



The November Kamshaft 2025



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 December 12th -----

----- January Issue Deadline for Classifieds & News January 16th -----

Vol. 53 No. 11



**Attend the November Meeting
& VOTE for your 2026 Executive**

Calendar of Events

*Kamloops Chapter Events

Nov 23rd	Santa Claus Parade 4 pm
*Dec. 6th	Annual Christmas Dinner [p4]
*Jan. 24th	General Meeting Come and meet your new Executive.
*Jun. 5th-7th	Back Road Tour [p6]



PRESIDENT'S MESSAGE

By Ken Hoshowski

It is hard to believe our general meeting on November 26 is our last for 2025.

However, it is not our last gathering. One of our most popular events of the year is our Christmas party which is being held on December 6 th. Tickets are available from Lila Foley. Our thanks to Lila for organizing the party and to Steve Bell for organizing our delicious turkey dinner with all the trimmings, and to Geoff Gibbard for his magical fingers on the keyboard.

Our November meeting is also our election night. Your nominating committee, Jim Carroll and myself, are tasked with proposing a slate of officers for the upcoming year. Nominations will also be called for from the floor. I am happy to say we have a full slate proposed except for the position of president. I would ask all of you to think of a suitable candidate, ask for their approval and nominate them at the meeting.

In reflecting about our past year I think we have given the membership a good variety of driving events from our Easter Show and Shine, Back Road Tour, cruise nights garage tours and special events.

I would like to thank all of you for your help and support in making these events successful. *KEN*



MERRY CHRISTMAS

Our Annual Christmas Party

Saturday December 6th

Doors Open at Hal Rogers Center at 5 pm

Supper at 6 pm

\$30.00 per person

Cash Donations will be accepted

for the Kamloops Food Bank

Lila Foley (250 573 4256) has the tickets



Important Notice

It has come to our attention that some members might not attend due to not wanting to drive at night. If you would like to attend and need a ride we will attempt to find transportation for you by someone who has room in their car and lives near your area. We cannot promise but will try to have you join us in our most popular annual event.

Please let me know if you would like to attend and I will do my best to make it happen.

Requests must be received by me prior to November 26. Merry Christmas

Ken 778 362-3016 hosh1941@telus.net

EDITOR'S EDITORIAL



At the time of putting this Kamshaft together it appears that I will once again be your Editor.

If there is any items you would like to see deleted, added or changed please contact me before the end of December as I would like to make these changes starting in January.

It is your newsletter I just put together the information that you provide me.

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 the following cards:-

Ken & Lorraine Finnigan –Sympathy

Terry Davidson– Sympathy

Judi Mutcher-Thinking of you

In case you missed reading this in the October Kamshaft.

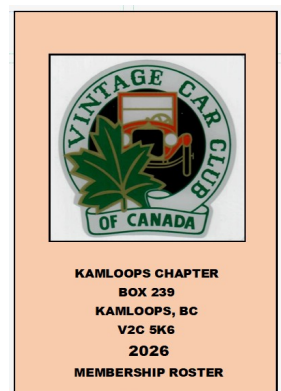
Your membership must be paid by December 31st to have your name listed in the Kamloops Roster.

If you do not like the photo that is currently showing in the roster please send me a new one at any time to kamshafteditor@gmail.com. **The cut-off date for any changes to the 2026 Kamloops Roster will be December 31st.**

The information I plan on using will be taken from your 2026 membership renewal form that must be completed and returned by December 31st.

So please read it completely and make any necessary changes before signing it so I hopefully get everything correct.

PS: - Check the **VCCC.com web page Kamloops Chapter** down near the bottom and see if a photo of your car or cars appear there. If not send a photo with details of the vehicle missing to kamshafteditor@gmail.com *Thanks Dave*



History of the Kamshaft

At the Executive Meeting they were talking about the different positions. As the editor of the Kamshaft it is an appointed or volunteer position it does not come up at election time. I asked about it and was told it is position for "Life". Would have been easier for me to commit a crime rather than trying to resign.

