



# The 2025 January Kamshaft



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----- Next Issue Deadline for Classifieds & News February 14th -----

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

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## A Couple Of Old Timers



### Calendar of Events

*\* Kamloops Chapter Events*

- \*Jan 26th**      **General Meeting 2 pm Sunday [P3]**
- \*Feb 23rd**      **General Meeting**
- \*Feb 23rd**      **Club Auction [P8]**
- \*Apr 20th**      **Easter Drive [P6]**



## PRESIDENT'S MESSAGE

By Ken Hoshowski

Presidents message for the January 2025 Kamshaft

I would like to start our new year off by thanking those members who have stepped down and the new members of the executive for stepping up to keep our chapter moving ahead.

I am looking forward to another year of exciting driving events. I would ask you for your help and suggestions for places to visit on our Thursday cruise nights which will start on June 19th and continue until the end of August.

We would also welcome suggestions on providing interesting speakers for our general meetings.

Our **January 26th General Meeting at 2 pm** will be our first in a three month trial of Sunday meetings. This trial test period is to see if it will help attendance at General Meetings for those members who no longer are able, or wish, to drive at night. Let's hope for a good turn out.

Our first official event this year will be our annual Easter Drive with a show and shine at Riverside Park on April 20th.

If you have any suggestions on possible driving events for this season please let me know. It would be nice to visit some new venues.

I am looking forward with your help in making our 2025 season fun and exciting.

*Ken*

### Cruise Nights 2025



Our Thursday night brown bag dinner and cruise nights will be starting on June 19th for eleven weeks ending on Aug 28th.

I am looking for suggestion on places that would be interesting to visit.

Better yet, would you consider hosting or arranging one of these tour nights?

Please think about it and let me know if you can help out at

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

Thanks, President Ken

## EDITOR'S EDITORIAL



In my December Editorial I asked if you wanted any changes made to this upcoming Kamshafts.

As I did not here from anyone I will carry on the way I have in the past.

Remember I am open to receiving short stories that you may have to tell as it is your newsletter. I am just the Editor that tries to put things together.

Dick Parkes sent me an email stating that Faye Reading had passed away. Although they lived at Sorrento Faye and her husband Robert were very active in our Chapter from 1963 to 1986. Robert was our Chapter president in 1983. In 1987 they transferred their membership to the Salmon Arm Chapter.

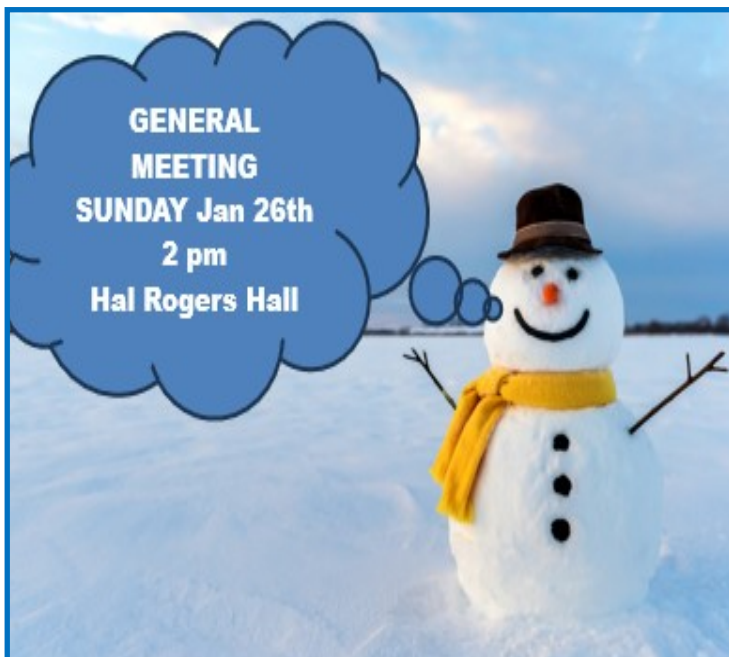
I would like to thank Kathy & Herman Kovacs for their 13 years of suppling coffee and donuts at our meetings. Wishing you all the best in your retirement.

