



KAMLOOPS KAMSHAFT JANUARY 2026

Vol. 54– No. 1



**Filling Up
Then & Now**



Calendar of Events

* *Kamloops Chapter Events*

- *Jan 21st *Executive Meeting*
- *Jan 28th *General Meeting*
- *Feb 25th *Annual Club Auction at General Meeting*
- *Apr 5th *Annual Easter Drive*
- *Jun 5-7th *Back Road Tour*



PRESIDENT'S MESSAGE

By Ken Hoshowski

It is hard to believe we are into our new year. I am looking forward to new and exciting social and driving events. With your help and suggestions we will continue to arrange interesting programs and driving events for us all to enjoy. I would also like to thank you for your vote of confidence in re-electing me your President. I would also like to thank Don Potts and Andy Cordonier who have stepped down as directors for their help over the past terms and welcome Bruce Bawtree as incoming Vice President and Gerry Gerow and Rick Pye as new directors. Thank you for letting your names stand for election. I would ask each member to stop and take a few minutes to think about any new and interesting incentives we might entertain this coming year.

Last year, January to March, we experimented by moving our general meeting to an afternoon. That did not turn out as expected so we have reverted to our regular fourth Wednesday of the month at 7:30 pm. Our first meeting this year is on January 28 at the Hal Rogers Activity centre.

Our February meeting will be our annual auction meeting so start setting aside articles you no longer use or need to help us on this annual fund raiser.

Our Tuesday coffee gathering at the Aberdeen Mall has been an overwhelming success were we often have over 20 men and 12 ladies attend. Thank you Dave Dickinson for this idea. Only three more months before we take our cars out of mothballs for our annual Easter Show and Shine at Riverside park . Until then I look forward to seeing you at our general meeting January 28th. *Ken*

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

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

EDITOR'S EDITORIAL



Well here it is the start of New Year. I had asked if you wanted any changes made to the 2026 Kamshafts. I did not hear from anyone so that means 1 of 2 things. You are happy with the current format or you don't read the Kamshaft. I do hope it is the first one.



CLIMPSE OF THE PAST

I going to try adding this new Feature hoping that some of you will participate to make it interesting and bring back Memories of the past.

Remember it is your newsletter so if think you have something of interest please forward it along to ***kamshafteditor@gmail.com***

As I seem to get my share of unwanted phone calls I do not answer calls if I don't recognise the number. If it is important please leave me a message.



EASTER Sunday April 5th

Rich stated to me that once again he will be in the need of helpers the day for our Annual Easter Drive. There will be a sign up sheet at the January general meeting.



Rich needs the following : - 5 people to help with Mac island parking at the start, 6 people to assist in the parking at Riverside Park at the end, 7 people to help with cookies at Mac Island & Riverside Park, 3 people for registration at Mac Iland, also 4 drivers for the club vehicles.

If you are not going to be at meeting and can help please contact Rich at 250 828 2318 or mr.frontenac@shaw.ca.

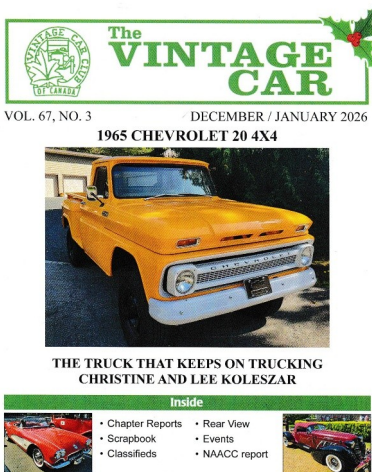
Remember he can not run the Easter Drive by himself. ***Editor***



Elaine Jones is our sunshine lady.

If you know a member that could use a ray of sunshine

contact Elaine at 778 470 0369



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*

CLIMPSE OF THE PAST

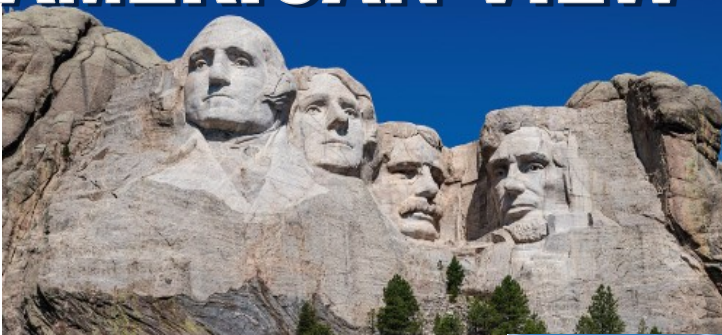


March of 2014 Ken Hoshowski had arrange for our club to have a day of bowling with an awards dinner to follow at the White Spot.



We did this for four years. *Editor*

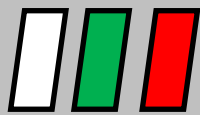
AMERICAN VIEW



You know, there are some things that you just never think of like Mt. Rushmore from the Canadian side.

