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Tue., February 2, 7PM: Sharkeys Pub, 4953 Chisholm, Ladner. Program TBA.
 Tue., March 2, 7PM: Rainbow Station. This is our AGM meeting.

CHAIRMAN'S BIT

I want to thank Alan for stepping forward to fill the most demanding position in the Branch.

Last year we had a fantastic run on Valentine's Day. Now we need a volunteer for this year!

Our VCB AGM is in March. Think about volunteering to fill any of the several positions available. New faces with new perspectives will benefit the Branch. Plan to be there!

EDITOR'S BIT

It is a pleasure to announce that Alan Miles has volunteered to serve as editor for the Roundabout starting with the March/April issue. I'm sure Alan will do an excellent job!

UPCOMING EVENTS

Tue., January 5, 7PM: Rainbow Station, 120 N Willingdon Ave., Burnaby. Program TBA.

Fordson's Finest Hour

by Les Foster

It's very early Monday morning on Punch St. in Bolton, Lancashire. It has dawned a typical October day,



bright with a hint of chill in the air and the strangely altered quality of Autumn light. But nothing else is typical. There is only tangled rubble and death where Punch St. was. Ruth Walley sang at the six o'clock evening church service but was dead before midnight. She was one of the eleven citizens who died last night. Sixty-eight other people were injured. That's just the way it is on October, 13th, 1941. It is much the same all over Britain- another night, another raid, another morning of sorrow and cleanup. That is the enemy's whole point, to disrupt the workers' sleep and their routine and try to break down their morale. No power for lights, no gas for cooking, no sleep, no food. It is tough going on with little good news, year after long year of war.

This morning, though, there is a tiny spot of simple joy. Down the narrow path cleared by the rescue workers and firemen on Punch St. comes something a bit different. It is a duo-tone grey van, quite shiny, with lots of sign-writing. Everyone recognizes the Ford oval on the front of the body and the familiar shape of a Fordson 10 cwt. But what is it doing, crawling up Punch St. giving little warning "neeps" for weary workers to let it pass? Going as far up the shattered street as it can, it finally halts. The driver disappears into the back for a moment

and then the van sides swing up to reveal a canteen on wheels. "Fancy a cuppa, lads?" grins the volunteer driver. The rescue workers, soldiers and some shocked and homeless inhabitants cluster around for a few minutes of normality. A cup of hot tea and a tin plate of breakfast- something to help them cope, to keep them going, to tell them they are not alone.

It was against grim backdrops like this that the Fordson E83W Emergency Food Vans had their finest hour. On March 14th, 1938, just a week before the E83W was introduced to the public, the British Home Secretary took the extraordinary peacetime step of asking for one million volunteers for ARP or Air Raid Precautions work. Women were invited as well as men and were to form one third of the ARP force. Another half-million members of the Woman's Volunteer Service staffed most of the Food Vans, drove ambulances (many of them ARP Fordsons), cooked meals, led scrap drives, and performed countless tasks to free men for the military. Together with the National Fire Service and the constabulary and others, a vast organization of Civil Defense would fight to keep the nation functioning and defiant. Troops of ENSA entertainers and film units from the Ministry of Information (many travelling by Fordson E83W) took the minds of servicemen and workers off their struggles, if only briefly. A case can be made that these unsung thousands of men and women of all ages whose motto was "we can take it!" were every bit as crucial to the survival of Britain as those "famous few". It was a case of "many hands make light work". Morale was as potent a weapon as bombs and keeping it up could sometimes come down to a



hot meal and a cup of tea.

In 1941, Henry and Edsel Ford decided to donate to the people of Britain 450 "Emergency Food Vans"- canteen wagons to deliver relief to the victims of the Blitz. The vehicle chosen to fill this gift was the Ford of England's E83W 10cwt. Van which was the only civilian Ford still being made at their giant Dagenham works since the outbreak of hostilities. It is rather remarkable that, in this early and uncertain period of the war, Henry Ford, who was an outspoken pacifist and proponent of keeping America out of any European conflicts, should make this gesture. Perhaps, it was more Edsel's doing.

Thus the one of the iconic vehicles of the Second World War came into being. Briggs Motor Bodies, Ford's "captive" body builder, was tasked with converting delivery vans to canteens. The very first of these, Emergency Food Van No.1, was one of the initial batch of 23. Utilizing the cab and lower van sections of the E83W, the food vans' upper sides were extended to give standing height inside. Rudimentary wooden cabinets, opening side-hatches that doubled as awnings and a simple cooker were fitted. All this was fashioned in a composite metal over wood construction. An eight-day clock was installed in the dash, reflecting an era when a wristwatch might be a luxury not every volunteer could afford. Painted in a light grey over dark grey duo-tone with a red stripe at the beltline, the trucks were distinctively labeled as "Ford Emergency Food Van". They bore the universally recognized Ford blue oval on the front and sides. The vans were maintained free of charge by local Ford dealers and were sometimes even stored at the local garage. Food Van No. 1 bears signage attesting that it was "Maintained Voluntarily by R.H. Patterson & Co. Ltd. Forth St. Works Newcastle on Tyne". It was a generous gift and wonderful goodwill for Ford. The fleet was dispersed throughout Britain and a few even went overseas after D-Day.

The meals were pre-cooked and delivered in insulated containers but the all-important tea was brewed on-board. Over two and a half million roadside meals and more than five million school meals were served in the course of accumulating 1,031,490 miles on the vans. They joined many more similar 'tea vans' operated by various charities during the war.

