



KAMLOOPS KAMSHAFT FEBRUARY 2026

Vol. 54- No. 2



Calendar of Events

*Kamloops Chapter Events

- *Feb 25th Auction at the General Meeting
- *Apr 5th Annual Easter Drive
- *June 5-7th Back Road Tour



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----- Next Issue Deadline for Classifieds & News March 13th -----

----- April Issue Deadline for Classifieds & News April 13th -----

EDITOR'S EDITORIAL



2026 Rosters: - I was informed that I had made an error with the clubs information as the Wecker is a 1945 not a 1942 and the Fire truck is a 1937 not a 1942 as listed.

If anyone else sees a mistake please let me know so it can be corrected for next years roster.

As the cars do not change I am going to this year focus more of my photo taking on the members doing things at the various club events.

A friend's wife said to her husband,



"Honey, get off your rear and fix that gutter downspout!
And, I want it done before the end of the day!"

Well, as you all know, at my age, my friend, and most of our friends, are re-tired and have the time to address such "Honey do's"....

So, he invited some of his neighbourhood buddies over to help with the project.

One is a sheet metal fabricator.

One brought his welder.

One brought beer and Nachos.

One brought a grill and burgers.

Took us about 6 hours, and 30-40 beers, but we got it done just as we finished off the last of the beer and burgers.

As usual, the wife is still not happy!

Can't understand, cause all us guys love it!

Personally, I cannot wait for rain.





The Kamloops Chapter of the
Vintage Car Club of Canada

Come join us!

**Easter Drive
& Car Show**
of Vintage Vehicles

Sunday April 5, 2026

- 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 \$5 donation at Mac Island as well as Riverside Park.



For further information call

Rich V. at 250-828-2318 or Ken H. at 250-320-7458

Rich can not do it alone. He needs your help with the start up and parking at
Riverside park at the end.

If you can help please contact Rich 250 828 2318



February 25th 7:30 pm

Once again it is time for our Annual Club Auction.

Please bring an item for the Auction and lots of money in your wallet so you don't miss out on the good items that you need. Just about anything goes. Prefer not to have Flea Market items.

Jim Carroll will be our auctioneer and he would like a couple members to volunteer to be his runners.



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 "Thinking Of You" cards to Keith Galbraith & Sue Wilson



It is with regret to announce the passing of Jeanne Chambers as of Tuesday January 27th. Jeanne along with her husband Bob has been a member of our Chapter since 1981 when they moved to Kamloops.

Jeanne served on the Executive as club secretary in 1988 & again in 2004.

Jeanne and Bob were great attendees at the various club functions over the years.

She will greatly missed.





CLIMPSE OF THE PAST



The year was 2017 and I was club president. Roy Moldenhauer looked after our meeting entertainment that year.

When it came to the night of our Annual Auction Roy had brought with him to the meeting a professional auctioneer. I immediately thought we could not afford to pay him for his services. However, he was a friend of Roy's and Roy had told him he would get a cup of coffee and a doughnut if he would come to the meeting and run the auction.

As it turned out he new both Ed Shaw & Glen Galagher. Thanks to our auctioneer working the two of them the auction was very profitable for the club that night.

Mind you back then members were restoring cars so there were numerous car parts For Sale. [Sorry could not find any photos from that night] *Editor*

Letter to The Editor

Dear members of the Kamloops Chapter of Vintage Car Club of Canada,

It is a pleasure to connect with a group that so clearly values the preservation of history and the spirit of community. I am writing today to express my appreciation for the unique culture of heritage and craftsmanship that VCCC fosters.

Every hour spent polishing exteriors or sourcing a period-correct component, is an investment in history.

There is something deeply profound about the commitment in keeping automotive history alive."

Your members exemplify a standard of excellence. As new members we've admired you serve community as a bridge between the past and present.

It's the stories, the camaraderie, and the collective memory in group gatherings make this club a pleasure to belong.

Thank you for your continued dedication to preserving automotive history.

My wife Judi and I look forward to seeing the club's continued contributions to our community, throughout 2026.

Sincerely,

Lester Evens & Judith Mutcher

MEMBERS MEMORIES



Garfield Coates was our guest speaker at the January Meeting. It was very interesting hearing the history of his personal experiences with cars.