The information I managed to gather in regards to Editors goes as follows: -

Dick Parkes started it as a one page of information and a place to sell or trade cars for the members,. It has changed in style and grown to what you see today.

Dick Parkes 1972-80

Dave Simpson & Ivan Lajeunesse 1981-82

Dick Parkes 1983-84

Frank McLean 1985

Dick Parkes & Niki Bone 1986-88,

Jim Harker 1989

Bob Cheesman 1990

Dick Parkes 1991-95

Bob Cheesman 1996-97

Dick Parkes 1998-2007 [Total number 29 years]

Murray Williams 2008

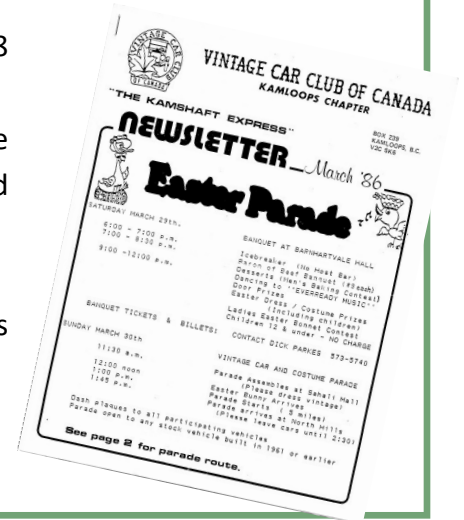
Dave Dickinson 2009—current

The Kamshaft started appearing on the VCCC.com web page November 2008 and Monthly calendars were added January 2009.

As your current Editor I would like to thank those members that contribute to the Kamshaft on a regular bases and I appreciate anyone that has added items in the past as it is your newsletter.

Looking forward to receiving more of your stories.

My job as Editor is just to put the information received together. Thanks Editor



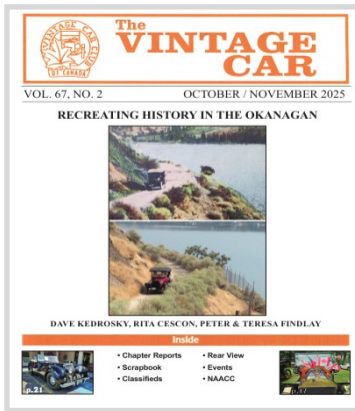
NAME TAGS Presented

As Terry has been looking after membership he presented Les Evens & Judi Mutcher with their Name tags.

Terry welcomed them as new members and reminded them how important it is to wear their name tags as this a way of introducing themselves to the older members.

Les is the proud owner of this 1969 Ford F350 crew cab.





Thanks to Wayne Russell
Editor of the “Our Car Club
News” said I could copy his idea



of including the Vintage Car magazine into our Kamshaft.

To read the latest copy of the Vintage car in colour and to be able to adjust the size of print just right **CLICK HERE** & then **Open Hyperlink** as shown on the bottom of the pop up and follow the instructions.

I have tried and it works for me. *Editor*



Just a note to leave June 5th, 6th & 7th open for a 2 night 3 day Back Road Tour.

Including some favourite locations from 10 years ago plus some new stops.

If you would like to attend or have any questions or suggestions contact me at **250 828 0620** or **sybra@telus.net** *Steve*



2026 MEMBERSHIPS

Terry will have your 2026 Membership renewal form at the General Meeting Nov. 26th.

You can check it, sign it and pay for it all at the meeting.

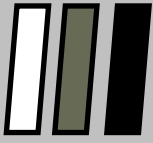
The annual fee is still the same at \$70.00

Any E-Transfers are to be sent to fsjsand@hotmail.com

Please check and make sure the number showing are your renewal is correct for the number of years you have been a member.

If you feel you are not in possession of the correct year bar

Terry would like to hear from you.



