KAMLOOPS KAMSHAFT
November 2026
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National Website: - WWW.VCCC.com
Next Issue cut off for items is December 11th

Calendar of Events *Kamloops Chapter Events

Nov 22nd Santa Claus Parade 5 pm
***Nov 25th General Meeting [Elections]**
***Nov 25th Cut off for Christmas Dinner Tickets**
***Dec 5th Annual Christmas Dinner**
***Dec 31st Cutoff to any changes to the 2027 Roster**



PRESIDENT'S MESSAGE

iBy Ken Hoshowskiki

It is hard to believe we are nearing winter although the weather has been unseasonably warm. A sure sign that Christmas is not far off is that when I was shopping, the Salvation Army had their Christmas collection kiosks set up. This reminds me that our annual Christmas party is coming up on December 5th.

This is usually our best attended function of the year. A fun evening that we all enjoy. Tickets will be available at our General Meeting on November 25th.

Our November General Meeting is election night for our chapter. The nominating committee have a full slate who have volunteered to serve next year, except for one new director who will be nominated from the floor. Think about letting your name stand.

After three years as your president I will be stepping down. I have served in every chair except treasurer since returning to Kamloops in 2007. It is time for younger leadership.

I got the dinner call while I was writing and when I returned to finish this message it had disappeared. I was quite mad at myself for not saving what I had written.When my grumbling was over Marge asked me what was wrong. After explaining my problem to her she said “Well you are on the wrong computer”. I have semi retired my 14 year old Mac but still use it for some things. This is a sure sign that I need to retire.

I would like to thank everyone for their support over the years and wish continued success to our chapter.

I look forward to seeing you at the general meeting on November 25th and the Christmas party on December 5th. ***Ken***



EDITOR'S EDITORIAL

Well Folks, I did hear from quite a number of people in regards to our September Kamshaft.

They enjoyed it however I found out they like to read it from their cell phones in the morning while enjoying their morning coffee.

Some said that as the file was so large their phones would not down load it. They did look it later on their computers but said it was not the same.

They said they liked the personal stories and Art's Mystery Car articles.

It was suggested to me that the over all size of the Kamshaft be reduced to 10 or 11 pages so it could be downloaded to their phones. This way it could be read the same way as a short novel with their morning coffee.

I was also encouraged not to quit as Ediitor like I had threaten in previous issues.

I am going to try implement some of these suggestions in future kamshafts. I hope these suggestions made do not discourage you from sending in articles. I may end up spliting them over a couple of issues if they are large however please keep sending in your personal stories.

In regards to the chapters 2027 Roster. I am still hoping to prduce one using the new Program that I am using. If you want any changes made from the 2026 Roster you must notify me **[kamshafteditor@gmail.com]** no later than ***December 31st*** as that is my cut off date for any changes.



Elaine Jones is our sunshine Lady

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

contact Elaine 250 571 2527 or

e.jones.051959@gmail.com

Elaine sent "Thinking Of You" cards to

Dianne Hargrove & Robyn Gravelle

MONTHLY

Mystery Car #85

Presented by

Art Harms

October Mystery Car







The October 2026 Mystery Car is a1966 Plymouth Sports Fury Convertible. Sharp angular lines enhanced the styling of these automobiles. The two side chrome moldings, the top one running from the front of the vehicle to the center of the taillights, and the chrome molding along the wheel line, highlighted the length of the vehicle. Plymouth headlights were stacked vertically in their 1966 car.

This car featured a split front grille, which mimicked the design of the taillights. And how about those very unique Plymouth hubcaps. An overall pleasing design, which modern day collectors look for today. This very well-equipped example has a beautiful interior. The upholstery is red leather, with red matching carpets throughout the interior. There are many options on this car, to name a few, power windows, power bucket seats, center console c/w wood grain enhancement, power top, P/S, P/B, and air conditioning, a rare option for a convertible at that time.



These vehicles were powered by a whole range of engines, with the customer, selecting which one they wanted. From the least horsepower to the maximum horsepower are as follows, a 318 cubic inch V8, a 383 cubic inch V8, a 426 cubic inch V8, and a 440 cubic inch V8. (Note- the 426 cubic inch engine has wedge style heads, not Hemi heads). Three different transmissions were available, a three-speed manual, a four-speed manual, and a three-speed automatic (Torque-Flight). Our feature car is equipped with a 383 cubic engine and automatic transmission. As our feature automobile is equipped air conditioning, you will notice that the air conditioning compressor is mounted on top of the intake manifold, at the front of the engine, very unusual. The other thing you will notice, is the single master cylinder for the braking system, the dual master brake cylinder system was mandated in 1967.



