



The Kamshaft

MARCH 2024

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

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----- Next Issue Deadline for Classifieds & News April 12th -----

----- May Issue Deadline for Classifieds & News May 10th -----

Vol. 52 No. 3

Spring is just around the corner Did your car out for our Easter Drive



Calendar of Events

** Kamloops Chapter Events*

- | | |
|---------------------|--|
| *Mar 20th | Executive Meeting |
| *Mar 27th | General Meeting |
| Mar 29-30th | Sun Valley Swap Meet Vernon |
| *Apr 14th | Garage Tour organized by Don Potts |
| *May 12 | Mothers Day drive for lunch at Quaaout Lodge |
| *May 16th | Ron Buck's Celebration Of Life 11 am at Kamloops Funeral Home |
| *Jun 14-17th | Back Road Tour organized by Steve Bell |



MARCH PRESIDENT'S MESSAGE

Ken Hoshowski

It seems like I just wrote the last President's Message and it's time to write another. How time flies. My Dad always said the older he got the faster time seemed to fly, I think he was right.

I would like to thank everyone who contributed to our annual auction night. It was fun and a lot of laughs. We took in just over \$500.00 in total with thanks to Yvonne Pasjack who was our biggest bidder.

Thanks to our gregarious Auctioneer Dave Costain and his helpers Jim Carroll and Don Potts.

Our first major event this year is our Easter Drive and Show and Shine on Easter Sunday, March 31. Chairman Rich Vandermey still needs a few more volunteers for parking. If you can help let him know at our March 27th meeting.

Lila Foley is also reminding the ladies that we need cookies for the coffee/cookie tables which will be set up at McArthur Island and Riverside Park. Rich will give us final update at the March 27th meeting.

Our Tuesday morning coffee get together at Aberdeen Mall remains very popular. One member told me the highlight of his week was the fellowship and interesting conversations at these gatherings.

We have many ideas for an exciting summer of driving tours and events planned for you.

I would like to thank those members who have come to me with idea's for cruise nights and driving events. That makes my job so much easier, and for that I am grateful.

We will have an interesting guest speaker at the March meeting so plan on attending. *Ken*

HELP HELP HELP HELP

Your help is badly needed. We lost the storage for our 4 club vehicles and must vacate the city's building by Sept 1st.

If you know of any inside dry storage space 20x50 ft available please contact either Craig Beddie 250 579 5340, mcbeddie@telus.net or John Bone 250 320 6626, boneyard@telus.net A.S.A.P.

AWARD NIGHT

Wednesday March 27th. The following members will be recognized for their years of membership in the Vintage car Club. It would be nice if you would attend to have it presented in person rather than receiving it in the mail: -

Bernard Gaucher (5 yrs)

Darla Stephens & Nick Scown (5yrs)

Bill Kermode (15 yrs)

Jay Gallagher & Sue Adams (15 yrs)

Jim & Pat Johannson (15 yrs)

Bryan Vye (20 yrs)

Del & Claudine Basaraba (20 yrs)

Lorraine Finnigan (20 yrs)

John Bone (25 yrs)

Andy Cordonier (25 yrs)

John & Linda Rostron (25 yrs)

John & Lila Foley (25 yrs)

Michelle Gieselman (25 yrs)

Bill & Shirley Lindsay (25 yrs)

Steve Bell (30 yrs)

Don Moyer (45 yrs)

Ken Finnigan (45 yrs)

Jake & Jan Surline (45 yrs)

EDITOR'S EDITORIAL



Putting on the Easter Drive requires quite a bit of help at

the start and of course parking at Riverside Park. If you feel you can help at either end please give Rich a call 250 828 2318.

If you do get some interesting photos of the Easter Drive please forward to kamshaftediitor@gmail.com and I will see if I can use them in an upcoming Kamshaft.

I would like to thank the members that contributed to this month's Kamshaft. It makes my job as Editor much easier and better reading.

NAME TAGS: - We have a number of new members so please wear your name tags to help introducing your selves to them.

ROSTERS 2024 will be handled out at the General Meeting

RON BUCK'S Celebration of Life will be 11 am at the Kamloops Funeral Home. It would be nice if you could drive vintage for the occasion.



**When I get a headache
I take two
aspirin and keep away
from children just like the
bottle says.**



The Kamloops Chapter of the
Vintage Car Club of Canada

Come join us!