His 1st car was 1967 Mustang, (Sorry, I lost track of the rest of them) however when it came to buying his new 1972 Chevy truck it was very interesting as another person had made a deposit of \$500 on it and then backed out. Garfield knew this and felt that he should not have to repay this amount again as the dealer had already received it. I guess after some haggling they settled for a difference of \$250 each.

When Garfield was a teacher at the Westsyde school set up an automotive class and had the students interested build a rail (Dragster).



Garfield ran his dragster in the low 10's at about 125 mph.



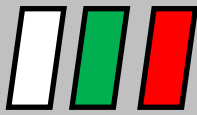
The students were only allowed to run 12 seconds in a 1/4 mile.

The students in Grad 8 started in the Junior dragster and when they got their learner license they ran the rail. The program was shut down as no one wanted to put time and money into it.

I am just glad the students and parents appreciated the time and money I put into the program.

Garfield would like to say thanks to Dave Friend, Jim Davis, Len Ross,

Mrs. Adams & Kelseyville Davis for their support on this program. *Editor*



Monthly Mystery Car #78

Presented by

Art Harms



January Mystery Car



The January Mystery Car is a 1961 Plymouth Fury convertible.

These automobiles were designed by Virgil Exner, at the very end of his career at Chrysler Corporation. Unfortunately, sales of these cars were very poor, largely due to the front of the body design, namely the grille and headlight surround.

The rest of the design was very good. The first thing you notice is the absence of tailfins, a feature on Chrysler cars since the mid-fifties. The featured car is a convertible, with the other Fury body designs being a four-door sedan, a four-door hardtop, a two-door hardtop, a Sport Suburban station wagon. 14 different paint color options could be ordered, as well as the Sport Tone two-tone option. The chrome bright work started at the headlight surround and went around the whole body along the beltline.

There were many standard and optional design features in this car.

The space age influenced many areas of design at this time. This vehicle had a space age gauge dash design, with a Televue ribbon speedometer, and the round engine monitoring gauges on either side. Pushbuttons are used to control the automatic transmission, the heater and ventilation system, and the radio. There were many standard and optional creature comforts available for this vehicle. Power brakes, power steering, power convertible top, power antenna, air conditioning, and even a record player could be on the list. Two unusual items were the steering wheel, which featured a relatively flat section and the bottom and top, the bottom to provide more leg clearance, and the top for better road vision.



The other is the driver's seat which featured a higher back, to combat the driver's fatigue. This seat also swiveled in and out upon opening/closing the door, which allowed for easy entry and exit.

There were many different engines that were used in the 1961 model year, ranging from 145-375 horsepower. Here is a rundown of these engines starting with the 225 cubic inch slant six cylinder introduced just the year before (note: these were the rare aluminum block engines, compared to all the other cast iron examples).

There were two versions of the 318 cubic inch engine, the two barrel carburetor and the four barrel carburetor engine. Next, a 361 cubic inch engines were available in both the two barrel and the four-barrel versions.

The 383 cubic inch engine featured three different versions, the two barrel engine, the four barrel engine, and the dual four barrel engine. Last in the lineup was the 413 cubic inch engine, featuring dual four-barrel carburetors on a cross-ram manifold.



The feature car is equipped with a 318 cubic inch engine. Four different transmissions were available for this vehicle, depending on the new owner's wishes. First, there was the Power-Flite two speed automatic. Secondly, there was the Torque-Flite three speed automatic. Two manual transmissions were offered, the standard three speed, and the three speed Synchro-Silent transmission. The front suspension consisted of torsion bars, while the rear suspension utilized longitudinal leaf springs. 11" drum brakes were standard, both front and rear. 14" wheel with 7.50" X 14" tires were standard equipment on these cars.

1961 production of the Plymouth Fury totaled 60,147 cars, of which 6,948 were convertibles. The average car weight was 3,540 pounds.