Art Harms

*** PEOPLE YOU"AUTO" KNOW # 31

Les Evens

BY: - Geoff Gibbard



Les was born in 1958 in Kitchener-Waterloo, the twin cities of Southern Ontario. Along with a sister and two brothers, he spent his formative years in southern Ontario. Les's dad was a successful businessman who grew his roofing company to the point where he had to make a move to five acres in the countryside so he could keep all his vehicles and machines on the property. Les was a young, scrappy teenager at the time and the move was hard for him. He lost his friends and had to stand out on the road five days a week waiting for the school bus to show up. His dad was a big, strong, old school guy who was the king of the house. That parenting style did not sit well with Les. To make a long story short, rather than enroll in grade ten at Southwood Secondary, Les joined the Canadian Armed Forces with his parents' permission. His plan was to become a soldier.

The Forces flew him to the CFB base at Cornwallis, Nova Scotia where he endured twelve weeks of basic training. The army, navy and air force had just been amalgamated into one. The corporal in charge of his basic training was Leading Seaman Walker who was anything but keen on the amalgamation. Les recalls that he and his fellow recruits were instructed to refer to him as Leading Seaman Walker, not Corporal Walker. Apparently, the merger was not an immediate success in some quarters.

Les says that half his recruit class made it to graduation as discipline was the focus of basic training. Each recruit was assigned a hanging locker complete with shelves. The uniform had to be hung in a certain way, t-shirts had to be folded just so and placed on a particular shelf, socks had to be rolled up correctly and placed on the correct shelf and that locker was inspected every morning as the recruit stood at attention. Each recruit had to make his bed with the corners tucked in tightly so that the inspecting officer could bounce a quarter of it. The sheets had to be so tight that the quarter would spring back into the officer's hand after he dropped it on that bed. If the locker and/or the bed were not deemed to be satisfactory they got tossed and the recruit heard about it in a big way. Then there were the shoes and boots that had to be polished so that the inspector could see his reflection. I should add that while this detailed inspection was taking place, the recruits had to stand at attention looking straight ahead. The recruits had to sew their initials into every piece of their clothing so they could get it back from the laundry. If they didn't know how to sew, they learned in a hurry.

After graduating from basic training, Les joined the PPCLI, the Princess Pat Light Infantry division of the armed forces. However, he found that saluting everyone that passed by was irksome and was able to obtain an honourable discharge despite signing a five year contract. The forces flew him back to Kitchener where he began his career in the roofing business with one of his dad's competitors.

After ten years of working hard for that company, Les figured he was due a raise. He didn't get it so he commuted to Hamilton from Kitchener and started working for Schrieber Brothers, the largest roofing company in North America. It was a great job with a great company. Les worked all over the US and Canada and even did a job in Bermuda. He was a happy single guy making good money and living the life.

Les's Kamloops connection was through family. Jayne, his sister, eloped with Gerry Reid to Pinatan Lake as that was where Gerry's sister's family lived. Les's mom's dream was to host a beautiful backyard wedding for Jane and Gerry. When that didn't happen, she persuaded her hubby to sell his business and move to Kamloops in the early eighties to be near her daughter. A few years later, she decided she needed a break from Les's dad so she sent him to Kitchener on the bus to spend some time with Les. Les had not seen his dad since he left home and was shocked by his appearance. He was no longer a bear of a man. He wasn't the man Les remembered and it was soon apparent that there was something amiss with his dad's memory. After a couple of months of the father son thing, Les took six weeks off and took his dad back to Kamloops on the train. He said they had a good time together and it was a really good trip. Les stayed for a few days and enjoyed visiting with his family. Sadly, his dad passed away shortly after that at the age of fifty-five.

