

KAMLOOPS AUGUST KAMSHAFT

Vol.54 No. 8



Cruise Night Aug 13th

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Calendar of Events *Kamloops Chapter Events

- *Aug 20th** *CN Support MS with a burger at North Shore A & W*
- *Aug 27th** *CN Still a mystery at Kamshaft cut off time*
- *Sept** *Garage Tour [Date to be announced later]*
- Sep 11-13 Cache Creek Graffiti Days
- Sep 12th White Post Swap Meet [Carlin School]
- Sep 13th Lions Christmas Toy run [page 2]
- *Sep 16th** *Executive Meeting*
- *Sep 23rd** *General Meeting*
- Sept 27th Armstrong Farm & Food Festival
Horse & Tractor plowing competition]



PRESIDENT'S MESSAGE

By Ken Hoshowski

It's hard to believe we are halfway through August and we only have two more Cruise Nights left for the season.

I would like to thank those members who organized a Cruise Night. Unfortunately due to smoke from wild fires we have had to cancel two Cruise Nights. Hopefully the fire situation will improve and let us enjoy our remaining driving events.

I would like to also thank Del and Shannon Schneider for hosting their wonderful BBQ lunch at their Shuswap lake summer home.

Our next regular General Meeting is scheduled for September 23rd so check your emails for information on possible drive outings between now and September 23rd.

The Lions Club are having their Toy run [p12] on September 13 and have requested our participation again. Start time is 11:00 am to 3 pm at the Sahali Shopping center parking lot. If possible they would appreciate a donation of a game or toy which will be presented to under privileged kids for Christmas.

Every year our club presents the "Bright Light Award" at HNITC to a member who has gone over and above in promoting and assisting in all our club activities.

I am please to announce that this years winner is Lila Foley. [see page 10] Lila organizes both our Easter Parade cookie table, and our Christmas party, contributes recipes to our monthly Kamshaft, picks up donuts and makes coffee at our general meetings.

Well done, Lila and thank you for all that you for the club.

CRUISE NIGHTS

CN July 30th was Bruce Bawtree's turn. So he had us drive out on the old Barnhartvale road to his farm on Duck Range road. It was a perfect night for a drive. Met some cows on the road and saw deer in the fields [no time to stop for photos]

No sooner had we arrived at the farm and set up our lawn chairs when Bruce's neighbor showed up driving his quad and delivering three flavors of ice cream.

It was a fun night and never had any of the smoke until the trip home.



CN August 13th was a trip out to Tranquille. We were greeted by John Bone & Tim [Property manager]. We were asked not to take pictures as there is a number of movies that have been made and it was best we did not have photos of the buildings.

We were very fortunate to have our club member Jan Surline as our guest speaker and guide as she had grown up there. Her dad was the chief engineer for Tranquille.

Tranquille started out in 1907 as a TB facility and was changed in 1958 to a Mental Health facility and closing down in 1985.

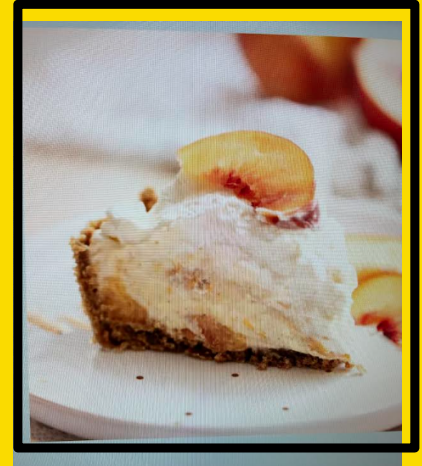
It was great evening and we finished it off with home made cake provided by Marlene Beddie.





COOK'S CORNER #30

by: - Lila Foley



No - Bake Peaches and Cream Pie

There is nothing more delicious than a fresh juicy peach unless it is a fresh juicy peach with whipping cream.

Start with a baked pastry crust or a graham wafer crust or no crust at all.

