



KAMLOOPS KAMSHAFT APRIL 2026

Vol. 54- No. 4



Read Geoff's column [p9] for more

Calendar of Events

** Kamloops Chapter Events*

- *Tuesdays*** Coffee 10 am Aberdeen Mall
- *Apr 19th** Garage Tour Sunday 19th LV North Shore A & W @ 10 am [p16]
- *Apr 22nd** April General Meeting **[4th Wednesday not the last]**
- Apr 25th South Okanagan Swap Meet @ Oliver
- May 8-11th Annual May Tour @ Campbell River
- *May 10th** Mother's Day ?



PRESIDENT'S MESSAGE

By Ken Hoshowski

Our Vintage Car Calendar got off to a wonderful start with our annual Easter Drive and Show and Shine at Mac Island before the drive and afterwards at Riverside Park. We had perfect weather and close to 120 cars participating.

Thanks goes to the superb skills of Rich Vandermey and all members who assisted in the organization of the event. Special thanks also to Lila Foley and all the ladies who baked all those delicious cookies.

Our next official event will be our Mother's Day (May 10) lunch. A sign up sheet will be passed around at the general meeting on April 22nd. Details to follow.

I would like to thank Vice President Bruce Bawtree for filling in for me while I recover from my fall and broken right shoulder. I have had to learn to do things left handed. Biggest obstacles were getting dressed, eating, bathing and trying to type left handed with one finger. After seven weeks I am off pain killers and am getting limited use of my arm. Still no driving. Thank goodness I have a very patient wife.

If all goes well I am hoping to see you at the general meeting. Until then, drive safe... *Ken*

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----- Next Issue Deadline for Classifieds & News May 15th -----

----- June Issue Deadline for Classifieds & News June 12th -----

**EDITOR'S
EDITORIAL**



Hi Folks,

I don't have much to say this month.

Like to thank Rich for allowing me to crash the Easter Drive lineup to travel immediately following the club vehicles during the drive. This allowed me the opportunity of getting photos of the cars as they arrived at Riverside Park.

A reminder that the Kamshaft Classfieds are FREE to use.



It is with great sorrow to announce the passing of Susan (Sue) Wilson Monday April 6th.

Unfortunately Sue had to use a walker, however this did not stop her from being an active member. She joined our chapter in 2016.

the mall

It was her idea for the Tuesday morning coffee at which is enjoyed weekly by many.

Because of her need for a walker Sue could not always do everything she wanted to do, however she would pitch in where ever she could.

She will be greatly missed by all.



A Thought to Remember Until Next Time:

Apparently exercise helps you with decisions making

It's true.

I went for a run this morning and decided I'm never going again.

EASTER PARADE 1989

Cache Creek March 26, 1989

I looked out the window and it was terribly over cast so I phoned Joan Coulter in Kamloops as her husband Don was looking after the parade. She said that it was over cast and foggy but would burn off by lunch time.

My driveway was dry so why not give it a try. I headed for Kamloops at 9:00 am and Noella followed at 9:30 am in our Honda with both our Moms.

I made good time as Judy (my 19128 Hupp) was running good and not heating up so I was pretty happy. I stopped at Savona and checked the rad for water as I was not sure as to what was happening as the moto meter was not showing anything. Well the water was fine so I carried on towards Kamloops. The moto meter did show a little red on the Savona hill but nothing compared to my last trip. On the last trip Judy really heated up and made the going tough. Following that trip I cleaned her rad and replaced the packing in the water pump. It appears to have corrected the problem.



When I made the cut off the highway at Kamloops it was now 10:30 am so I waited for Noella. We then took the Honda down to Riverside Park and left it there so it would be handy at the end of the parade for the trip home.

Following that we went over to the Peppermill Restaurant for a late morning brunch. As that is where the gang was having breakfast before the parade. We were the last of the car club to show however that was alright as with the day being slightly cool I did not want our Moms sitting out at the Westsyde Park catching cold waiting for the parade to start.