Monthly Mystery Car #75

Presented by
Art Harms



October Mystery Car



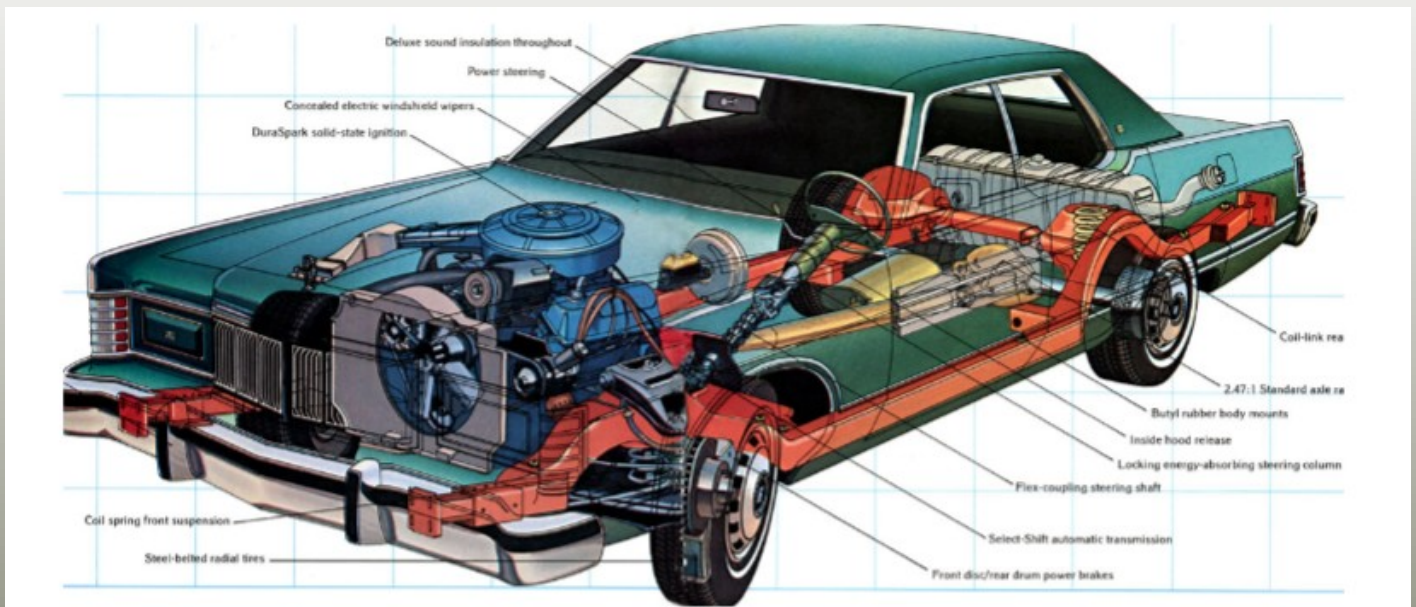
November Mystery Car is a 1978 Mercury Grand Marquis. These large luxury automobiles were built for the customer who wanted all the modern conveniences available. Overall, the styling was very pleasing for a large car, with long body lines, accent strips and a wide lower body molding. Being that it was a luxury class automobile, the list of standard equipment was extensive. P/B, P/S, power windows, electronic ignition, concealed headlights, hidden wipers, unique seat trim (velour and leather), Vinyl roof, deluxe sound deadening, and a digital clock, were just some of the standard equipment. Other standard equipment included automatic parking brake release, fender skirts, vanity mirrors in the windshield visors, twin front lounge seats c/w individual center arm rests, interior lighting package including the trunk, and carpeting throughout including the trunk and spare tire cover. Some of the options available were forged aluminum wheels, cruise control, a tilt steering wheel, power door locks, four-wheel disc brakes, and automatic temperature control heating and air conditioning system.