Easter Drive & Car Show

of Vintage Vehicles

Sunday March 31, 2024

10 am - Vehicles will stage at McArthur Island near ice arena.

11:45 am - Depart McArthur Island. Non-members welcome but only in vintage stock vehicles.

1-4 pm - Vehicles arrive at Riverside Park, and will be on display until 4pm. Coffee and cookies will be available by \$\$ donation at Mac Island as well as Riverside Park.



For further information call

Rich V. at 250-828-2318 or Ken H. at 250-320-7548

Monthly Mystery Car #59

Presented by
Art Harms



February Mystery Car



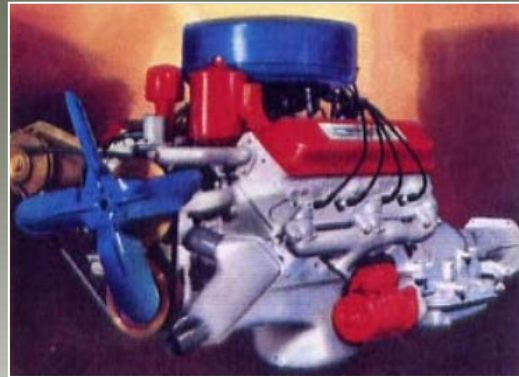
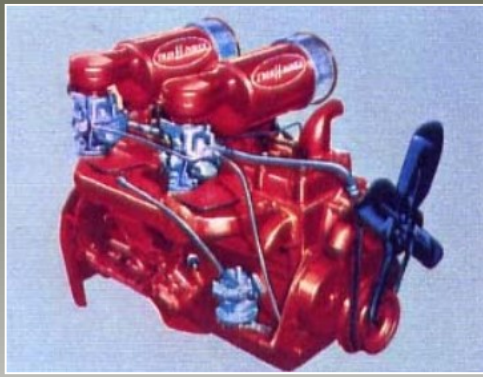
February 2024 Mystery Car is a 1955 Hudson Hollywood. During the turbulent automobile market during the fifties, several manufacturers either went bankrupt and disappeared, or merged with other automobile companies. On May 1st, 1954, Hudson merged with Nash-Kelvinator to form American Motors. Frank Spring was given the task of designing the all-new Hudson car line for 1955. To save money, the floor pan, suspension, and roof design were Nash Rambler assemblies, with the exterior body panels of the new design for Hudson automobile line of cars. (This caused a consternation among long time Hudson owners and collectors, which called these cars the "The Hash"). The 1955 model featured a very pleasing design, but the following two years designs were very poor, which lead to the end of the Hudson automobile line in 1957.



The interior of these cars featured a dash with a complete, easy to read set gauges and climate controls. Bench seats were standard, with the front seat bi-fold for rear passenger access. The rear seat center section folded down for passenger comfort. Of course, being an American Motors product, the seats folded down to make a bed. Options included power brakes, power steering, power windows, radio, padded dash, and a pullout glove compartment (similar to a desk drawer).



The main featured optional extra was the Weather Eye climate control system. This was one of the first in dash air-conditioning systems. Not only did it work very well, but the price for this option was on half the price compared to other automobile makes.



There were two engine choices available in 1955 Hudson models. First, there was the famous Hudson Twin H Hornet six-cylinder engine. This engine was a carryover from the previous five years when Hudson was the big winner in the NASCAR races. This 308 cubic inch side valve, flat head engine produced 160 horsepower.

The twin Carter carburetors were one of the reasons for the large power output. It was the largest six-cylinder automobile engine in the industry during its production run. The second engine option was the 320 cubic inch Packard overhead valve V8. This engine produced 208 horsepower. In the supply agreement with Packard, this engine only came with a two-barrel carburetor, which would limit the horsepower level to below engines installed in Packard's own cars.

Three transmissions available with the six-cylinder engines were a three-speed manual, a three-speed manual c/w overdrive, and the four speed Hydramatic automatic (sourced from GM). The cars with the Packard V8 were available with either a three-speed manual, a three-speed c/w overdrive, and a two speed Ultramatic automatic transmission manufactured by Packard. Power was transmitted to the rear differential via a torque tube. The suspension system consisted of coil springs, both front and rear. Drum brakes were utilized on all four corners. 5" X 15" wheels c/w 7.10 X 15" whitewall tires were standard equipment.

The other thing that was standard was the Continental kit. Believe it or not, it was an option to delete the Continental kit. Production for the 1955 Hudson Hollywood totaled 3324 units. *ART*





The club auction at the February 28th General Meeting went well. The members brought lots of good stuff to be auctioned.