We were really not all that late in arriving as we were number 31 out of the 72 cars that did arrive for the **19th Easter Parade**. The weather co-operated as it was cool which made it nice running for the cars. The parade went well except for Ernie McNaughton's '58 caddie with the queens in it stopped on the railway tracks. [I believe you could have bought a caddie pretty cheap about that time.] [Found out later that it was actually out of gas]

It was dry enough that we managed once again to park on the grass. It was great seeing all the people and the cars together again. Don Coulter did a great job organizing the Parade and controlling the weather.

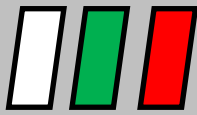
Stopped and got gas (\$13.10) and added a quart of oil before heading for Cache Creek. I travelled total of 134 miles for the day. When I arrived home at 5:00 pm Noella had prepared a supper of ham and all the trimmings that we enjoyed. It was great day.

Judy once again gave us a fun day. Both Moms enjoyed meeting and talking with all the different people. The club members were glad to see Heide (our black cocker spaniel) and to know that she improved so well

from her accident. *Dave*



Noella being interview by CFJC TV in Riverside Park at the end of the parade.



Monthly Mystery Car #80

Presented by

Art Harms

March
Mystery Car



March 2026 Mystery Car is a 1967 AMC Marlin. This vehicle was American Motors Corporation's attempt to build a personal luxury car. Talk about being out of character for a company who had a main focus was supplying the market with safe, reliable, economic, and long-lasting automobiles. Grocery getters if you will. The fastback automobile design was the hot ticket at this time. Designed by Dick Teague, who used a sweeping roofline from the top of the windshield to the rear bumper. The semi-elliptic side window treatment really enhanced the design. The vertically stacked head lights and horizontal grille and bumper created a pleasing frontal view. A contrasting color was used on the roof and down the back between the rectangular tail lights. This feature alone set this car apart from everything else on the road. The design included chrome/stainless steel trim, that was used on the side moldings, front and rear bumpers, and all the window moldings.

The automobile featured in this article has a Deluxe trim level interior. Reclining bucket seats c/w fold down front and rear seat center armrests. The dash is the same as the current Ambassador. Interior door panels are finished with carpet, and stainless-steel trim. Seatbelts were optional.

Note the type of material AMC used for the upholstery. Options included power steering, power brakes, air conditioning, adjustable steering wheel, AM/FM radio, tinted windows, and other creature comforts.



Four different engines were available on the order sheet, starting with an inline six cylinder. This engine had 232 cubic inches, a two-barrel carburetor, and rated at 155 horsepower (as odd as it sounds, over 300 cars were ordered with this engine). The second engine was a 290 cubic inch V8, with a two-barrel carburetor, and rated at 200 horsepower. The third engine was a 343 cubic inch V8, with a two-barrel carburetor, and rated at 235 horsepower. The last engine was 343 cubic inch V8, with a four-barrel carburetor, and rated at 280 horsepower. This engine featured a 10.2 to 1 compression ratio, and therefore required premium fuel.



Four different transmissions available from the factory. The three-speed manual was the lowest price option. The second option was a three-speed manual, c/w overdrive. This transmission had a long stick for the transmission, and a short stick for the overdrive (operation was a first gear start, shift into second, a shift into second overdrive, a shift into third, and finally, a shift into third overdrive). Next was the four-speed manual transmission, and lastly, three-speed automatic, which was supplied by Borg- Warner Corporation, as American Motors did not manufacture their own automatic transmission in house.

Suspension consisted of coil springs front and rear, A arms in the front, and a four link in the rear. The front brakes were disc, supplied by Bendix, while the rear were drums. Because the front disc brakes were of a solid design (not ventilated), they were subject to fading upon extended use. A Limited Slip differential was part of the package.

Average vehicle weight was 3,450 pounds. Only 2,545 Marlin's were produced in 1967. AMC only manufactured the Marlin for 3 years, 1965, 1966, and 1967. *Art Harms*



**new Marlin!
swinging sports-fastback!
here's performance!
here's luxury!
here's the
roomiest!
where?
at Rambler
dealers**



Most exciting Rambler ever - and America's first sports coupe fastback. Big, bold, power floor plates, with standard 4-cylinder engine, optional 6-cylinder engine, power windows, power locks, power windows, 270 cu. in. V-8 engine. Model "Seaside" of the Rambler Sportsman. (Rear Rambler dealer location map on page 12). The Rambler people are trying to sell. American Motors - Dedicated to Excellence.