There were three different engines available on the order list. The first was a 351 cubic inch V8, which produced 144HP, and 273 foot/pounds torque. This engine had a compression ratio of 8.3 to 1. A two-barrel carburetor was standard



equipment on this engine. Not really a viable engine to run all of the power accessories, and move a car that weighed more than two tons. The second engine on the list was a 400 cubic inch V8, which produced 166 horsepower, and 319 foot/pounds torque. With a compression ratio of 8.0 to 1, and a two-barrel carburetor, this engine was a somewhat better power plant. The third engine available was a 460 cubic inch V8, which produced 202 horsepower and 348 foot/pounds of torque. This engine featured a compression ratio of 8.0 to 1. A four-barrel carburetor was standard on this engine. This was the engine that provided reasonable performance, and made it a great cruiser on the open road. Power flowed through a Select-Shift, three speed automatic transmission, and on to a solid rear end.



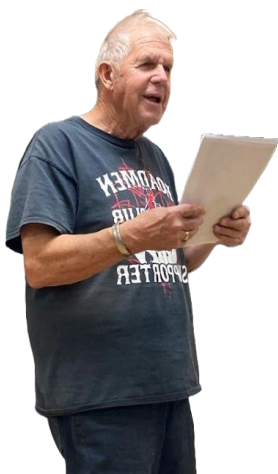
Front independent suspension consisted of coil springs, trailing links, and a sway bar. Rear suspension consisted of a beam axle, upper/lower control arms, and coil springs. These cars were equipped with disc brakes on the front, and drum-brakes on the rear, with four-wheel disc brakes available as an option. Quiet cruising was hallmark of the Mercury Grand Marquis due to its construction, which featured a full rigid frame. The body was manufactured separately, and then mated to the frame using isolating pads. These cars had an overall length of 229", and a width of 79.6". The wheelbase was 124".

A large gas tank containing 24.2 US gallons was required to feed these very low efficiency engines. Could you imagine filling the gas tank at today's prices, or trying to find a parking space at your local shopping center, now that parking spots are sized for the vehicles manufactured today. Car weights came in at 4,300



pounds plus/minus, depending on the options ordered. There were 53,387 Mercury Grand Marquis automobiles manufactured in 1987. *Art Harms*

MEMBERS MEMORIES



Terry Davidson volunteered to be our General Meeting speaker for the month of October.

Terry did not go into the details of all the cars he had but he did tell his experience with his 1962 Chrysler and the fun he had with it.

His dad (Gerry) also enjoyed this car as Terry took him for a road trip to Saskatchewan so his Dad could visit his old friends that he grew up with.

Terry says he has a lot of good memories regarding this car.

Maybe in the future Terry will tell us about some of his experiences he had with his other cars. **Editor**





Traffic lights, traffic signals, or stoplights –

Are signaling devices positioned at road intersections, pedestrian crossings, and other locations in order to control the flow of traffic.

Traffic lights usually consist of three signals, transmitting meaningful information to road users through colours and symbols, including arrows and bicycles. The usual traffic light colours are red to stop traffic, amber for traffic change, and green to allow traffic to proceed. These are arranged vertically or horizontally in that order. Although this is internationally standardized, variations in traffic light sequences and laws exist on national and local scales.

Traffic lights were first introduced in December 1868 on Parliament Square in London to reduce the need for police officers to control traffic. Since then, electricity and computerized control have advanced traffic light technology and increased intersection capacity.

In December 1868, the first system of traffic signals, which was a semaphore traffic signal, was installed as a way to replace police officer control of vehicular traffic outside the Houses of Parliament in London, England.

In 1912, the first electric traffic light was developed by Lester Wire, a policeman in Salt Lake City, Utah. In August 1914.

In 1920, the first four-way, three-colour traffic light was created by William Potts in Detroit, Michigan. His design was the first to include an amber 'caution' light along with red and green lights. Potts was Superintendent of Signals for the Police Department of Detroit. In 1921, he installed automatic four-way, three-colour traffic lights in 15 towers across Detroit.