Members were seen checking out the items before the meeting started.

Dave Costain was our auctioneer for the evening with Jim Carroll and Don Potts assisting.

Terry Davidson filled in as treasurer as Debbie had another commitment.



The bidding was lively and some folks got out bidden as they quit bidding too soon and they did not get the items they wanted. Oh well maybe next year.

It turned out to be good money wise for the club as we don't have pancake breakfasts anymore that for so many years was our fund raiser.

Andy Cordonier was very pleased he was the high bidder on the beautiful wood truck that Bob Chambers had made and donated.





“COOK’S CORNER” #3

by: - Lila Foley



CANADIAN HAMBURGER SOUP

DIRECTIONS

1. In a large dutch oven, brown meat, adding onions and garlic. When meat has lost its pink colour, drain off any excess fat if there is any visible.
2. Add all remaining ingredients, turn hear down to low so soup is barely simmering, cover, and let cook for about 2 hours (even longer is fine). After one hour, taste soup and add salt if necessary.
3. If you have leftovers (the soup freezes well, so considering making the whole pot even if it’s a lot for your family), be aware that it tends to thicken when cool. When reheating, I always add a little more beef broth.

**My wife asked if she
could have a little
peace and quiet
while she cooked dinner...**

**So I took the battery out
of the smoke alarm!**

INGREDIENTS

- 1 1/2 lbs **lean ground beef**
- 1 **medium onion**, peeled and chopped fine
- 1 **garlic clove**, minced fine (my addition, original recipe uses no garlic)
- 1 (28 ounce) can **plumb tomatoes**, undrained
- 4 cups **low sodium beef broth**
- 1 (10 ounce) can **tomato soup**
- 3 **carrots**, peeled and chopped fine
- 4 **celery ribs**, leaves remove and chopped fine (the celery leaves can be added to the soup if you wish, I often do)
- 2 **bay leaves**
- 1 teaspoon **dried thyme** (original recipe used less, but I love thyme)
- 1 teaspoon **fresh ground black pepper** (even more is better)
- 1/3 cup **barley** (pearl barley or pot barley, both work fine)
- Salt**, to taste

Hope you try and enjoy this recipe. Lila

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 “Thinking of You” card to : -

Jack Woolard



PEOPLE YOU "AUTO" KNOW #3

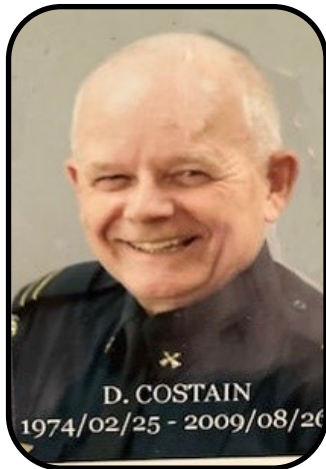
DAVE COSTAIN

by: - Geoff Gibbard

It turns out that Dave and I share some commonalities, we love to ski, we love cars and have absolutely no idea how they work. I met him in the Sun Peaks ski locker room years ago, we were commiserating about poorly functioning body parts. Dave assures me that he has not missed opening day at Sun Peaks/Tod Mountain in 53 years, and I thought I was keen! He is an athlete who has a love for team sports, baseball, slow pitch, and hockey were his favorites.

Dave played hockey with the RCMP for over 20 years and retired from slow pitch only 5 or 6 years ago.

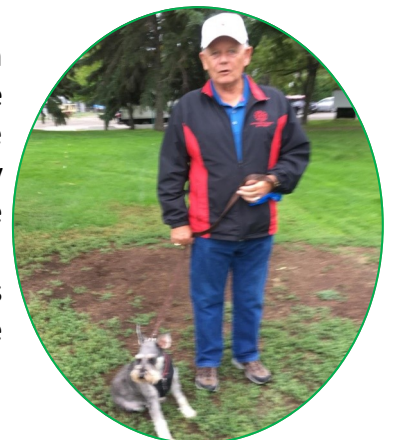
Dave, the oldest of three boys and two girls, was born in 1949 and started life in the town of Barnet located on the Barnet Highway between Port Moody and Burnaby where the Texaco bulk storage facility was located. His family moved to Burnaby and then to Kamloops in 1966 as his dad was working for Texaco on the Mica Dam.