SUNDAY March 30th was the start up day for the vehicles so they would be road worthy for Easter.

The work party consisted of [LtoR] Gerry Wallin, Bryan Vye, John Bone, John Foley, Craig Beddie, Gerry Gerow, Peter Sanderson, Terry Davidson, [Photographer Dave Dickinson]





COOK'S CORNER #26

by: - Lila Foley



5 Ingredient Beer Bread

10 mins prep 45 mins cooking

A simple bread that will rock your world!

What you need: -

- *3 cup all-purpose flour
- *1 tbsp baking powder
- *kosher salt
- *1 (12 ounce) beer (use your favorite) (I love a pumpkin beer)
- *¼ cup honey (or brown sugar, but honey works best)
- *6 tbsp cold salted butter, sliced into 8 slices

How to make it: -

1. Preheat the oven to 375 degrees F. Grease 9 x 5 loaf pan with butter.
2. Add the flour, baking powder, and a pinch of salt to a mixing bowl. Pour in the beer and add the honey. Mix until just combined. Spoon the batter into the prepared loaf pan. Arrange the butter slices on top.
3. Place the loaf pan on a rimmed baking sheet. Transfer to the oven and bake for 45-55 minutes or until the top of the bread is lightly browned. Sliced and enjoy warm!

Wife said, "Our new neighbours are so in love.

He kisses her, stokes her hair and hugs her.

Why don't you do that?"

I said, "Because I don't know her that well yet"

*** PEOPLE YOU "AUTO" KNOW #26 ***

Rich Vandermey

BY: - Geoff Gibbard



The timing of Rich's story is pretty cool. We were chatting about when we could meet and the evening times were not working. I asked Rich if he any time to meet during the day. He paused and said, "I could meet at 2:30 pm on April 1st as I'm retiring March 31st."

Congratulations Rich! Rich was born on May 15, 1964 in Burnaby. He has a younger brother Al and a younger sister, Marlene. The family moved to East 24th in Vancouver. Rich's dad and uncle built the house on the lot originally owned by Rich's grandparents. He attended kindergarten at Selkirk Elementary and went to Vancouver Christian School for grades one to seven. He really liked going to the Gladstone High School as it was a whole four houses away from where Rich and his family lived. Rich and his brother Al who was two years younger, were very close growing up. They were big into sports, playing ball hockey and baseball on the high school grounds after school and on weekends. When Trout Lake froze over (which did happen occasionally), they would head there with their skates and hockey sticks. They didn't play organized sports as their parents had a strong Christian faith and Sundays were a day of rest.

Rich's dad was an RIA (Registered Industrial Accountant) for BC Gas. Rich respected his dad and admired the work he did. Rich enrolled in a two year financial management course at BCIT, graduating in 1985 with a diploma. He worked summers as a landscaper to generate the cash to pay for that course. Living at home really helped keep the expenses down. After graduating, Rich took some time off and embarked on an extended road trip to California with a buddy. Rich was riding a a 1982 Honda CB 650 motorcycle and had a great time.

Reality hit in 1986 and he enrolled in in a CGA (Chartered General Accountant) Program.. This was a rigorous program. The students were required to work in a variety of related jobs to broaden their accounting experience while taking night courses. Rich worked for two shipping companies, Westward Shipping and Anglo Canadian Shipping before moving on to Sandel Foods. He enjoyed the shipping industry and was frustrated that he had to leave that industry in order to broaden his work experience.

In 1990 while Rich was working at Anglo Canadian, a brand new Keg restaurant opened up in Guildford. Rich spotted an opportunity and talked his way into a weekend bartending job. He bought a booklet on how to make drinks and went from there. People didn't order the fancy drinks they do now. He had bought a house in the Guildford area in 1988 and the tips basically paid for his living expenses.