CANADIAN VIEW





Monthly Mystery Car #77

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 feature 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 #24

by: - Lila Foley



Pavlova A sweet for your sweetie on Valentines Day

3 egg whites	2 c whipping cream
1 cup icing sugar	1/2 c icing sugar
1 T cornstarch	1 t vanilla
1 tsp vanilla	fresh fruit such as berries
few drops red food colouring or about 1 tsp red Jello powder to make light pink if color desired - not much needed	

Preheat oven to 200 degrees and line a cookie sheet with parchment paper.

Beat egg whites till very stiff.

Add cornstarch and vanilla and make sure whites hold very stiff peaks.

Pipe or spoon dollops onto cookie sheet to form a heart shape.

Each one is a serving. Can be pulled apart to serve.

Make a dent in each one.

Bake for 60 min then turn off oven and leave in till cool.

When ready to serve, whip cream with sugar and vanilla.

Spoon cream onto each Pavlova then decorate with fruit .

Serve immediately.

Options:

Sprinkle tops with red sugar before baking

Spread lemon curd or jam on Pavlova before cream and fruit. *Lila*

*** PEOPLE YOU "AUTO" KNOW #24 ***

Bryan Vye

BY: - Geoff Gibbard



Bryan is a rarity in that he is a Kamloops original. He was born February 15, 1949 in Royal Inland Hospital. He went to school at Lloyd George Elementary where he was a top academic student. However, his grades headed south in grade 8 at John Petersen Junior High as the age old male hormones had kicked in by then. Bryan's mom told him he'd have to shape up or she would ship him out. She prevailed and sent him to Vernon Preparatory School for two years. It was a boarding school where parents could pick up their kids every third Sunday after church for the afternoon. That seemed to do the trick for Bryan as his mom enrolled him in St. Anne's Academy which was where he went for grade 10 and part of Grade 11. He spent part of his grade 11 year at the high school in Lillooet where his dad was the mechanic for the Department of Highways. They returned to Kamloops after a few months and Bryan finished his schooling at St. Anne's, graduating in 1967.

Bryan's dad owned the BA Super Service Station at 1404 Battle Street where the transmission shop is presently located. Bryan started working there when he was 12 and continued until he was in grade 10. He remembers that early on, his dad asked him if he wanted something with wheels at which point Bryan's eyes lit up. His dad promptly emerged from the storage room with a wheeled bucket and stuck a mop into Bryan's hand. He pumped gas, cleaned windshields, did complete oil changes, washed and vacuumed vehicles, and fixed tires in addition to his janitorial responsibilities. He figures he has fixed thousands of tires that had tubes, no tubes, split rims, bike tires, truck tires ... you get the idea. He also wrote the service orders, bills and receipts as his dad's handwriting was atrocious (Bryan's words).

Remember the old electronics and appliances that had tubes? Well, Mr. Vye had the only tube tester in town at his service station. Bryan tested and sold hundreds of tubes which were supplied by Giddens Services. His dad, being the entrepreneurial sort, had the only U-Haul agency in the Interior of BC. No one had trailer hitches in those days. Bryan would attach the clamp on hitches to the tow vehicle's bumper, connect the wiring and hook up the trailer. This agency was a gold mine as Mr. Vye not only rented the trailers but serviced and repaired many tow vehicles too. After his dad sold the station, Bryan worked afternoon shifts at the Shell gas station on the hill (now the Co-op).

Following graduation, Bryan left home and worked the midnight shift at the Esso Truck Stop on Highway 5. From there he moved to the Chevron station next to Beattie Elementary School which had the contract to service the RCMP vehicles. Another move to the 24 hour Royalite Truck Stop in Valleyview ended his run of service station jobs. Water trucks would pull in their for fuel and the owner of those trucks hired Bryan because he could drive them, service them and could park one at his parents' place. Yes, he had moved back home in December of '67 as he was tired of eating out of cans and being the den mother to three other guys in a house in North Kamloops.

In 1971, Bryan enrolled in the pre-apprentice training class for heavy duty mechanics in Kelowna. Craig Beddie was in the same program. (Bryan has enjoyed working with Craig on a few projects many years later.) He drove the water truck again in the summer of '71 and got on with Finning in '72 where he worked until 1983. There were some lay-offs involved when Bryan returned to driving the water truck.

Bryan's 1975 marriage to Allison was brief, terminating in 1977. However, they enjoyed participating in an Econo Rally in 1975 where the vehicle with the best gas mileage won. That rally went from Kamloops to Osoyoos, to Salmon Arm and back to Kamloops with points in between. Bryan was driving a '64 Citroen station wagon and won the mileage contest for his weight and motor displacement class.

Following the divorce, Bryan worked all the overtime he could get. He bought a '46 Cessna 140, a '73 R 60 BMW bike and a 4 wheel drive Jeep Commando. Bryan got his pilot's license when he was 18. His uncle had a farm outside of Innisfail, Alberta where Bryan helped out from 1964 until 2001. He says flying was a lot more fun than driving to Innisfail. He sold the plane in '85.