A graham wafer crust is made with 2 1/2 cups of crumbs and 1/2 cup melted butter.

You can bake it or not.

2 pkg orange jello

1 cup boiling water

Mix well and add 1 tray ice cubes and stir until the jello starts to set.

***Remove ice cubes.

INGREDIENTS: -

4 ripe peaches , peel and dice peaches and mix into jello.

1 pint whipping cream

1/4 cup icing sugar

1 tsp vanilla

Whip cream until quite stiff.

Using only half of the cream and fold into the peaches and jello.

Save the other half to serve on the dessert.

Enjoy. *Lila*

At a couples
counseling meeting
the speaker mentioned
that couples are so
disconnected that 85%
of husbands don't
even know their wives
favorite flower.

Mick turned to his wife
and whispered:

"It's self rising , isn't it?"

*** PEOPLE YOU "AUTO" KNOW #29 ***

SPECIAL EDITION

My English Cousin Jeanetter Crane -

“A Woman A Head Of Her Time”

BY: - Geoff Gibbard



Judy and I enjoyed a wonderful day 16 night holiday in England this July with our English relatives. We thought you would enjoy getting to know a little bit about my rather remarkable cousin, Jeanette Crane.

Jeanette was born in Chichester in 1938 to Nancy and Robert (Bob) Boys. Jeanette was a tomboy who liked to do things with her hands. She had a pony at an early age and still nurtures a love for horses. She didn't put much effort into her schoolwork and could be found riding rather than doing her homework. She finished school in 1956 and her dad was delighted that she wanted to work in his garage. At this time, it was generally thought that girls did not work in garages and that if they did, the only work they could possibly do was that of a petrol attendant.

Bob and his brother started a garage business in 1927 where they sold and serviced cars, registered them, provided license plates and sold insurance as well. Jeanette's dad even taught people how to drive. People would come in for petrol and go upstairs for a chat. After thinking about it for some time, Bob arranged for her to work as a mechanic's apprentice. The work day started at 8 and it was Jeanette's job to ensure that the mechanic had all the tools he would need for the jobs that day. Jack, the mechanic, was very precise and placed all the parts removed from a vehicle in the proper order in a tray. At the end of each job they would take the car for a drive and then write up "the book" to record what was done. The garage was a going concern. There were 8 mechanics and 4 or 5 apprentices as well as sales staff and cleaners. Jeanette remembers working on a lorry when a customer pulled up at the pumps and exclaimed "You better get your hair cut lad, or people will think you are a girl." This was followed by "*Cor blimey, you are a girl.*" She was part of a man's world back then. One day, an old Ford was in an accident and written off by the insurance company. Jeanette who was 18 at the time, bought it and spent the next 6 months in her spare time rebuilding it as a sports car. She took off the body and installed a Ford Falcon Special fiberglass body.

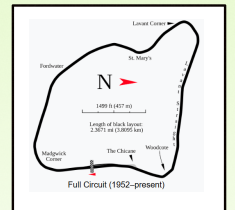
She replaced the front suspension and did the electrics (not electronics) by herself. It became a Ford Special which Jeanette called Popeye. It was a 2 seater with 4 cylinder engine and a 3 speed tranny. I actually got a ride in it when I was 12 and thought it was a really cool car. Jeanette sold it in 1963. The other cool car she had was an Aston Martin DB 24. It was in that car she got her one and only speeding ticket. Jeanette recalls that the cop could not believe that it was a girl driving it.



Jeanette has memories (not all fond ones) of working on the Austin Minis when they first came out in 1959. The engine in those cars was mounted sideways and the distributor was located at the front next to the radiator grill. When there was a big downpour she knew she'd be working on a few Minis. She recalls driving out to a broken down mini to be greeted by "What do you think you're doing here? You're a girl." Fortunately, she was able to do a quick fix and send a happy driver on his way. She says that most of the customers were outwardly supportive of her.