The second visit to Kamloops was in 1998. Les was working in the Edmonton area and decided he needed to see his mom. He got a couple of days off work, the fellas on his crew told him how to get to Kamloops and he made the ten hour drive in the company truck. He says he got to the gas station on the hill and where the attendant drew him a map of how to get to his mom's place on the North Shore. She lived at 1067 Laroque across the street from Ray Dhaliwal another car club member. Boy was she surprised to open her door and find Les standing there. At the ensuing party on her mom's back deck was a young lady who came with the neighbours. Les being Les, didn't really take notice of her as he was enjoying catching up with his family and meeting his mom's friends.

The physical training was grueling. They had to run an eight minute mile, swim ten lengths of an Olympic swimming pool using ten different strokes and march in unison in full battle fatigues. Les remembers tear gas training was called hut training. The recruits had to enter a ten by ten hut that was full of odourless tear gas, breathe out, put on their mask and perform exercises in front of a masked up training officer. It did not always go well. The firearms training was exhaustive. By the eighth week Les had to take his rifle apart and put it back together blind folded. One cool result of this for Les, is that he still has his prohibited class of firearms license which means he can keep his collector gun that has a four inch barrel. That class of license can no longer be obtained.

When he got back to Edmonton, he found that there was a phone call for him. This surprised him because he was a private guy who didn't tell people where he was staying and working. Anyway, it was Judi (the gal who came to the deck party with the neighbours). Of course, Les said he remembered her and they had a long chat. After two days in Edmonton, Les asked for two weeks off work and went back to Kamloops to see Judi. His line, however, was that he was coming to do some work on his '74 Chev truck. Judi just happened to show up and offered to help him with what he was doing. The two weeks morphed into six. Judi showed him all around Kamloops and even took him on a wonderful adventure to Barkerville. Les says that at forty years old, the magic happened with Judi. She was unlike anyone he had ever met. He quit his dream job, sold everything within a week and moved in with Judi in November of 1999. Is that a good story or what?



There was not much if any construction going on in Kamloops at that time. There were four roofing companies but they could not offer him a job as they were in survival mode. Les went to work for Canada Lock House which is now Interior Lock House and became a locksmith. It was on a cold winter day at Sun Peaks when he was unlocking a Caddy and installing new lock in it that he decided that lock smithing wasn't for him.

He moved on to managing the Wise Guys Car wash on Tranquille Road and from there drove a truck for PCW Warehousing.

Around 2008, construction activity started to pick up in the Kamloops area. Les noticed that and started his own roofing company, Superior Roofing. He got his big break when he a job on the Pow Wow Grounds Arbour. Les built and roofed the twenty additional sections attached to the arbour so that merchants could display their wares at various events. It was a complicated project and Les is proud of the job he did. Business was good after that.



Les ended a forty-seven year career and retired in 2025 due to health issues. In June last year, he had open heart surgery in Kelowna. (I am pleased to note that it was a success).

Les has had a '69 Ford F 350 four door crew cab long box bump side pickup truck with an eight foot box that he has stored for fifteen years. He knows Mike Forbes and asked him for insurance advice. Mike looked at it and it is now insured by Haggerty's for ninety-eight thousand dollars. (Les didn't want Judy to sell it for five hundred bucks if his operation did not go well).







Les knew Jim Carroll and ended up joining our club in 2024. He used to drop by the North Shore A&W on Wednesday nights and joined the Kamloops Street Rod Association as well.

Les has always been a car guy. He loves vintage cars, muscle cars and trucks. When he was young, single and making good money, he owned a series of cool vehicles. Since 1999, he has owned that Chevy C 10 half ton, a '67 Mercury Cougar with leather interior and a 289 engine, a '68 black on black Camaro with a souped up motor and a pumpkin orange '55 Pontiac Chieftain. He still has the '74 pickup which he would happily sell it to someone for a really good price and is working on getting the '69 Ford running for next year.



Les says he enjoys the fellowship of our club and appreciates the club's community focus.

Thanks, Les for giving me your time,. I enjoyed getting to know you. ***Geoff***

2028 MAY TOUR

At the moment the theme has not be established.

Looking for ideas keeping in mind that year will be the 70th year of the Vintage Car Club.

For previous tour names and host chapters look in your VCCC national roster on pages 242-243 for a full list of past tours.

Should you have any suggestions or questions regarding this proposed May Tour please contact Audrey Bouwmeester at cruiser6@telus.net as she is the Chairperson.