Rich met Barb in Richmond through mutual friends. Dogs proved to be the common denominator that moved their relationship along. He had a black lab and Barb had a yellow lab. Rich was big into the outdoors. He enjoyed camping, fishing and hiking and Barb was keen on the outdoors as well.

They got married in February, 1996 and Barb moved into Rich's house in Surrey. They celebrated thirty years this February.

I asked Rich how they ended up in Kamloops and he said that Barb blames it on Osama Bin Laden. Barb works in health care and was invited to make a presentation at 108 Mile Ranch in the Fall of 2001. Planes were not flying but the people of 108 really wanted that presentation and actually drove Barb up there from Vancouver. One of the drivers happened to mention that her husband worked for the Tercon Group in Kamloops and was

looking for another accountant. Rich applied and now you know the rest of the story.

Rich and Barb moved to Kamloops in 2001. They rented in Batchelor Heights until Barb found their present house in Rose Hill on the internet in 2003.

After persisting for fifteen years, Rich finished his courses in 2001 and became a CGA when he moved here.



Rich has a collection of beautiful Ford Falcons. His first was a '63 which his parents gave him when he was fifteen. His uncle found it in an orchard in Penticton and drove it to East Vancouver in a snow-storm. It was a six cylinder, plain Jane two door with a three on the tree tranny. It was a little rough, but bondo and cheap paint turned it into a twenty footer. Needless to say, Rich got his driver's license as soon as he could.



1st Car 1965 Ford Falcon 2 dr Sedan



In 1987, Rich had it re-painted red professionally, put fancy spinner hubcaps on it and drove it everywhere. He even took it to a Falcon show in Seattle.

In 1982, Rich was driving east on Kingsway when a fellow Falcon driver going west spotted him, copped a U-turn and flagged Rich down. This young man invited Rich to join the Falcon Club he had just started. Five or six guys would meet at a pizza joint in Guildford in the early days. Rich is still a member of that club.

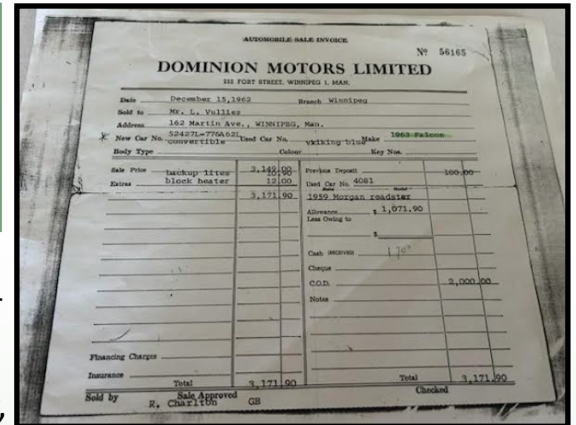
Rich bought a '63 Falcon convertible in 1988. Yes, it is a six cylinder with three on the



tree and he still has the car. The owner had the original bill of sale which showed that he had traded a '59 Morgan Roadster in on that Falcon for \$1071.90.

Rich was astonished that the fellow would trade in a Morgan on the Falcon and only got \$1071.90 for it.

**Bill of Sale reads
DOMINION MOTORS
December 15, 1962
1969 Falcon \$3171.90**



In 1988, he sold his first '63 Falcon. That same year, he bought a '62 two door sedan automatic Falcon as a daily driver. Rich took the sky train to work but drove that car everywhere else he went. However, he had to sell it in 1990 to cover his property taxes.

After selling the '62, Rich began looking for a Falcon that was a little different from the basic sedan. He searched the Falcon clubs on the west coast for a Ranchero as they were made in San Jose.



He found a 1960 Ranchero in California that a father had bought for his son. Turns out that the son was rather picky, he didn't like the three on the tree. Rich modified the head and intake on the six cylinder which increased its horsepower. He changed the tranny from a three speed to a five speed on the floor and enjoys driving it today.



Rich belongs to the Ranchero Enthusiasts Club of Washington State. Until now, he has driven his Ranchero to club garage tours and in road rally tours every year in Washington and Oregon.