Jeanette told me that in those days people did not shop for a car, they went to the garage and ordered one. The Boys garage supplied Fords, Vauxhalls and even Rolls Royces. The vehicle registration system (license plate) was interesting. The registration number reflected where the car was purchased. West Sussex was where the garage was located and the prefix letters for that area were PO, BP and PX. A friend had the registration PO 1 which would be worth a lot of money now.

The garage also supported car racing teams as Chichester is close to the famed Goodwood race track. They serviced cars that participated in the Monte Carlo Rally as well. Ecurie Ecosse was a successful racing team that used to race at Goodwood.



The Boys garage was their base, Jackie Stewart was their driver and "Wilkie" Wilkson was their head mechanic. Jeanette went with her dad to many of the Goodwood races. They belonged to two local motor clubs which held monthly Jackie Stewart driving tests of various cars. She says Bob was a particularly skilled driver. I suspect she was too.

Jeanette met her husband, Robert through the garage as his mother brought her car in for servicing. He picked it up one day and the rest was history. Jeanette followed Robert to London and worked there as a receptionist for about six months. She missed the garage and was very happy when Robert decided to open his own office in the Chichester area. Jeanette returned to the garage but the business was changing. Her dad had passed away suddenly at the age of 58 and when her uncle passed away she decided to move on. She did not want to run the business and was relieved when a suitable buyer was found. **P6**

In 1973, Jeanette and Robert adopted two sons. Motherhood, building two houses and renovating a third kept her busy. However, she still had a love for cars, old ones in particular. In 2006, her nephew, Jonny Boys, found a Model T in Portsmouth. It was in rough condition but Jeanette bought it. She acquired a trailer, brought it home and joined the Model T Club. A club member got it going and provided starting, driving and maintenance instructions. He taught Jeanette how to drive it in the pouring rain in a field full of sheep. She missed the sheep and went on to drive it in club events and outings. At one event, she was presented the award for The Best Lady Driver. I got a ride in it to the local grocery store when we visited in 2017. Jeanette is still a club member and drives that car on special occasions.



Horses have been a large part of Jeanette's life. (There's never a shortage of things for she and Judy to talk about as Judy is in to horses as well.) When Jeanette was 9, her family moved to where there was a riding stable nearby. That marked the end of ballet lessons and the beginning of a life-long love affair with horses. She became a member of the local Pony Club and got her first pony, Lassie, when she was 12. She and a friend used to go riding in the "Downs" and would try to get home in time for lunch. Lassie was followed by a bigger pony which was followed by Kizmet, a Liver Chestnut mare. At the local stable, she used to exercise Point to Point horses (Steeplechase) at 6 in the morning. That progressed to her riding Royal Estate, a chestnut gelding in Point to Point events in 1964. When she was in Colorado in 1963, she stayed at a dude ranch and was allowed to help out the ranch's cowboys.



Marriage and family life meant that eventing was no longer in the cards. Jeanette formed the Kingsvale Riding for the Disabled Association which has just celebrated its 45 th birthday. The clients learn to ride and some get to learn to drive a horse and buggy. The smiles on their faces tell it all.

Judy and I had a wonderful time visiting with Jeanette this July and hope you have enjoyed reading a bit about this remarkable woman. *Geoff*

The Mini Moke

These are photos of Jonny and Louise Boys in their 1994 Mini Moke. It was taken July 29, 2026 at their home in West Wittering, England. West Wittering is a village on the south coast of England near Chichester.

Judy and I were in England this July and came across this little gem in my cousin Jonny's garage. It was designed by Sir Alec Issigonis, the father of the Mini, for the British Motor Corporation. The idea was that it would be a military vehicle that could be dropped from the skies but the lack of ground clearance scrapped that idea.

It morphed into a utility vehicle that is beloved by stars, surfers and Caribbean travelers."

It was made in Britain from 1964 – 1968, Australia from 1966 – 1981 and Portugal from 1980 – 1993.

This one is a 1994 mode (built in 1993) that features a 4 speed transmission and a 998 cc 4 cylinder engine.