The 2027 Tour is called the Sasquatch Tour and is being held May 14-16 at Hope BC.

MAY TOUR VALVE COVER RACING INFORMATION

What are Valve Cover Cars?

They are small cars that are constructed using a car engine valve cover. Most cars are constructed from overhead valve covers, but it is also permissible to use the plate that cover the valves on a flathead style engine.

How are the cars used?

The cars are raced down an incline track.
Most tracks are designed to allow two cars to participate at a time. The winning car can be determined by electronic beams or by human judges
There may be 20 to 30 cars at a race but the track can only run two cars at a time. The registrant will race at least three times during the elimination process. The fastest cars will probably race up to 7 or 8 times.

What is the criteria for the cars?

Length – up to 36 inches
Width – up to 10 inches
Height – up to 9 inches – including an optional 'driver'
Weight – up to 10 pounds
Wheel diameter – up to 4 inches

Construction Tips

Most successful cars employ ball bearing wheels. The type of wheels used on inline skates work very well. Some people machine wheels from steel or aluminium and insert small ball bearings into the center of each wheel. The car can have three or four wheels. It is vital that the car track straight or it will run into the side of the track and friction will slow the car. Cars should be built with some way to adjust the axle so that straight tracking can be achieved.

No form of propulsion is allowed. Gravity draws the cars down the track. The cars are held in the start position by vertical pins about 1.5 inches height. No part of the car may extend past this pin. Some cars even contain a battery so lights can be turned on for the race.
Many of the cars owned by members have unique design and may carry humorous names. For Gord Angus painted his car black and white, attached ears and a tail and called it the "Black Angus". There was also a car called the "Green Machine" and another called the "Pink Ladies". These cars provide a great opportunity for imaginative design.

At some race sessions, they may have a Junior event to encourage younger people to become involved. Building a car is a great project for a grandchild and grandparent or parent and child to work cooperatively

Some Chapters will even announce a variety of categories and prizes may be awarded for such things as best engineering and most unique design.









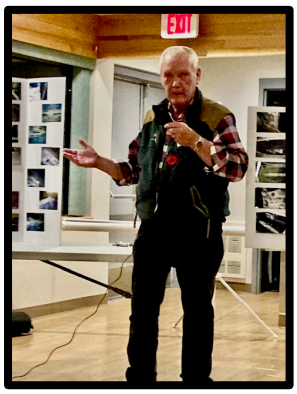
At our October General meeting we had two speakers.

Rick Pye introduced ***Irene Preto*** [General Manager] from the Kruger Pulp and Paper Mill.

She explained that Kruger is a Canadian company and explained some of the future plans they have for the mill.

She went on to explain how much the monthly production was and how many employes they have and the taxes they pay to the city.

This mill plays a big part in the revnue it provides for both the city of Kamloops and the amount of jobs it creates within the mill and the outside community.



Our second speaker ***John Foley*** did not need any introduction as he has been a member of our chapter for 26 years.



John spoke on what it took to get his '64 Chevrolet on the road. He originally had someone check it out for him however after getting it home it was entirely different from what he had expecfted. John had a number of pictures showing the dates and progress on the car. He thanks Craig Beddie for his encouragement to complete the restoration.

I believe John stated it took 11 years to complete the restoration. The money spent was never discussed however Lila is still his wife so I guess it all worked out for the good as they are still together and they have gorgous car.

CHRISTMAS DINNER

Ticket sales will be cut off at the General Meeting Nov 25th.





COOK's CORNER #33

by: ~ Lila Foley

If you like butter tarts you will love cranberry tarts.



Cranberry Tarts or Squares

1 c brown sugar
1/4 t nutmeg
2 eggs
1/4 c butter melted
1 t vanilla
2c dried cranberries
1 c chopped walnuts or pecans
Pour boiling water over cranberries to plump them for 5 min.
Drain and stir in butter to melt it.
Stir in brown sugar then eggs and vanilla and nutmeg.
Fill tart shells and bake till lightly browned for about 15 min at 350 degrees.

To make squares pour filling over a shortbread crust
in a 7 x 11 pan and bake for about 35 minutes .

Shortbread crust

1/2 c butter
2 T sugar
1 1/2 c flour

*A Thought To Remember Until Next Time

In the event of a tornado
Put some weiners in your pockets
That way the search dogs will find you first.