Thank you to Carolyn for being the first one to send in a Personal Story. [p7]

### 10 FUN FACTS

1. You Can't see your ears without a mirror.
2. You can't count you hair.
3. You can't breathe through you nose, with your tongue out.
4. You just tried #3.
6. When you did #3 you realized that it is possible, only you look like a dog.
6. You are smiling right now, because you were fooled.
7. You skipped #5
8. You just checked to see if there is a #5
9. Share this with friends so they can have some fun too.

Hope you are having a fantastic day



**GENERAL  
MEETING**  
**SUNDAY Jan 26th**  
**2 pm**  
**Hal Rogers Hall**



## Monthly Mystery Car #68

Presented by Art Harms



## Mystery Car For December



December 2024 Mystery Car is a 1971 Ford Torino. These automobiles were produced in three series, the 300 Torino was the standard trim, lower price series, the GT which was the stylish performance series, and the Torino Brougham for those that wanted to be spoiled with every comfort and convenience at their fingertips. These unibody cars were built-away in six body styles, the four-door sedan, the four-door hardtop, the two-door hardtop, the two-door fastback, the two-convertible, and the four-door station wagon.

Options, well there were a long list depending which series, trim options, and engine choice you preferred. The list includes P/S, P/B (front disc brakes), A/C, cruise control, AM/FM radio, console in bucket seat cars, pleated vinyl upholstery, hide-away headlights, vinyl roof, laser stripe (GT series), and Magnum 500 chrome wheels.



Ford provided engine options for every type of driver, and whatever their driving style. Here is the available choice of engines in 1971, a 250 cubic inch, inline six (145 HP), a 302 cubic inch V8 (210 HP), a 351 cubic inch V8 Windsor (240 HP), a 351 cubic inch V8 Cleveland V8 (285 HP), and a 429 cubic inch V8 (370 HP). As a side note, this was the last year of the muscle cars, the smog era was upon us.

Transmission choices included a three-speed Cruise A Matic automatic, a three-speed manual, and a four-speed manual. 3.50 differential ratio was standard, with many optional ratios available. Traction Lock was a popular option with the higher horsepower cars. *Art*

**Personalize your Torino. Exercise your options.**

There are many options to make your Torino yours. From the available color choices to the available wheel covers, there's something for everyone. And with the available interior options, you can make your Torino as comfortable as a chair. And with the available exterior options, you can make your Torino as stylish as a show car.

**Wheel Covers:** Choose from a variety of wheel covers, including the classic five-spoke design, the modern three-spoke design, and the sporty four-spoke design. Each wheel cover is designed to complement the look of your Torino.

**Interior:** Choose from a variety of interior options, including the classic vinyl upholstery, the modern cloth upholstery, and the sporty leather upholstery. Each interior option is designed to provide you with the most comfortable and stylish driving experience.

**Exterior:** Choose from a variety of exterior options, including the classic chrome trim, the modern black trim, and the sporty racing stripes. Each exterior option is designed to give your Torino the look you want.

**Options:** Choose from a variety of optional equipment, including the power windows, the power locks, and the power mirrors. Each option is designed to make your driving experience even more convenient and enjoyable.

# SPECIAL OFFER

“Old Autos” offers a photo section of their newspaper called “Precious Ones”. This gives the



**Old Autos** **“PRECIOUS ONES”**  
 Send in a recent photo of your Precious Ones and receive a hard copy of the page it appears on.

opportunity for people to show off their grandchildren enjoying grandpa’s car.

I am offering you the same opportunity to you for the Kamshaft.

If you have a photo of your children or grand children enjoying your car send it along to me with some details to

***kamshafteditor@gmail.com***

so it can appear in a Kamshaft.

It does not necessarily have to be a recent photo. *Editor*



## COOK'S CORNER # 13

by: - Lila Foley



**Happy New Year** - It is the time of year when we reminisce about old times and old friends and good cookies.

Marg McNaughton submitted this recipe given to her by long time member Jeanne Chambers about 35 years ago. These are quick and easy and oh - so - good.