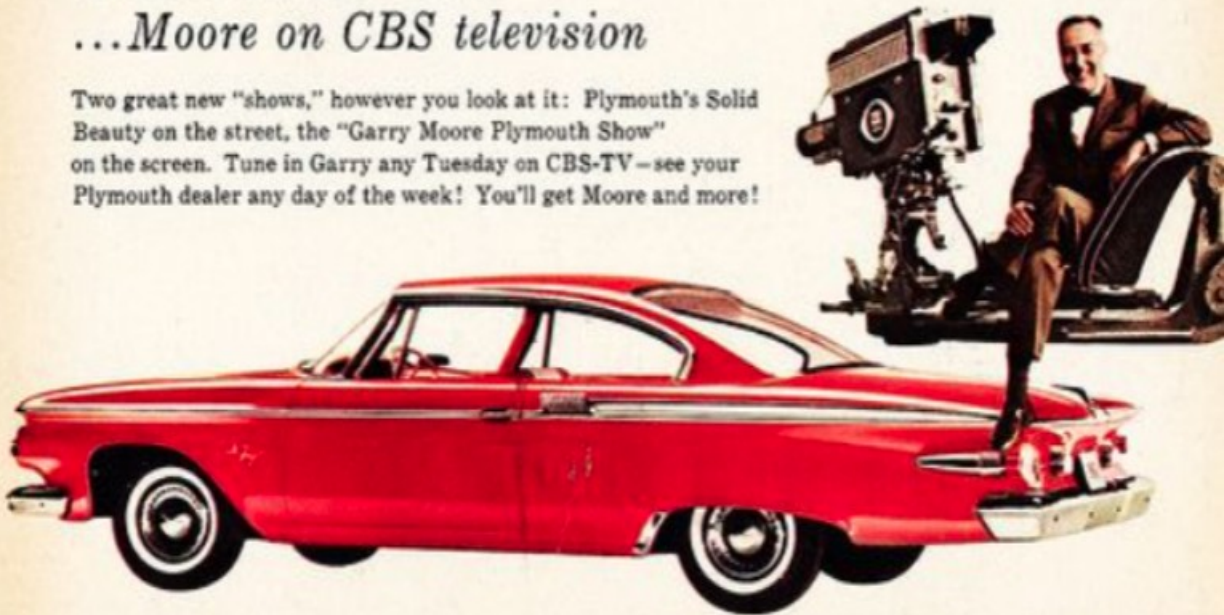
Art Harms



PLYMOUTH GIVES YOU MOORE

...more on the road
...Moore on CBS television

Two great new "shows," however you look at it: Plymouth's Solid Beauty on the street, the "Garry Moore Plymouth Show" on the screen. Tune in Garry any Tuesday on CBS-TV—see your Plymouth dealer any day of the week! You'll get Moore and more!



MOREOVER: Plymouth brings you "Mr. Garland" on CBS-TV every Friday night. Action, adventure, thrills—just like Plymouth, too!



COOK'S CORNER #25

by: - Lila Foley

Super Easy Breakfast or Lunch or Supper

1 tomato sliced

2 eggs

1 clove garlic minced (optional)

1.5 c mozzarella cheese

2 T mayo

2 T flour

Olive oil for cooking

Salt and pepper

Mix eggs, salt, pepper and garlic if using.

Add mayo, cheese and flour. Mix well.

Heat pan with oil.

Spoon out 6 patties of egg.

Top each with a tomato slice and another spoon of egg using all of mixture.

Cover pan and cook a few min till set.

Carefully turn over each section and cook till done.

Garnish with dried oregano and parsley.

Serve with bacon, salad or toast.



We had to have the garage door repaired.

The repairman told us that one of our problems was that we did not have a 'large' enough motor on the opener.

I thought for a minute, and said that we had the largest one made at that time, a 1/2 horsepower.

He shook his head and said, 'You need a 1/4 horsepower.'

I responded that 1/2 was larger than 1/4 and he said, 'NOOO, it's not. Four is larger than two.'

We haven't used that repairman since...

*** PEOPLE YOU "AUTO" KNOW #25 ***

Craig Beddie

BY: - Geoff Gibbard



The Columbia Valley was home for Craig. He was born in Invermere in 1952 and grew up in Spillimacheen (not to be confused with Spallumcheen District). He has one brother, Dale, who is one year and seventeen days younger than Craig. Their dad worked at the Giant Mascot Mine from 1949 until 1957. When it closed, Baroid Canada purchased the mine site and produced baroid which is the main component of the white mud used for drilling. Craig's dad was a supervisor there and that is where Craig learned to operate equipment. Craig started driving cars and pickups when he was 11. By the time he was 17, he was driving an ore truck from the mine to the railway siding. Now, he has a class 1 endorsement with air and can drive anything.