The Ford Falcon Club Wagon was made from 1961 to 1967. What made it distinctive was that it had windows. Rich spent twenty years looking for one and bingo! He found one in Knoxville Tennessee in October 2017. His dad's oldest sister lived half an hour away from the grandson of the original owner so he and his dad went on a week long road trip. The grandson had lost interest in working on the vehicle and had all the parts and some extra ones too. Rich had the car shipped to a buddy's house in Washington and took a U Haul trailer down and brought it home.



His timing was excellent because on the very next day there was three feet of snow on Rich's driveway. Doug McCloy helped put all the windows in and it was on the road in May of 2018.

Someone in the Vancouver Falcon Club told Rich of a '60 Frontenac that was for sale in Williams Lake. For the uninitiated, the Frontenac is a re-badged Falcon that was sold by Mercury dealers. Rich bought it and had it hauled to Surrey where he stored it. An auto body shop did the paint and body work and Rich and a friend from the Falcon Club did the mechanical. It took him forever to find all the correct trim but the car was completed in 2010.

The Globe & Mail wrote an article on Rich and his car which resulted in lots of owners contacting him. As a direct result of that, he started an owners' registry. There are twelve



on the road now, Rich has the only two door ranch wagon. When he contacted Hagerty for insurance, he discovered they had no knowledge of Frontenacs. They did do some sleuthing and ended up insuring it for him. It is a beautiful car but Rich is not interested in showing it for awards. He enjoys meeting people at shows and conversing

with them. In fact, that is how he came to know about our club. Doug McCloy was admiring the Ranchero at a Hot Nite (when it was held on a Thursday night) and struck up a conversation with Rich.

Doug and John Foley convinced him to join the club in 2002. Rich has been the secretary, treasurer and vice president and has conducted the annual financial review. Rich is currently the mastermind behind our Annual Easter Drive. He appreciates all the help he has received from various club members as he feels a little challenged and over his head when it comes to mechanical issues.

Rich loves living in Kamloops. It is ideally located as his parents are in Penticton, he and Barb have friends in Vancouver and Barb's parents are in Edmonton. Rich enjoys the four seasons and continues to enjoy hiking, camping and fishing. He plays hockey in a fifty-five plus group and in the city league. He attended softball tryouts for a sixty plus league on April 2nd and golf is on his radar.





Barb and Rich have two daughters. Michaela was born in 2000. She went to TRU and is now taking optometry at Midwestern University in Arizona. Megan was born in 2003 and is taking her Bachelor of Education Degree in French Immersion at UBCO in Kelowna.

Rich and Barb are proud of their girls and their accomplishments.

Thank you for your time, Rich, and congratulations on your retirement.

Geoff



Terry Davidson [Membership] signed up a couple of new members during the line up for our Annual Easter Drive at Mac Island.

Bruce & Ingrid Duncan

384 Collingwood Kamloops, BC V2B 6B3
250 377 5207

They have a 1967 Olds 442 Convertible

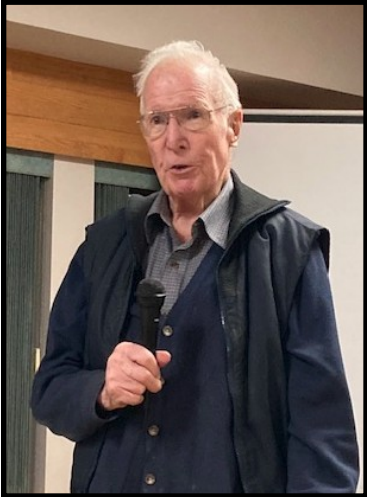
Kim & Gale Grayston

676 Harrington Rd
Kamloops, BC V2B 6T7
250 320 5056

They own a 1965 Pontiac GTO [pictured here]



MEMBERS MEMORIES



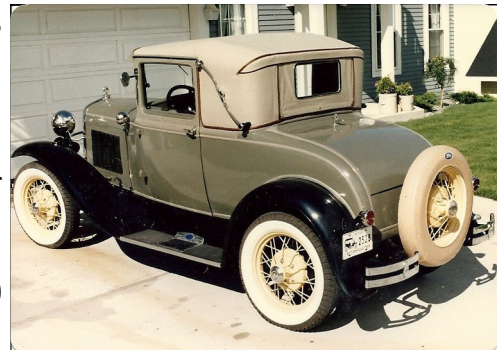
Our member for the month of March was Bob Chambers. For more details on Bob's life see "People You Auto Know" by Geoff Gibbard in the December 2025 Kamshaft.