By 1970 he had moved out of the house and was working for the Kamloops fire department as an on call fire fighter. He lived in the fire hall until 1974 when he was hired on full time and moved into a house on Kimberly Crescent with several other fellas.

Now, he lives on Columbia below the radio station. He has a daughter, Michelle, by his first marriage who lives in Toronto. Some time after his divorce, he met Heather. The romance actually started in a bar.

Dave spotted Heather and her friend sitting by themselves, and bought them each a beer. I gather that he was not the smoothest talker but somehow he managed to get a date with Heather. After finding out his address, you can imagine how surprised Heather was to discover that they were neighbours and she could actually see into his kitchen from her bedroom window. As they both worked shifts (Heather was a nurse for 35 years) Dave gave Heather a key to his place so she could let Scruffy the dog out when he was working and she wasn't. This arrangement worked very well but after a while Dave noticed that the beer and steak he kept in the fridge was slowly disappearing. He didn't give it much thought until he found a message on Heather's answering machine referring to her liberating said items from his fridge. Dave figured he better marry her so he could keep his fridge well supplied.



He suggested they go to Southern California for their honeymoon which she was all over. However, he neglected to mention that he was playing in a hockey tournament and 16 other guys would be there with them. That was the beginning of a pattern. He asked her to go boating on the Thompson River but neglected to mention that they'd be the first aid attendants in the fire department boat for the outrigger canoe races. On another occasion, he asked her to go for a picnic in the park but neglected to mention that they'd be working in the hamburger stand for KIBIHT (Kamloops International Bantam Ice Hockey Tournament). And yes, they're still happily married.



Dave worked his way up in the fire department, retiring as a battalion chief in 2009. He volunteered with KIBIHT for 35 years until it folded in 2005 when it was no longer an international tournament. Through his work in the fire department he became interested in the Masons and joined the Kamloops Masonic Lodge #10 in 1978. He is a Mason and a Shriner and has held executive positions at the local and provincial level. In fact, he and Heather are traveling to Ottawa in September as Dave is receiving an honorary degree in recognition of the 150th anniversary of the Scottish Rite of Free Masonry in Canada.

Dave has had a lengthy love affair with the Jaguar V 12, he loved the sound, the power and the stylish looks of the car. He was looking for a convertible and found one in Victoria, Heather gave him a gentle nudge and he bought it. Francis of Riverside Auto keeps it in good running order.



He joined our club in 2016 looking to enjoy the camaraderie of the group and relishing the opportunity to tap into the wealth of knowledge of our members. Dave serves on the executive as a director, he can't give us any more of his time now but I suspect he will be open to taking on more jobs in the future.

Speaking of time, Dave and Heather gave me lots of it and I enjoyed our conversation. Thank you *Geoff*

Editor's Notes: - Dave was pleased that his nephew Adam also joined the department.

I was looking for working pictures of the fire department and I found these. Dave says they are not of him.



TUESDAY MORNING COFFEE

At coffee on Tuesday morning the subject of car models came up. What was the difference between a *DOCTORS COUPE & BUSINESS COUPE*.

The term doctors coupe, in modern use, is said to originate with the Model T. Back in the brass era, doctors made house calls, and the Model T coupe was likely the cheapest, most practical way to visit patients in rural areas. Just enough space for a doctor and his bag. It had a full steel body including a roof and doors, it was this all-weather protection that made it particularly popular with doctors who had to go out in all hours and in all weather conditions.

I think Ford may have used this concept in its advertising, the way Saxon did for selling it's economical roadster to small businesses.



I believe that the term *doctors coupe*, like the term *business coupe*, were marketing devices and commonly used. There are uses of the term doctors coupe that long precede Ford, however...it was a term used in carriage trade.

Business coupes made their first appearance in the late 1920s. For 1929, Buick offered a Master-Six Business Coupe, and both

Chevrolet and Ford were offering their own business coupes. Plymouth was an early adopter of the body style.

What is a business coupe? *A two-door car with no rear seat or with a removable rear seat intended for traveling salespeople and other vendors carrying their wares with them. American manufacturers developed this style of coupe in the late 1930s. Business coupes did have huge trunks, which made them popular with traveling salesmen and the like, and hence the name.*



SPRING GARAGE TOUR



Sunday April 14th. **Starting time of 10 am** at Jason Tasko's 2651 Thompson Drive.

Then at 11 pm drive to the Tumbleweed Pub 5220 Bogetti Road for lunch.