The installation of a traffic signal in San Diego, December 1940

By 1922, traffic towers were beginning to be controlled by automatic timers more widely. The main advantage of the use of the timer was that it saved cities money by replacing traffic officers. New York City was able to reassign all but 500 of its 6,000 officers working on the traffic squad, saving the city \$12,500,000. In 1923, Garrett Morgan patented a design of a manually operated three-way traffic light with moving arms.

The control of traffic lights changed with the rise of computers in America in the 1950's. One of the best

historical examples of computerized control of lights was in Denver, Colorado in 1952. In 1967, Toronto, Canada was the first to use more advanced computers that were better at vehicle detection. The computers maintained control over 159 signals in Toronto through telephone lines.



Vehicular signals: - The most common signal type has three aspects facing the oncoming traffic: red on top, amber (yellow) below, and green below that. Additional aspects may be fitted to the signal, usually to indicate specific restrictions or filter movements.



Standard meanings for traffic lights internationally (Vienna Convention, Article 23)

Light type		Meaning
Non-flashing	Red	Traffic may not proceed beyond the stop line, or otherwise enter the intersection.
	Red/Amber	The signal is about to change, but the red light rule continues to apply.
	Amber	Traffic may not pass the stop line or enter the intersection, unless it cannot safely stop when the light shows.
	Green	Traffic may proceed, unless it would not clear the intersection before the next change of phase.
Flashing	Red	Traffic must not pass the stop line at a level crossing, approach to swing bridge or ferry landing stages, emergency vehicles entering the road, or on the approach to low-flying aircraft. In addition, to attract attention in these locations, it is also equipped with additional alarms and voice prompts.
	Amber	Traffic may proceed with caution.

Green arrows: - Arrow aspects may be used to permit certain movements or convey other messages to road users. A green arrow may display to require drivers to turn in a particular direction only or to allow drivers to continue in a particular direction when the signal is red. Generally, a green phase is illuminated at the beginning of the green phase (a "leading turn") or at the end of the green phase (a "lagging turn"). An 'indicative arrow' may be displayed alongside a green light.

In the Canadian province of Quebec and the Maritime provinces, lights are often arranged horizontally, but each aspect is a different shape: red is a square (larger than the normal circle) and usually in pairs at either end of the fixture, amber is a diamond, and green is a circle. In many southern and southwestern U.S. states, most traffic signals are similarly horizontal in order to ease wind resistance during storms and hurricanes.



A traffic signal in [Halifax, Nova Scotia](#), with specially shaped lights to assist people with colour blindness

Keep your eyes on the road

Your loved ones are waiting for you. Drive safe, please! Don't forget to wear your seatbelts or helmets too.

Do You Know When They Started?



Cars started using signal lights in the early 1930's, with Buick first offering factory-installed electric turn signals in the 1939 model year. While other



companies experimented with signaling devices before this, Buick's "Flash-Way Directional Signal" on the rear lights was a significant step. By the early 1950's, turn signals became a widespread and common feature across most major car manufacturers.

The guy who gets at least some of the credit for the turn signal is Oscar J. Simler, whose hand-built prototype is in the National Museum of American History. According to the museum, "This turn signal was invented by Oscar J. Simler and patented in 1929. Aside from signaling turns, the device would signal for slowing when the brake was pressed, and signal a stop when the brake and clutch were both pressed."

Back in the States, Buick was the first U.S. automaker to offer factory-installed flashing turn signals.

Introduced in 1939 as a safety feature, turn signals were advertised as "Flash-Way Directional Indicators" and were an option. These flashing signals only operated on the rear lights. In 1940, Buick enhanced their directional indicators by extending the signals to front lights too and adding a self-canceling mechanism.

In that year, directional signals became standard on Buick, Cadillac, LaSalle, and the Hudson vehicles yet still optional on Chevrolet, Oldsmobile, and Pontiac.

The Sixties brought other innovations to turn signals. Initial plans called for Ford to install blinking sequential rear turn signals on their 1964 Thunderbird but installation was put off for more than a year while they were approved by regulators.