In 1983, Bryan quit Finning and enrolled in a 52 week aircraft maintenance engineering course at Northern Lights College in Dawson Creek. He's proud of the fact that he was the first student given permission to leave the course at 6 months so he could get temporary work at Seymour Air and Horizon Helicopters at the Kamloops Airport. (It was Horizon Helicopters that placed the huge Kamloops letters on Mt Paul that lasted up there for only a year.) After 6 months, Bryan returned to the college and completed the course.

In '86, Bryan worked for Airspray in Red Deer. That company had a water bomber fleet of 16 Douglas A 26 aircraft. As an apprentice engineer, Bryan was a busy guy that summer. That fall found him in Hope where he was the chief engineer for Valley Helicopters. A couple of weeks after he left that job in 1988, their helicopter was high jacked and used to break three convicts out of the Kent maximum federal penitentiary. Bryan thinks that if he was still working for that company, he would have been the guy they forced into the cockpit which would have been disastrous as he did not know how to fly helos. Lucky! Fred, his ex- boss was the unlucky pilot and did survive.

Bryan moved to Tonto Mining in 1988 where he was building Deutz engines. These were quality German designed air cooled diesel engines. A stint in the Rogers Pass as a mechanic for the Federal Government followed that and he finally ended up at the City of Kamloops in 1991 repairing "maggot wagons" (garbage trucks). Bryan worked there until he "retired" in 2003 at 55. Bryan and Donna got married in 1984. They had 2 kids, Laura and Dan. Donna left in '91, took the kids with her and they divorced in '92. Bryan's retirement was short lived as the kids moved in with him in '04. It was expensive every time they opened the fridge door so he went back to work part time for ICM, International Crowd Management and Sure One Security. He soon moved on to Brinks Canada where after intense training, he was an armoured car driver and guard. 2006 saw him retire for good.

Bryan has done his share of community service. When he was living downtown in the '80s he was president of the Downtown Residents Association which was formed to help deal with the myriad of problems that were plaguing downtown Kamloops. He was also Chairman of the Graffiti Task Force for 7 years.

When his dad still had the service station, Bryan's mom bought a '29 Nash Standard Six 400 Series sedan. From then on Bryan was hooked on old cars. It was Dick Parkes who convinced Bryan to join our club in 1994. His dad had purchased a 1921 Dodge Touring car in 1991 he parked it at Bryan's place on St Paul Street. One memorable day it back fired big time complete with smoke and flame. While Bryan was discovering his garden hose was too short a BC Tel worker put the fire out using a neighbour's hose.



The fire department arrived in time to help Bryan push it into his garage. His dad signed the car over to him and Bryan spent about a year putting it back together, sourcing parts from as far away as Pennsylvania. He discovered that a loose battery connection produced a spark that caused the whole conflagration. That car has been the star of a couple of weddings and has been in the Easter Parade and other club events.



Years later Bryan discovered a '29 Dodge 5 window rumble seat coupe in Logan Lake. Jim Nevin had found it abandoned in Kaslo in 1958 and had it restored. It took second place in the Concours Event at Expo '86. After some negotiation, Bryan was thrilled to buy it in 2013. It also has been in the Easter Parade, Hot Nite, other car shows and various club events. Haggerty insures it and has asked Bryan not to drive it on the highway so he trailers it now. In addition to the Dodges, he owns a '75 Dodge W 30 Power Wagon, a '64, '66 and a '69 Citroen, a '67 Dodge Coronet Coupe, tractor & trailer ,and a '49 Willys Overland Jeepster which was built in the first

quarter of 1949 as was Bryan. This was his very first car and he is really proud of it.



Bryan's Tractor & trailer unit.



Bryan is in his second year as a club director. Bryan helps with the maintenance of our vehicles and likes driving the club's fire truck in the Christmas parade. He enjoys the fellowship and respects the knowledge and expertise of our club members.

Laura, Bryan's daughter, is married and is the office manager of Just For Smiles dental clinic. His son Dan is a self-employed heavy duty mechanic who owns his own service truck. He has a 6 year old daughter of whom Bryan is very proud.

Thanks for chatting with me, Bryan. I enjoyed our time together and hope I have done your story justice.

Geoff

CLASSIFIEDS WANTED

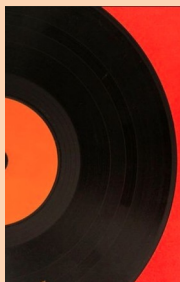


CLASSIFIEDS For Sale

Here it is a New Year however, I do not have any New Classifieds



My teacher said "Don't worry about spelling. In the future there will always be autocorrect." For that I'm eternally grapefruit!



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

My friend said meet me at the vinyl shop in 45
I made it there in 33
Which was a record time.