Following lunch leaving around 12/12:30 for the drive to the Muscle Car Saloon 5789 Campbell Creek Road.



The cost to visit the Muscle Car Saloon is \$5.00 per person paid to Don Potts as Don has already paid the required entrance fee of \$50.00. If there is any amount collected over the entrance fee Don paid he will be turning it over to the club.

I have printed instructions on how to get to the Muscle Car Saloon. After spending the afternoon, you can head home when you wish. You may consider travelling the rest of the Campbell Creek Road over to Highway #5 & Knutsford.

Come out enjoy your car, company and the day. *Don Potts*



This years **Back Road Tour is June 14-17th**. Using the back roads as much as possible. Friday June 14th the drive will take us to Revelstoke (Coast Hillcrest Hotel 250 837 3322 Approx \$129) Saturday June 15th is a drive to Nelson (Baker Street Inn 1 888 255 3525 Approx \$195). On the Sunday June 16th it is your choice to head home or drive to Keremeos for a over night stay at the (Orchard View Motel 250 499 0442 Approx \$135). Then on Monday June 17th you finish the weekend off with the drive back home.

It is up to you to book your own hotel arrangements. The registration this year's tour is \$10.00 per person.

Steve Bell **250 828 0620** or sybra@telus.net is organizing the tour and he can be contacted to register and should you have any questions.





Manitoba into Saskatchewan August 15 - 17th

by Marlene Beddie

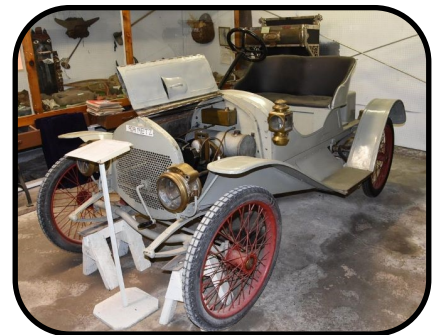
Monday August 15, after Craig and I left Souris Manitoba that rainy morning, the rain stopped shortly after we left. The rest of the day the weather was clear blue sunny skies. We headed out on highway 2, made a quick stop at a gas station just out of town to get a coffee and then continued north to Elkhorn, Manitoba. Les, one of our hotel group, suggested this excursion at breakfast instead of joining the rest of Coasters at the planned interest destination. It was out of our way by about 60 km but Les assured us that it would be worth the drive up to The Antique Auto Museum in Elkhorn. So most of the “hotel” participants headed to Elkhorn.



The Antique Auto Museum, looked after by the Manitoba Automobile Museum Foundation, started with a private collection of 65 vehicles donated by a local farmer, Isaac Clarkson in the early 1960's. The story goes that he collected older vehicles and machinery that were being discarded over his lifetime. As he was

getting older and he was running out of space to keep all his collection, he approached the village of Elkhorn and said if they would build a museum to house his collection, he would donate it to the village provided the collection stayed in Elkhorn.

The village agreed. Presently the museum collection has over a 100 vehicles, many from the early 1900's. Most of the vehicles are in their original condition. Some of the notable vehicles are: a 1904 Holsman, a 1908 Reo with a 2 cylinder opposed engine with chain drive; a rare 1909 Metz with a 2 cylinder opposed engine with a friction drive and 3x24 inch tires; a 1909 Hupmobile -- the 1st car that Isaac Clarkson restored, finishing it in 1946; a 1911 Model T Ford with brass trim and carbide lamps; a 1913 Case Model 30 touring car with original paint and left-hand steering; 1913 Russell Knight (original cost \$5000); a 1914 Briscoe with only 1 headlamp on the center of the radiator; a 1916 Overland Hearse Model 83B with it's intricate carved wooden cabin; a 4 cylinder 1916 Saxon Roadster; a 1918 Master Truck with a 4 cylinder Buda Engine with solid rubber tires ; and a 1921 Olds with a 26 HP flathead.



Other collections that have been added were license plates, telephones, butterflies, a couple buildings sheltering agricultural equipment such as vintage tractors and threshing machines—some over 100 years old—, plus a 1893 one room schoolhouse, a 1912 pioneer home with its living areas displaying antique household



furnishings, kitchen wares and toys, and an old church building under renovations.

We spent a few hours there trying to see everything and not get too



over helmed—it definitely was worth the extra 60 kms.