1968 marked another "major" change as the Federal Motor Vehicle Safety Standard 108 required amber (rather than the earlier white) lenses for front turn signals (rear signals could be red or amber.) **Editor**





COOK'S CORNER # 23

by: - Lila Foley

Puppy Chow (for people)

- 1 12 oz box Rice Chex
- 1 1/2 cups chocolate chips
- 3/4 cup peanut butter
- 6 tbsp butter
- 1/4 tsp salt
- 1 1/2 tsp vanilla



2 1/2 cups powdered sugar
Line a rimmed baking sheet with foil or parchment.

Melt chocolate, peanut butter, butter and salt in microwave .

Stir in vanilla.

Toss the cereal with chocolate mixture to evenly coat. Cool.

Layer cereal mix and powdered sugar in several layers in very large zip-loc bag to shake and coat all of it.

Store in cool place.

Cracker Crunch

Whole graham wafer crackers or

Breton crackers or

Soda crackers

1 cup butter

1 cup brown sugar

1 cup sliced almonds

sprinkle cinnamon

3/4 cup chocolate

chips



Line cookie sheet with foil up edges.

Lay crackers to fit pan.

Boil butter and brown sugar 3 minutes without stirring.

Pour over crackers.

Sprinkle with almonds and cinnamon.

Bake at 350 for 7 to 9 minutes until bubbly and edges slightly browned - watch carefully.

Sprinkle with chocolate chips if desired.

Christmas Munchies for gift giving or just for yourself

Spiced nuts

- | | | |
|--|---------------------|-------------------|
| 1/2 cup brown sugar | 1/2 cup white sugar | 1/2 tsp cinnamon |
| 1/2 tsp nutmeg | 1/2 tsp ginger | 1/4 tsp cloves |
| 1 egg white | 1 tbsp water | 4 cups mixed nuts |
| 1 tbsp cayenne pepper - optional as this totally changes the taste | | |

Mix sugars and spices.

Beat egg white and water till frothy.

Combine all ingredients including nuts.

Spread on baking sheet lined with foil.

Bake at 325' for about 20 min stirring occasionally.



*** PEOPLE YOU "AUTO" KNOW #22

John Bone

BY: - Geoff Gibbard



John was born in Vancouver in 1963 and grew up with his brother in Coquitlam. As a retired teacher, it saddens me to note that going to school could have been a better experience as he says he went to the school of hard knocks. The kids made fun of him and the teachers picked on him. He had dyslexia, speech difficulties and physical development issues with his feet and legs.

John's love affair with anything that had wheels started at an early age. He was unable to participate in sports and spent his time hanging around bikes and cars and tinkering with them as he got older. His dad loved '57 Chevs (as John does today) and John has a picture of himself sitting proudly in his dad's 2 door '57 Chev 150. When John was 13 his dad bought a '28 Chev and that is when John started working on cars. He did body work and other kinds of non-mechanical work on that car. He and his brother bought a rusty '57 Chev when he was 15. It was too rusty so they parted it out and that is when John began learning about how motors worked and the intricacies involved in removing them from a vehicle and rebuilding them. At that time his dad had a '57 Chev Belair 2 door hardtop with a 327 4 speed in it. He and his brother would do a little work on it and then roar up and down their street "to test it out". The neighbours must have tired of this as the brothers were soon stopped by a police officer. He admonished them and let the boys off with strict instructions to not drive until they were old enough to get a license. As you might imagine, they didn't stop but John did get his license the day he turned 16.



John had lots of maintenance kinds of jobs as a young teenager and ended up doing the maintenance for an apartment complex while he was still in school. He left school in grade 11 and went to work at a tire shop and did lots of custom car tire work. Growing up in a biker family, booze was always readily available and John was well into it by the time he was 16. He always made it in to work but he soon recognized his life was spiraling out of control. He tried to quit drinking several times and would last a few months before falling off the wagon. However, when he was 20 he quit for good. John has not had a drink since. He recalls attending a New Year's Eve party and thinking he could handle having a drink. He poured a glass of whiskey but realized he had to put it down and leave the party. Way to go John!

