlene*

BEFORE & NOW



Still riding today but not as much as I used to.
Later Years, technology has come a long way.

Wayne Clark (Prince George)

[Ed's Notes:- Wayne & Judy have been Kamloops Chapter members for 20 years.]

That's me in 1970 heading for my first snowmobile race with my brand new Scorpion.

I worked for Texaco at the time and they leant me their shop truck, a 1956 Ford to get around.

The next three years I raced factory Scorpion then moved on to other machines.



CLASSIFIEDS FREEBIES



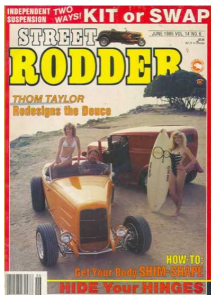
Car Cover Free
Fits 54 Buick 4dr. Would fit
other smaller cars
Call Ray 778 469 5423
o_henry@shaw.ca

CLASSIFIEDS For Sale

1947 Plymouth \$5,000
Call Claire 778 220 4844



Street Rodder Magazine Collection



1954-1982, 1978-1970 yrs are
complete. Rest are not about 150
in total. \$80.00 for all or \$2.00
each.

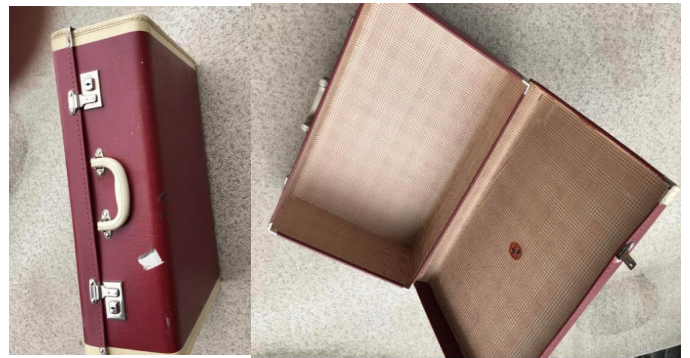
*Jason 250 372 2809

Wireless Doorbells



Sitting on their Chargers

CLASSIFIEDS For Sale



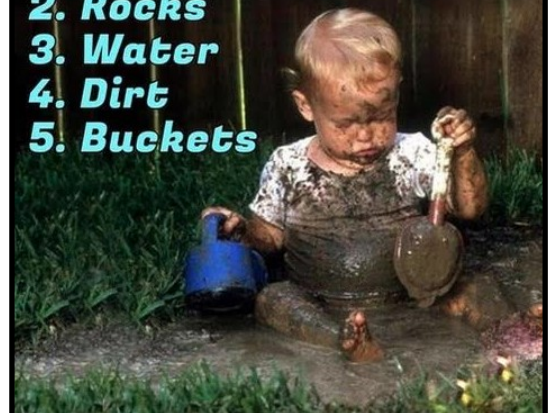
Vintage Suitcase \$20 firm 50's, or 60's Latches
work, but missing key to lock. 7x16x24" it would
look good in your car for a Show & Shine

*Ken Hoshowski 778 362 3016 or
hosh1941@telus.net

**Always make sure
SOMEONE in the
relationship has good
credit. That's why it's
called SIGNIFICANT other.
Sign/if/I/can't.**

World's Best Toys

1. Sticks
2. Rocks
3. Water
4. Dirt
5. Buckets



OLD PHOTO CORNER #4



My mother Fay French and her mother June Bickell-French with their dog Trixie standing in front of the family's 1935 Ford.
submitted by Sherry Carroll

**Just bought a log cabin
from Ikea**



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

Be decisive.

Right or wrong, make a decision.

The road is paved with flat squirrels

who

couldn't make a decision.