Eventually we headed on to our final destination for the day of Midal, Saskatchewan making a brief bathroom and ice slurpy stop at a gas station at a junction on our route to cool off and stretch a little.. And a little further down the road, we had a nice late picnic lunch at a little park in a small community along the way. It amazes me how these itty bitty villages have such nice picnic areas. At Estevan, Saskatchewan, our group decided to get gas before we drove the next 90 km to Midale as we were not sure what would be available in the small community at the time of our arrival. Arriving at Midale around 4pm, with the address of our accommodations in hand, we circled the town a couple of times before we finally phoned the cabins where we were staying as we could not find our place of rest in that small town with a population of about 500 people. The address we were looking for did not exist! Another adventure. We had to travel another 16 km further to Mainprize Regional Park situated on the Rafferty Reservoir (also known as McDonald Lake). This man made lake is 55 km long, created when the Souris River was dammed in 1994 .



The lake has great fishing offering Walleye, Pike, White Sucker and Yellow Perch.

The area is well known for “The Annual Rafferty Reservoir Walleye Cup” held on the May long weekend. Its a very nice park having access to camping, cabins, a little store with ice cream, fishing tackle and watercraft rentals like kayaks, a couple of boat launches and a Golf club with an 18 hole course, restaurant and lounge. The golf course restaurant is where we had 2 suppers and 2 breakfasts.

All meals were very good with ample portions and lovely servers.



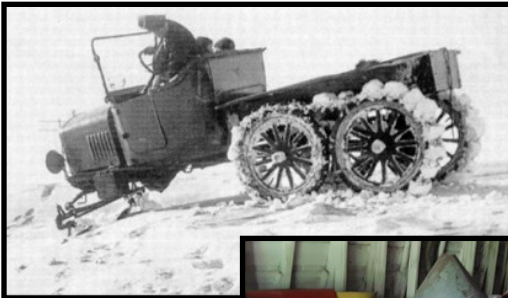
The Brentwood Cabins where the “Hotel” people were staying for the next 2 nights did have full kitchens



and BBQs (we did not use), picnic tables (where we had a few brewskies on the two hot after afternoons before dinner), wifi, AC and a Laundry room! Very comfortable. We did not make it down to where all the campers were staying but it sounded like they were please with the area although it did not have a laundry. However, a couple of the camper people did come up to the cabins to do laundry when they found out there was a one there for the cabin renters.

As we discovered on Tuesday August 16th at the tour of Midale’s Pioneer museum, Mainprize Regional park was named in honor of Dr. William Mainprize. He was the local doctor serving the residents of Midale and area from 1911 -1964. Part of the museum was his Doctor’s office with a lot of his medical instruments and other paraphernalia used in caring for these people. In addition to his office, there were two other buildings; one containing donated local collec-

tions of Pioneer artifacts and memorabilia and the other housing some vintage mechanical items as well as a remodeled Model A with large tractor tires, known as the Mudmobile, used to get Dr Mainprize out and about the area in the muddy spring. Also with the help of local mechanics, he assisted in the design of 3 different snow machines for winter travel to make his house calls within the 50 km wide territory around Midale. His first snowmobile, built in 1924, had a Model T chassis with an open cab style back. His second vehicle they added a third wheel. His last snowmobile featured a lower center of gravity, making it practically untippable and unsinkable in snow--ideal for transporting his pregnant patients (The Canadian Medical Association Journal).



The same afternoon, we went to the Heritage Village about 1 km from downtown Midale where numerous era buildings were situated such as a gas station, a school house, a church and a pioneer home. In one of the buildings, the 3rd snow vehicles that Dr. Mainprize had designed was on display. It was all very interesting. It just goes to show you, if you need something, you will re-invent something else to suit your needs. Looking at all these old things took all day.

After supper we were treated to a nice relaxing pontoon boat tour of the reservoir at sunset by few of the local people. The operator of the pontoon boat we were on gave us a demonstration of how easy it was to catch fish in this lake. He dropped his hook and after only a couple of quick jigs of the line, he had a fish.



As a finale to the day, we had an unplanned gathering in the biggest cabin for a nice nightcap to end the evening before retiring for the day.

August 17, we woke to a drizzle of rain. The rain did not last very long just long enough to get everything wet and the road muddy when we did a little tour through the residential area of the person that had organized this portion of the trip before we continued on to our day's destination of Willow Bunch Saskatchewan for a 2 night stay.