His dad, being the entrepreneurial sort, bought the Esso gas station, store and café in Spillimacheen and the family ran it from 1957 until 1975. Craig helped out in all three enterprises, gaining valuable work experience as a teenager. He graduated from Invermere's David Thompson High School in 1971. Craig says his grade 7 to 12 school days were long ones. He boarded the bus at 7:45 a.m. and got off the afternoon bus at 4:45 p.m. Craig is proud of his roots. He states "I always tell people it's better to be raised in a small town with no tv and learn to keep busy and not get into too much trouble."

After graduating, Craig enrolled in the heavy duty mechanic program at the vocational school in Kelowna. (As noted in my January #25 story, Bryan Vye was in the same program.) He started as an apprentice with Finning in Vernon in 1972 which is where he met John Foley who was the new service manager in 1973. It is a small world, indeed. In 1976, he was transferred to Revelstoke where he ran a service truck for Finning and worked on the Revelstoke Dam project from 1978 to 1983. It was a busy time. At one point he and his partner were responsible for maintaining 65 pieces of equipment. That project was completed in 1983. Craig continued to be based in Revelstoke until 1988 but was running a service truck throughout the province. That was a good year for him as he was transferred to the Finning operation in Kamloops. Highland Valley was switching from electric drive to mechanical drive ore trucks. He worked in the shop and in the field with a service truck.

Craig enjoys travelling which is a good thing as he has worked all over BC and in the Northern Territories, Inuvik, Prince George, Mackenzie, Revelstoke, Nakusp, Vernon, Hedley Mines, the Coquihalla, Mt Polley Mine (he had nothing to do with the dam that was holding back the tailings pond that collapsed August 4th, 2014 above Quesnel), Whitehorse, Dawson City, and the Golden Bear Mine which is 60 miles east of Juneau were some of the highlights. Craig enjoyed working at Finning. He recalls that it was like a big family back then, he met and worked with great people for 35 years. Craig retired with mixed feelings in 2007 at the age of 55.

Early in his career, Craig took some time off and travelled to Australia and New Zealand from December 1976 through April 1977. Before that, he had already visited England and Scotland. Sounds like the 21 day voyage on the Oriana from Vancouver was one big party. Craig hitch hiked around Australia and New Zealand. He found that the Kiwis were particularly fond of Canadians. People took him into their homes and told him to stay as long as he wanted. How cool is that? In the spring of '77 it was back to reality in Revelstoke.

One of Craig's friends in Revelstoke was married to a lovely young woman named Marlene. Fortunately for Craig, that marriage did not last and he and Marlene started going out in 1979. She moved in with him on his 28th birthday in 1980. Craig and Marlene got married in 1982 and "life was great". They enjoyed the outdoors, skiing, snowmobiling and camping. Apparently there were some cool beverages in the equation as well.

Craig had a Honda Goldwing 1000 and Marlene actually rode on the back of it for 3 years. She eventually saw the light and got a Honda Shadow 500 for herself. In 1985, they rode to Calgary and put themselves and their bikes on a Wardair Canada flight to Toronto. Talk about going in style. They had a great time touring Eastern Canada, the Maritimes and Newfoundland.

Coming home, they had to ride at least 500 miles a day as work was beckoning.

By 1998, Marlene also had a Goldwing and she and Craig rode across Canada and back. Marlene has owned 3 bikes and ridden them over 300 000 km. She put almost 200 000 km on the Goldwing 1200 she bought in 1997. Craig has owned 4 bikes and ridden over 500 000 km on them. They have ridden throughout the Western and Mid-west states. Their favourite trip was the Oregon and California Coasts.