### Jeanne Chambers Oat Squares

- 1/2 cup melted butter
- 1 cup brown sugar
- 1 tsp vanilla
- 1 tsp baking powder
- 2 cups rolled oats

#### Instructions: -

- Melt butter in medium mixing bowl, add brown sugar and vanilla.
- Add baking powder and rolled oats. Mix well.
- Press into greased 8 x 8 baking pan.
- Bake at 350 degrees for 25 to 30 minutes or until slightly browned.
- Cool about 5 minutes and cut into squares. Enjoy. **Lila**

**Ed's Notes: - Tried it and it is easy to make and very delicious.**

YOU KNOW WHEN  
YOU BUY A BAG  
OF SALAD & IT  
GETS ALL BROWN  
& SOGGY?  
COOKIES DON'T  
DO THAT



## EASTER DRIVE Sunday April 20th

Hi Folks before you know it will be April and time once again for our Annual Easter Drive.

It is a big job and one person can not do it alone so I am in the need of helpers for the following: -

- Drivers for club vehicles
- Servers for the Coffee & Cookies
- Set Up and registration at the start
- Set Up and parking of the cars at Riverside Park



If you can help please contact me **Rich Vandermey 250 828 2318** or [mr.frontenac@shaw.ca](mailto:mr.frontenac@shaw.ca)

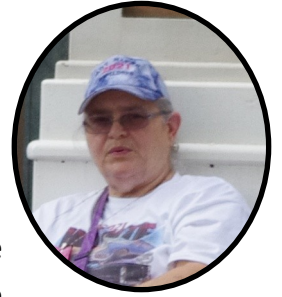
Thanks

**Rich**



# My First Car

By Carolyn Obieglo



My First Car 51 Years Later , January 2, 2025

I am still cruisin in my first car! Every time I start her up, I feel young again and remember all the adventures, fun and fabulous people I have met driving her over the years. Nothing beats the sound of a V8 and the feeling of driving around topless in the sunshine.

My father instilled a love of cars in me at an early age and I learned all about working on them from him. My father also helped me purchase my beautiful 1964 Pontiac Parisienne convertible in 1974 for \$1,000.00. I paid \$100.00 a month for a year and established my credit rating. The Pontiac came with a 283 Chevy motor, V8, and 2 speed transmission, all replacement parts are Chevy Impala so easy to find. I am the second owner. The Pontiac only had 3500 miles on the speedometer when I purchased it. We have travelled so many miles I will never know how many. The Pontiac has gone "around the clock at least 3 times". Also, I have done some safety upgrades including disc brakes all around and electronic ignition. You need to be able to stop and start!!

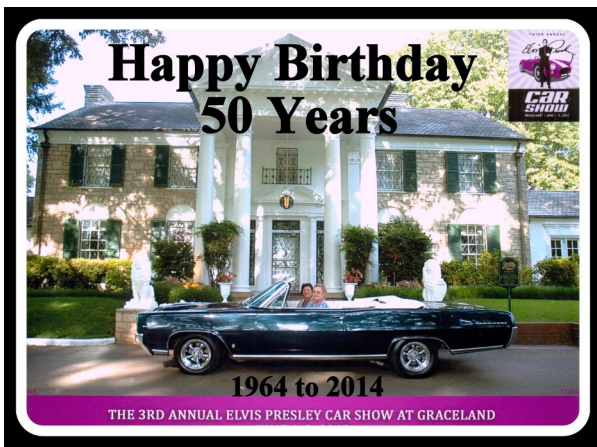
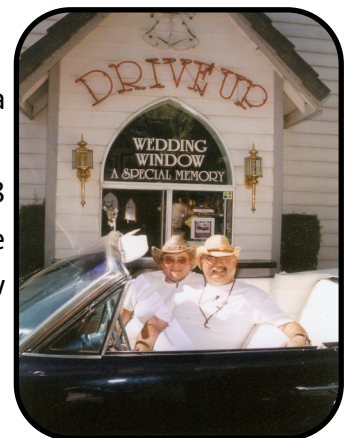
I met my future husband and soul mate on a blind date arranged by mutual friends by the Fraser River in Vancouver and we spent a magical romantic evening together in the Pontiac. It was a wonderful end to a perfect day of riding horses and driving the Pontiac with the rag top down. We were married in February of 1979.

Dogs are also still a big part of my life. I live on a small acreage in Pritchard, BC outside of Kamloops with my 6 dogs and currently breed Miniature Aussie collies.