To be continued.....*Marlene*



DID YOU KNOW why cars in 1908 came with white tires?

I DIDN'T!

Tires were white when they were made of natural rubber as that is the color of rubber.

Around World War 1 (1917) they started adding carbon black, a industrial byproduct, to the rubber as they found that the tires longevity increased from about 5000 miles to 15000 miles. They also found that the tires were easier to keep

looking good! Carbon was added by some auto makes around 1916 to make tires stronger. It also turned them black.



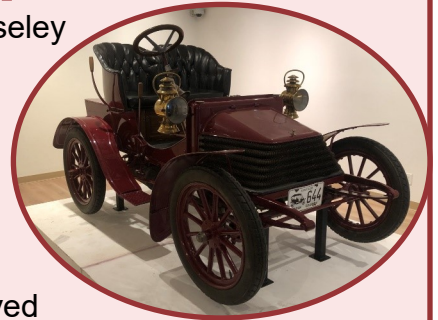
MOVING DAY AT THE CITY'S MUSEUM

Before you get into reading John Bones story about moving the Wolseley again I will give you a little history on the car as I am certain some members do not know anything about this car.

ARTHUR CLEMES AND THE 1904 WOLSELEY

In 1898, Arthur Clemes was on a trip to Europe and visited the World Automotive Exposition in Paris. There he saw on display a number of new "horseless carriages" being developed in Europe. He took a fancy to a little Wolseley two-seater, single cylinder car from England and decided to order one for himself. The car eventually arrived some years later after having first been shipped to B.C. by way of Cape Horn on a Blue Funnel steamer, accompanied by its owner, and then to Spences Bridge by rail where he was the owner of the hotel there. The car was a 6hp single cylinder, chain driven, red, two-seater with red leather upholstery and was priced at 275 pounds sterling (\$496 cdn). It featured a coiled copper radiator with the brake and gearshift on the outside and had two acetylene head lamps mounted on the dash board. Steering was by a wheel and not a tiller which many other vehicles of that era used. At that time, there were no facilities nor personnel trained to maintain and repair the vehicle. Spare parts had to be ordered from England. The roads were in poor shape at the best of times and in many places and in many places non-existent. The tiny car hadn't the power to climb steep hills, rough grades and had to be pushed or pulled to get anywhere.

Arthur died in 1922 and the car was passed on to his son, then a couple of more people before the Provincial Transportation Museum situated in Cloverdale bought it. When the government shut down the museum the car came to the Kamloops Museum (1996) as it was the 1st car in the interior of British Columbia.



First Time: - it was moved from the 2nd floor to the 3rd floor was 20 years ago. The club members that were the movers at the time were: - (L to R) **Jerry Wallin, Harry Morrow, Les Batchelor, Ron Buck, Dick Parkes & John Bone**



Second Time: - Feb. 20 2024 a crew of VCCC members and a few non members moved the Wolseley at the Kamloops Museum from the 3rd back to the 2nd floor. The only way to move it was to use the elevator.

(L to R) **Jerry Wallin, Two city employees, John Bone, Ken Hoshowski & Craig Beddie)**





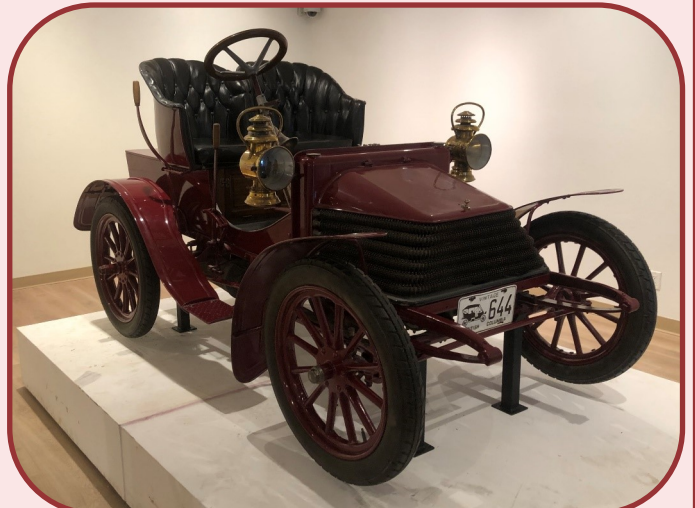
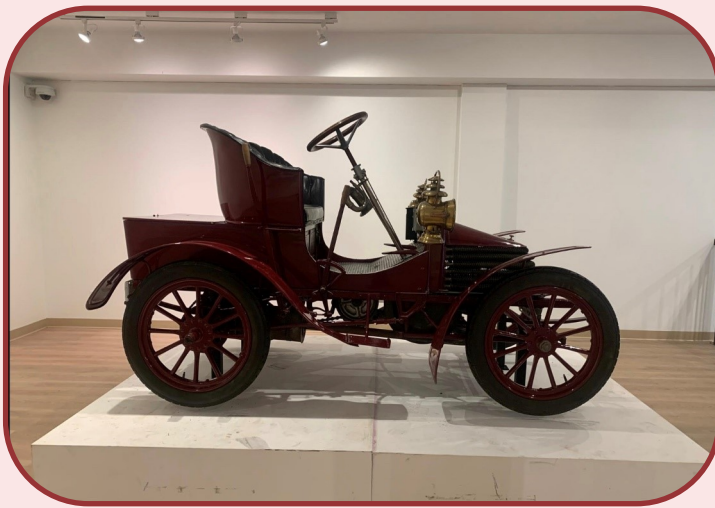
To fit in the elevator the car had to be partially dismantled and lifted up and strapped to a cart.