Their third trip across Canada was the Cross Canada tour from June 6 to September 15, 2022. They dipped their rear tires [No photo of Craig but here is one of the Bouwmeester's dipping their tires and Audry her toes] of their '63 Avanti in the Atlantic at Cupids, Newfoundland, which is the farthest eastern point they could drive to in Canada. 60 people left St John's, 48 were pulling trailers and 12 stayed in hotels. Every province except Quebec was represented in the group.



The Beddies and Boumeesters, however, were the only couples driving Studebakers. They had a wonderful trip and Criag dipped his front tires in Victoria Harbour on Labour Day Weekend.



Craig joined the car club in September of 1997. He had hired Jerry Wallin to work on his house in 1988 and needed a trailer to haul a parts truck home from Balfour. To make a long story short, he joined the club, rented the trailer and brought the parts truck home. In the early 2000's, he started

looking after the club vehicles and has a good time working with John Bone and Bryan Vye. He values his association with our club and enjoyed working with club members on the tow truck, the fire truck, the ambulance and the Dodge. Craig was most appreciative of Andy Cordonier's expertise and the use of his shop for eight years while restoring the ambulance.

Craig is also a member of the Studebaker Drivers Club, the rock club, 4 ATV clubs and the Kamloops Snowmobile Club .

The first vehicle restoration he did for himself was the '47 Mercury pickup. He spent 1100 hours working on it from 1998 until 2003. This truck has a special place in Craig's heart. It had belonged to an older neighbour. Craig and his dad had serviced it regularly at the Esso station and when he was 15, Craig was able to buy from the owner's daughter for 25 dollars. He drove it with wild abandon and did some work on it with his dad. A couple of years later, he decided he needed a better girl magnet so parked it in favour of a Falcon convertible.

Craig's dad parked the truck in a shed when Craig went to school in Kelowna for which Craig is forever grateful. He retrieved that truck from the shed in 1988. It has been to many shows and events and has won multiple awards. Craig is particularly proud of the People's Choice Award it won in the 2004 Vintage Car Club May Tour and the 2005 Hot Nite in the City. Best Ford Product Award.



His second restoration project was a '69 Olds 442 convertible. He put 1500 hours into that car over 3 years. Part way into the build, Craig went to the Red Deer swap meet looking for a steering wheel for his build and came home with a 30 foot motor home attached to one instead. He eventually found a steering wheel in New York. In 2018, he sold the car to a



dealer in Delta, 6 months later it was sold at Barrett Jackson. I asked him why he sold it and he said it had a black interior that got rather warm in the Kamloops summers without air conditioning. He wouldn't install air conditioning because then it wouldn't be stock. He did say that the real joy was in building it. In 2011, it won Top GM Product at Hot Nite in the City. Also in 2011, the car was invited to the Steam Clock Show in Gastown and took the third place trophy. This is where the 442 was spotted for the ICBC calendar and was featured in 2 ICBC calendars, February 2012 and September of this year. Is that cool or what?

Craig's third and latest restoration is his '63 Avanti. This car was intended to be a driver. However, 3 months later it was stripped down for a major restoration. He worked on that from September 2018 until the spring of 2020. The Avanti was purchased because it has air conditioning, it is different from all the other cars out there and Marlene really likes its style. She had seen one at a Kamloops club garage tour at Brian Roberts' place years ago.



It took some doing but I got Craig to brag about his cars. He explained that the Vintage Car Club judging system is based on a point system where 1000 is a perfect score. His truck averaged a score of 970, the 442 averaged 985 points and the Avanti garnered the top score of 990 in the May 2025 Tour. It was awarded 3 trophies at the same time.

John Bone is currently working on his car (A 64 Malibu 9 passenger station wagon – with numbers matching as shown below) in Craig’s shop and Craig is helping him.



Craig enjoys the challenges of helping people with vehicle issues and says that “no question is a dumb question”. He has worked on more than 15 cars with and for people.

His motto is “spend the money and do it right the first time”. If you don’t have the money, wait until you do. Craig’s pet peeves are 2 dollar battery clamps, unpainted brake reservoirs and misaligned fan belt numbers.

Thanks for giving me your time, Craig. I enjoyed it **Geoff**

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

Here's a tip for you in you own a dog: -
Ring the door bell on your way to bed at night.
This will clear the dogs off your bed long enough
for you to get in and get comfortable.