The Pontiac traveled with us all over the province with my husband's career changes, spending many years in barns and under tarps. Those years were not so kind to the Pontiac.

We had two boys, and after the boys had grown up and left home, in 2005 we were finally able to complete our dream of restoring the Pontiac.

In September 2005, we drove the newly restored Pontiac to Las Vegas where we renewed our wedding vows at a drive-thru chapel after 26 years of marriage with a Preacher named "Elvis". After my husband was diagnosed with cancer in 2008, we decided to complete a dream trip across Canada and we were on the road for 48 days in the Pontiac. Traveling all the way to Newfoundland and back across the USA, meeting and making many new lifelong friends along the way.



After my husband passed away in March of 2011, (his ashes are in the Pontiac travelling with me) my sister and I took the Pontiac on a girl's adventure to Memphis in 2012 to visit Elvis and became the Canadian version of Thelma and Louise (my sister's name is Louise). **Continued next page**

After 43 years of driving accident free, on June 24, 2016 a deer collided with us about 3 kms from Westwold.



After three months in the shop the Pontiac and I were back on the road.

After half a million miles I had the motor rebuilt in July of 2019 she still has the original matching numbers! We were back on the road again!



My dream is to take the Pontiac to Sweden where my son, daughter-in-law and grandchildren live and spend a summer cruising around Europe with the top down!

Happy Motoring, give me a wave as I cruise by. *Carolyn*

# AUCTION

**SUNDAY Feb. 23rd**

Bring your money for bidding

&

an item to be auctioned.



# PEOPLE YOU "AUTO" KNOW #13

## Jim Carroll

**BY: - Geoff Gibbard**



Jim Carroll was born July 10, 1947 in Vancouver. Jim's parents were from Sydney, Nova Scotia. His dad, one of twelve kids, moved his family to Vancouver when Jim's mom was seven months pregnant with him. I'm guessing that train ride was a particularly long one for her. Jim has always considered himself a British Columbian and was surprised some ten years ago to find out he is actually a Cape Bretoner. He and Sherry were visiting in Sydney and Jim was assured by a couple of old time Cape Bretoners that it doesn't matter where you come out it's where you went in that's important. Therefore, he is a Cape Bretoner.

Jim's dad got a job at the Woodfibre pulp mill on Howe Sound when Jim was three months old. It was a company town and was a great place to grow up. People looked out for each other, housing was provided, there was a school, a restaurant, a theatre, a bowling alley, a swimming pool and a road for company vehicles. There were no cars as there was nowhere for people to drive to so bike riding was carefree. The kids just had to watch out for each other and loose gravel. For their yearly trip to Vancouver, the Carrolls would board the Bonabelle Ferry which stopped at Squamish and Britannia Beach before



ending the voyage at Horseshoe Bay. There they would climb on to a bus which took them to the big city via Marine Drive. There was no Upper Levels Highway and no road linking Horseshoe Bay to Squamish. That road was built in 1957 and the Squamish Highway was completed in 1958. There is a Kamloops connection as "Flyin' Phil" was the Minister of Highways. (Remember all those "Sorry for the Inconvenience" signs?) They always stayed at the St Regis Hotel on Dunsmuir Street. On one of those trips, Jim remembers watching

Landy and Bannister run the Miracle Mile on a tv in the Hudson Bay store on Georgia Street. That was his first experience with television.

A strike closed the Woodfibre mill in 1957. Jim's dad got a job with Indian Affairs in 1958 and moved the family to a brand new house in Richmond a suburb of Vancouver which reminded Jim of Pete Seeger's song "Little Boxes". The mill was bought by new owners and the strike was settled in 1960. The company town, however, was no longer. Jim's dad went back to the mill and the family moved to Squamish where they built a 1050 sq ft house on VLA land for \$11 800. His mom had to watch their pennies as the mortgage was \$54 a month. This was when everything changed for Jim. He was 15 in a new town, a new school and had to try and fit in with a whole bunch of new kids he had not grown up with.