John worked at a variety of short term jobs after leaving the tire shop. Unfortunately, he was in a car accident. Fortunately, the ICBC settlement meant he could buy a Harley. It was about this time he heard about an automotive shop that was looking for someone with mechanical experience.

John rode in on his Harley, impressed the owner and after 6 months was an unofficial partner and managing the business.



John loved the work and saw and drove some amazing cars. However, he was living in the shop, working 12 hours a day and not getting ahead financially. After a few years of that lifestyle, he left.

A print shop in Port Coquitlam was looking for someone who was mechanically inclined. Again, John showed up on his Harley and his career in commercial printing was launched. He started repairing machines and was learning the printing trade at the same time. As luck would have it, there was a young woman working there named Niki and John had just broken up with his girlfriend. Niki was engaged but came to his door one night asking him to take her for a ride on his bike. When her fiancée started following them John says he asked Niki if she wanted him pull over or lose the guy. She said "Lose him." Niki and John got married and had their first daughter, Joann, in 1990. They had moved to another print shop and were managing it in 1992 when they had Amy, their second daughter. John had a friend working in demolition. John left printing and quickly became a foreman in charge of demolition jobs, many of which had to be done by hand as there was no room to manoeuvre machinery. After 3 years of doing that, he got back into printing. John worked for a small Vancouver company that treated him well and paid him well. It was the best job he ever had. However, they had a family connection in Kamloops, bought up printing machinery and moved here in 1998. He bought a fixer upper on an acre in Westsyde that had commercial zoning. John set up his print shop in the house and then Jerry Wallin, with John's assistance, built an addition to the house to get the print shop out of the house. John says the business did well and it was great to be home for the kids.

John and Niki joined the club in '99 shortly after their move to Kamloops. Some club cars were on display in Thompson Park Mall. Ron Buck was at the table and suggested they join the club. They went on a club drive to Sun Peaks as guests the following weekend, had a good time and became members. That is where John met Jerry Wallin and they have been buddies ever since. In fact, John did carpentry work with Jerry when business was slow. They built the bridge and the forms for the upright at the Japanese Gardens in Riverside for the grand opening in 2000.

In 2004, John started building a 2 storey shop. With Jerry's help, it took him years but he ended up with a deluxe shop. It has everything: tire equip-



ment, tools, and a checkered flag wall, a Corvette yellow wall and a Chevy orange wall. John's "upstairs basement" had a pool table, office, dark room, bathroom, entertainment area and a kitchenette. Tim the Tool Man would have approved. In between building the shops, John and Jerry renovated the house. John was a busy guy!

In 20 years the printing business changed a lot. With the advent of new technology, supplies for printing presses dried up. John and Niki closed their business in 2019, split up in 2020 and sold off their assets. Now, John does handyman work for people he knows.

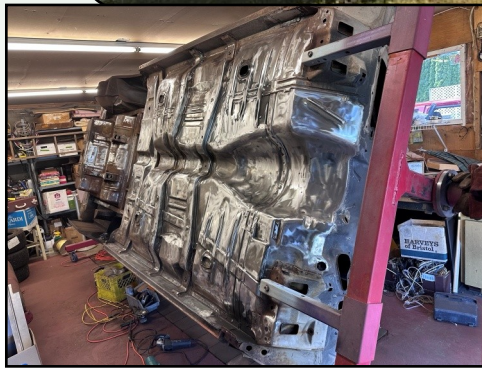


John says he never had great cars but he always had great bikes. In 1999, he had a Plain Jane '56 4 door Chev sedan.

He needed a delivery vehicle for his business and purchased a 4 door '64 Chevelle 9 passenger wagon and didn't use for

deliveries as it is a rare vehicle.

He is restoring it to its former glory as I write this.



Early Rolls Royces are his favourite cars. Needless to say, he fell in love on that September garage tour as early Rolls Royces were on display.