It looks like it's lots of fun. *Geoff*



JOHN ROSTON : - I received an email from Ben Roston that his dad had passed away in February at his residence in Chiliwack.

John was a member of the Kamloops Chapter from 2000 to 2024 although he did not always live here in Kamloops.

John started our Annual Back Road Tours with the first one in 2005.

After 21 years you can see why Steve is having trouble setting up something different for another tour.

I wish I had taken the time to record all the different tours and the places we have enjoyed on the past Back Road Tours.

This photo is of John sitting in his '32 Nash taken at the start of the 2012 Easter Parade when we lined up at the Westsyde Park after we had enjoyed our annual pancake breakfast.



MONTHLY Mystery Car #82

Presented by Art Harms

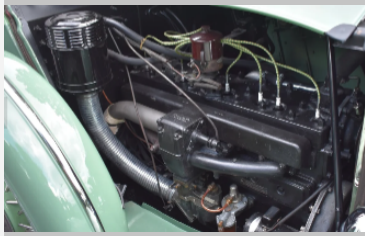
July Mystery Car



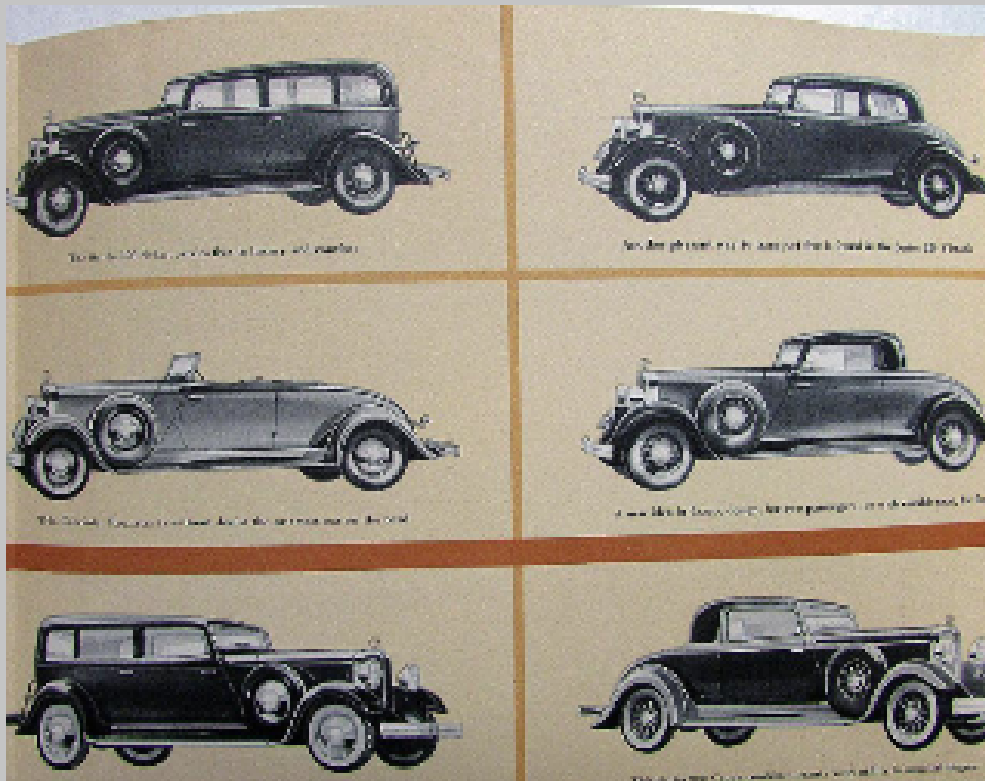
The July 2026 Mystery Car is a **1932 Hupmobile I-226 Sport Victoria**. This particular vehicle created quite a sensation at the 1932 Chicago Auto Show. Raymond Loewy was the designer of this automobile. He was hired by Hupmobile to design their new automobiles (prior to his going to Studebaker).