When he was 16, Jim went in with his buddy Steve on a 1950 Chev with baby moon hubcaps, a radio and a big back seat. About a month later Jim bought out Steve and never did use the back seat. Jim liked school but was more interested in chatting up the girls than paying attention to the teacher. His mom wanted him to go to university and be a lawyer, his dad wanted him to be a teacher. However, Squamish was a logging town so when he graduated, Jim went logging. He was nervous about logging in his home town and to make a long story short, ended up working in Fair Harbour on the west coast of Vancouver Island, close to Zeballos. He flew there with the rest of the crew in an amphibious Grumman Goose. That plane took off from the small Vancouver airport on wheels. Jim was convinced it was going down as it was landing in the water. A rather large logger grabbed him by the arm as he was trying to exit that plane and jammed him back into his seat while explaining that all was well. Jim was a chokerman and liked the job. He was there for all of ten days when there was a wildcat strike. He decided to go home and by the time he paid for his room, meals and sundry items he left with ten dollars in his pocket. He ended up logging in Squamish with his buddies that summer and loved it. His mom still wanted him to go to SFU when it opened that September but Jim knew better and kept logging. His thinking changed with the weather, however. He had never been so cold in his life that December and decided that University was for him. January saw Jim enrolled in the second semester of SFU.



In 1966, he broke his arm just beneath the shoulder in a logging accident. He had no movement in that arm until the doc gave him the electric shock treatment. That got his arm moving but it is still not great.

Jim logged every summer, married his high school sweetheart in 1967 and graduated in 1970 with a BA in economics and commerce. He landed a job with Mac-Blo as assistant personnel superintendent in their Alberni division and bought a house for \$11 000. He was making the princely sum of \$750 a month. From there it was to the Queen Charlottes as the personnel superintendent until 1974 when he was on the move again, this time to Powell River.

In 1978 Jim enrolled in law school at U Vic and worked for Mac-Blo in the summer. After graduating Jim, his wife and three kids lived in a rented house in North Van and he articulated for a Vancouver law firm. He declined a job offer from that company and decided that Kamloops would be a good place to live. He accepted a job with Jensen-Mitchell, moved to Kamloops in 1982 and started work on Monday, May 11th, in the old fire hall building after being called to the bar Friday, May 8th. His marriage finally dissolved in 1985.

Jim and Sherry met at a Western Canada Theatre production in 1989.



Sherry was the motivating factor in Jim quitting drinking in 1991 and they got married in 1992. They lived in Valleyview for 2 years. Sherry was riding horses in Knutsford and they made the move to their beautiful Knutsford property in 1994.





Jim was an employment lawyer who represented unrepresented people. He loved his work, particularly jury trials. He worked part time for five years before retiring in 2012.

Jim's brother Rob was a world champion pole climber in the world of logger sports and worked on the Rambo movie when it was filmed in Hope. Tragically, he passed at 28 from sleep apnea. His brother Doug lives in Nanaimo and his sister lives in Kelowna. Jim and Sherry sadly lost Jim's daughter four years ago. They have three boys and four grandchildren who all live in Kamloops. Danny works for Fulton & Company. Michael has an insurance agency and has two girls, aged 16 and 18. Shane owns All Things Mechanical and has a son and a daughter. Jim and Sherry love their grandchildren and see them often.

Jim and I share a love of cars and a complete lack of understanding of how they work. When he was 15, Jim and a buddy would push his dad's zephyr out of the driveway late and night, go joyriding around



Squamish until the wee hours when they would shut it off some distance from the house and push it back into the driveway.

Jim bought his Gran Torino from Sherry's grandmother's estate. Her grandmother hadn't driven it for 15 years but every spring and fall she would have a Canadian Tire tech come over and change the tires from winter to summer and vice versa. On top of that, she would have it tuned up every fall, just in case she needed someone to drive her somewhere in it. Jim has had the rocker panel rust removed and painted and that is basically all he has had done to it. It even got the Survivor Award at Hot Nite one year.

Jim joined our club in 2012 at the urging of Denis Jolicoeur. He was the vice president before becoming our Chapter president for 5 years.



Thanks for your service to the club, Jim, and for sharing your story with us. It was a pleasure. *Geoff*

***\*A Thought to Remember***

***Until Next Time:***

**100 years ago everyone had a horse, only the rich had a car.**

**Today everyone has a car & only the rich have horses.**