John has been in different car clubs since he was 14 years old. He was on the pit crew for a couple of race cars. John and his business partner built a Mazda 808 demolition car that they ran on oval and figure 8 tracks at the PNE.



John built and showed his Harley at a couple of PNE car shows and custom painted it for each show.

He sponsored numerous clubs and events through the years with the printing business.

John helped build this '27 Essex Boat-tail for the "Rust Brothers TV show".



John enjoys helping people work on their cars and teaching people about how they work. He is a student of automotive history.

John has been heavily involved in our club for years. He kept his mechanical know-how quiet for a while as he was occupied with his business and his family. He became the Regalia Director and ended being the Property Director for the Kamloops Chapter.

The Kamloops Museum has a 1903 Wolseley car in its collection. It is a special car as it is a one of a kind. In 2002 it needed to be moved to the upper floor in the museum which meant it needed to be taken apart

and loaded on a cart (which Jerry built) and wheeled into the

elevator. Of course it had to be

reassembled. John was a helper on that project which was directed by Ron Buck. 22 years later it needed to be moved again, twice if you can believe it.

John found himself in charge of those moves as he had been involved in the first move.

The city built a cart but John says Jerry's was a way better cart. Jerry, Ryan Lopes (a non-member), Ken Hoshowski, Craig Bed-

die and a city employee were John's crew. Getting the car up on the stage was a real project but they accomplished the entire move in 4 hours.

Our car club has been a huge part of John's life in Kamloops. He has met great people, enjoyed going on the tours, got to

drive and ride in wonderful cars and has learned a great deal through his 26 years of membership. The garage tours are always a highlight.

John and Craig Beddie have worked together for years as Property Directors. John says he has learned a great deal from Craig, enjoys working with him and values his friendship. Those two guys sure keep the club vehicles in tip top shape.

John's daughter, Joann, is a nurse in Hay River. She has a 4 year old daughter named Ivy and is pregnant with a November due date. She will fly to Yellowknife 2 weeks ahead of time for the birth.

Her husband is a nurse as well. Amy, his other daughter, lives in Stoney Plain, Alberta. She has a soon to be 4 year daughter named Austyn and has recently connected with her first daughter, Gemma, after 15 years. John speaks about his family with love and pride. He is thrilled to meet Gemma and is looking forward to a flight to Hay River in the near future to meet number 4 grandchild.

John has a pristine red Chevy truck and if you look closely you will note that the valve stems and lettering on the tires are perfectly aligned. (Just thought you'd be interested.)

Thank you, John, for coming to my house and spending your valuable time with me. I enjoyed our conversation and look forward to many others.

 Geoff



CLASSIFIEDS WANTED



More stories and articles for future Kamshafts.

Send to kamshafteditor@gmail.com

Thanks Editor

**COFFEE ATTENDANCE SETS
NEW RECORD**

Thanks to Terry Davidson who is in charge of membership.

Terry sent out an email stating he would be at coffee on Tuesday Nov. 18th so those attending could pay their 2026 membership if they wanted to.

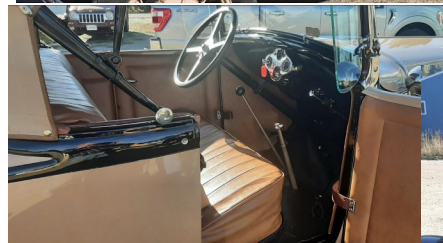
Well it turned out that we set a record for attendance at our Tuesday morning coffee as 23 guys and 12 ladies showed up for coffee.

Not certain how many memberships Terry collected but he was pleased. Lila was also happy as she manage to sell more tickets for our Annual Christmas dinner on Saturday Dec. 6th

CLASSIFIEDS For Sale

1930 Ford Roadster \$25,000

[Non- Member] Call 1 250 265 1026 Nakusp BC.



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

Don't be worried about your smartphone or TV spying on you.

Your vacuum cleaner has been collecting dirt on you for years.