This new design featured cycle fenders, straight lines c/w razor edge raised panels, low roof lines, suicide doors, and an aircraft style dashboard. Additional features included a longer hood, Chrome running board bumper bars, chrome luggage rack, chrome wire wheels c/w two fender mounted spares, and an opening windshield for ventilation. Dual musical air horns and an exceptional lighting package including large headlights, dual pilot ray driving lights, dual Lorraine spotlights, dual front clearance lights, and dual taillights. It is hard to believe, but the interior of this vehicle is original, as well as the upholstery, just as it left the factory.





The Flathead engine that was supplied with the I-226 automobile, was the larger of the two straight eight engines offered in 1932. This engine had a horsepower rating of 103 horsepower, which provided the necessary power for this luxury vehicle. The transmission was a three-speed manual c/w a free-wheeling feature, which was very popular at this time. Total Hupmobile 1932 production was 10,467 vehicles, produced in all the different body styles popular at that time. Art Harms



This year Lila Foley was presented at HNITC "The Bright Light" award.

It was made by Don Potts and started in 2004.

This award is present annually at HNITC to a person that has put a lot of extra time and energy into the Vintage Car hobby.

Did You Know

What happens to UPS trucks when they're retired from service? Why they don't they sell them to the public?

Unlike a FedEx van, you will never see a retired UPS truck driven by a local plumber. Because they pose a massive security risk, every retired vehicle is completely crushed into scrap.

Internally known as "package cars," UPS vehicles are custom-built to the company's proprietary specifications, typically riding on a Freightliner or Workhorse chassis with an aluminum body constructed by manufacturers like Morgan Olson or Utilimaster. Because of their iconic status and trademarked "Pullman Brown" paint job, an intact retired truck would be a dream for thieves. A bad actor could pull up to almost any loading dock, corporate office, or residential driveway without arousing suspicion, bypassing security gates to steal packages or gain unauthorized access under the guise of making a delivery.

Even if the truck were painted white, its distinct boxy shape, sliding side doors, and rounded roof make it instantly identifiable as a former UPS vehicle. The company determined long ago that the liability and brand risks of their iconic trucks falling into the wrong hands far outweigh the salvage value of selling them on the secondary market.

Instead, retired trucks are sent to specific salvage yards under strict protocols. The vehicles are first stripped of all reusable parts. Engines, transmissions, axles, and internal electronics are salvaged and sent back to UPS mechanics to keep the rest of the active fleet running. What remains of the empty aluminum body and steel chassis is then crushed into scrap metal. This destruction is often supervised by a UPS employee to verify that the vehicle is entirely unrecoverable and that the VIN is permanently retired.

These package cars have a remarkably long lifespan before they reach the crusher. Thanks to UPS's rigorous preventative maintenance program, it is common for a package car to stay in service for 20 to 25 years and log hundreds of thousands of miles before it is finally taken off the road.



HNITC: - Engel & Audrey
Bouwmeester won **"The Best Vintage"**
for their 1954 Studebaker.

This is the car
they drove
across Canada
from Newfound
Land to Victoria
with the
"Canadian
Coasters 2022"



CLASSIFIEDS For Sale

**\$300 DeeZee red label
crossover aluminum tool box
71" long x 21" wide by 19.5"
high**

Contact 250-305-4227



Lions Club are having their Toy run on September 13 and
have requested our participation again.

They would like us to have our cars on display at the start
of the run. Start time is 11:00 am to 3 pm at the Sahali
Shopping center parking lot.

If possible they would appreciate a donation of a game or
toy which will be presented to under privileged kids for
Christmas.

Yesterday I bought a world map, gave my wife a dart, and
said, "Throw this and wherever it lands.

I will take you on vacation.

" We're spending 3 weeks behind the fridge.

A Thought To Remember Until Next Time

This morning, I accidentally changed my GPS Voice to "Male"

Now it just says "It's around here somewhere.

Keep Driving"

P12