Bob explained how he got into restoring and driving Vintage cars.

Bob worked for a number of paper companies when Weyerhaeuser offered him a job in Tacoma Wa. However someone in the staffing department did not make out Bob's transfer papers correctly so he had to leave the states. That is when he came to Kamloops in 1980.

Bob joined the Kamloops Chapter in 1981 and has played an active part in the club ever since.

Bob said that he enjoyed driving his Model A after he restored it so much he decided to drive it to Toronto and back. [Only problem he had on the 3500 mile trip was the bolts on the fan came loose].



Bob has restored Model A's , a Model T truck, 1919 Chevy Touring and a 1926 Overland. He enjoyed them all however like the rest of us he is getting older so now he says it is time to drive comfortably at highway speeds in his 1955 Pontiac,.



[For more details on Bob's life see "People You Auto Know" by Geoff Gibbard on the VCCC.com web page in the December 2025 Kamshaft.]

Thanks Bob for relating your story to us. Editor

MARCH'S ENTERTAINMENT



It was not vintage car stuff , However, it was very nice to have Roland Neave owner of Wells Gray Tours spoke on how he got started in the tour business in 1972 here in Kamloops. He stated that his first tour was a one day trip up to Wells Grey park for a cost of \$5.00.

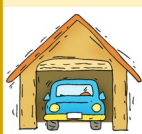
Now 54 years later his company offers approximately 90 trips a year taking in 7 countries They no longer Include any US destinations in their travel plans.

Roland says his tours range from 12 to 47 people per trip depending on what is involved. They do have 4 tour classifications depending on just how active a tour you would like.

He said he has to laugh as his Mystery Tour which he offers twice a year is the fastest selling out tour he offers. All he tells you at the time of registration is the dates and if you will need a passport and it does not include the US.

Sounds like fun.

Rick Pye [Entertainment Chair]
Presented Roland with a
Certificate of Appreciation.



GARAGE TOUR Sunday April 19th

Leaving North Shore A & W 10 Am

Visiting John Bones restoration project at Craig Beddie's garage & Terry Davidson's collection. Lunch will be at the Dunes restaurant and they need to know how many plan to attend. So please let Gerry know **250 371 1169** or **gmgerow@telus.net** if you plan on eating at the Dunes.



EASTER 2026



Thank you to all of you that helped.

It was a great day with beautiful weather.

Terry told me that at the start of the drive he got a couple of new club members signed up.

We had 118 cars leave Mac Island at 11:45 am for the 17 mile Drive through Westsyde to arrive 1 hour later at Riverside Park.

I did not make the drive as I headed straight for Riverside park. I heard lots of people came out on the parade route to see the cars drive by.

I understand our ladies did very well with McDonald's coffee and home made cookies .

Having the media exposure on CFJC TV & Kamloops Castanet helped bring lots of people to Riverside Park to view the cars.

I was happy that this year there was a food truck at Riverside Park.

Thanks again to all involved helping to make it a success. *Rich. V* [Easter Chairman]



Lining up before the Drive at Mac Island

Rich welcomed the drivers as they arrived then Marilyn & Carolyn gave them the details of the drive and route map.



Following that Gerry, Steve & Rick directed the cars to where they wanted them to line up before the drive started.



Susan, Lila, Marlene, Dianne & Barb looked after the serving of the McDonalds coffee and the home made Cookies here at the start up and again at the end in Riverside park. This year instead of John Foley bringing his trailer, light plant & making coffee they used McDonalds. They said it went very well.



At 11:45 we left Mac Island and 1 hour later arrived at Riverside Park.



Del, was welcoming the cars to riverside park and then directing them to Jason, Jim & Bruce for parking.