John and Craig went down a couple of days before moving day and loosed up the bolts to make it easier and faster for the crew TO CAREFULLY dismantled the car, strap it to the cart and with the use of two engine hoists and jacks it was rolled into the elevator.



It was lowered one floor (3rd to 2nd) and was then pulled out of the elevator and lifted off the cart and turned over and lowered on to stands.

Wheels were put on then it was pushed up a ramp onto a platform stage for the museum display. The crew worked like that of a racetrack pit crew and reassembled the car.



Thanks to the crew for their hard work and careful attention handling this 120 year old very Historic Vehicle. *John Bone*

OTHER 1903 WOLSELY'S





**Barrett Jackson –
Scottsdale AZ
Jan.20-28/2024**

Well I guess I can 'check off' another BUCKET LIST item .

I have watched the auction on TV many times and always wanted to attend. Since my eldest daughter is going to school in Glendale I thought it would be a great time to visit as well.

Barb & I also took in a NHL Arizona hockey game at the Mullett arena that seats around 5000 only. Was very much like our Sandman center = cool.

As for the auction , 1 word = WOW ! it was packed and loud and they moved the cars along very fast. The weather was cold /rain early in the week and it seemed prices were reasonable on Monday / Tuesday.

I only saw 1 Ford Falcon. Barb had her eyes set on a few very nice '58 Corvettes * but I would have to sell 10 of my Falcons to afford one !

There was a nice '70 GTO that sold for \$65k (\$83,000 CDN) and a '64 VW window van around the same price.



I think the highest priced item was this

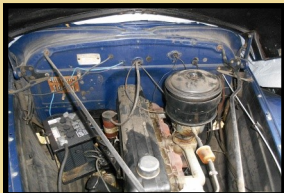
'56 Mercedes 300SL Gullwing that sold for \$3.4mil. & oh that's USD ! **Safe travels Rich Vandermeij**



CLASSIFIEDS For Sale

1941 Chevrolet \$10,000 Special deluxe 4 door sedan, model 1019, GM of Canada. Looks OK from 20 feet. Backyard restoration about 25 years ago, needs all new tires, steering box, and a few other adjustments. Can include a lot of spare parts.

Phone Jason, 250-372-2809



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

*The most expensive vehicle to operate.
By far, is the Costco shopping cart.*

1957 Fargo \$22,500



Here is photo taken prior to upgrade. This was taken approx. 30-35 years ago.

I restored it to total original condition and won 1st place awards in Calgary, Edmonton, Vancouver. The truck is presently in my son's storage in Calgary and not conveniently available. Storing for family in case of my passing!! At 90, you are old and could go anytime!! I am looking for cash sale. Not interested in trade. Upgraded it with: 360 Engine, Disc Brakes, Automatic Transmission, & Power Steering.

*** Contact John Mason 250 878 3483
mnm2kel@gmail.com**

Trailer for Sale \$3400.00 (Truck extra)

18 foot trailer,

7000 GVW,

6 foot loading ramps,
running boards and
fenders, boom hoist,
spare tire,

12 volt, 6000 lb. inch,

hitch lock and key, electric tongue jack,

2 sets of side racks



**Contact Jerry at 250-579-5102 or
email gwallin@telus.net**