The first Ford Emergency Food Van, No.1, now resides in the Canadian War Museum in Ottawa. After an inglorious period of neglect and abandonment by Ford in Dearborn and a stint in private hands, the CWM took ownership of what it considers to be a very important symbol of another side of war- the civilian struggle to hold society together. Jim Whitham, Collections Manager, Transportation and Artillery, is in charge of the van's restoration. He's more used to working on tanks like the Canadian RAM that is being refurbished in the same shop. The van still carries its license plate with registration number JNO 421 and a plaque fixed to its side proudly declares that it was inspected by the King and Queen on September 16, 1941. It was then sent off to work in Newcastle on Tyne. Like its sister van, JNO 96 in Bolton and hundreds of others all over Britain, it no doubt saw its share of action.



I became aware of the Food Van in the mid-1990's when I read an article about it and even contacted its new owner in Michigan. The price was far too high for me and I heard nothing more of it for many more years. In 2005 my wife, Trisha, and I visited Ottawa but the War Museum was closed pending its move to its splendid new building. Upon arriving home I came across a website that pictured the Food Van in the old (and closed) CWM. I had been so near yet so far from it! I contacted the War Museum and sent them a lot of information on the Ford E83W in the hope of being of assistance in its eventual restoration. They gratefully acknowledged my material and that's all I heard for more than two years.

In early 2008 I received an email from Dan Guther, a volunteer with the CWM, who was helping to restore Emergency Food Van No. 1. He and fellow volunteer, Ken Goodbody, needed help with the steering column lock on the Food Van. I was able to dispatch exploded drawings and text explaining the steering lock setup. This was the beginning of a steady correspondence with Dan who sought advice on the restoration and in turn kept me abreast of its progress. A rather unlikely War Museum volunteer, Dan is a minister and theology stu-



dent. It was an interest in old vehicles and the Food Vans's mission of mercy that attracted him to the project.

In late April 2008, my son Ryan (who is a history major at the University of Victoria) and I flew to Ottawa to see the Food Van and tour the Canadian War Museum. We were graciously received by Jim Whitham and by Angus Brown who represented the Friends of the Canadian War Museum, a volunteer group which helps support the museum through fundraising. Angus urged us to spread the word that this very important Canadian institution needs your active support. To that end, I was pleased to be able to donate some parts for the Food Van restoration project. We were given a personal tour of the restoration shop which featured Food Van No. 1, a RAM tank, and even a rare piloted version of the V-1 "buzz-bomb" smuggled out of occupied Germany by a young Canadian Intelligence officer named Farley Mowatt. It was rather like being in Alladin's cave! Afterwards we were turned loose to wander the museum for the rest of the day. It is an awesome collection and the evocative and thought-provoking displays reminded us of the sacrifice that has helped make Canada the respected nation it is today.

Dan and Ken were hard at work on the Fordson Food Van's chassis. The body had been removed and various parts were set in neat piles around the shop pending further attention. I spent quite some time examining the dismembered Food Van, trying to visualize it as it was over sixty years ago.

While the 1941 model was essentially the same as the E83W's of the 1950's there were interesting little differences that caught my eye. First of all, seeing a right

hand drive model was a novelty for a North American Thames E83W owner. Many of the differences relate to the E83W's offset drivetrain which in the British version is offset to the left of centre. The greater amount of space available for the driver's footwell due to the absence of manifolds on the right side of the engine allowed under-bonnet battery storage and some other minor differences from our LHD units. Of course there are obvious differences all the way down the offset drivetrain and in the braking system linkages and such, but on the whole it is very similar to the LHD models in concept.

The most obvious tip-off to the van's age is the single starting-handle hole in the bottom left side of the grill. Postwar E83W's have two crank holes to allow for either mounting of the engine- a cost-saving item in the great "Export or Die" era. The Food Van is badged as a "Fordson"- another novelty for the North American E83W owner as the "Thames" name was reserved for export models until it supplanted "Fordson" in the UK, too, during the 50's. Food Van No. 1 has wartime masks over its bulb-type headlamps which incorporate the sidelamps within their reflectors. Thus there are no separate sidelamp pods as we are used to on Thames over here. The headlamps are the larger size units rather than the very small ones often fitted during the war. Another visual cue to the van's age is the front door windows. There are no plated pull-up handles on the top edge of the door glass. This is because until postwar, all E83W's enjoyed the luxury of wind-up windows. Going around to the rear, the flat, un-flared, sides behind the rear fenders mark this as an early model as do the un-beaded front fenders. These are all differences that only an enthusiast would notice. At a glance the 1941 Fordson and the 1951 Thames would appear almost identical to the vast majority of people. I believe that is one of the appealing points of E83W ownership, today. They are truly "time machines".

Under the skin there are likewise only minor differences from the later models. The flat bar-like shock absorber links caught my eye. They are quite different from the post-war "dog bones" or even the contemporary two-piece pressed links used by American Ford cars. The steering box and the horn were slightly different in appearance to later models, too, but there are really very few differences in the chassis and running gear from the postwar E83W's.

Interestingly, the Food Van was fitted with 6:00-16 tires, a departure from the 5:00-18 size standard on E83W vans of the time. A period chart that I obtained lists the E83W "Mobile Canteen" and shows it fitted with 6:00-16 tires on the front and 6:50-16's on the rear. I surmise that this was to try to bring down the high and narrow Food Vans' centre of gravity, aid stability and help carry the extra weight of the loaded canteen. Postwar North American E83W's all had 6:00-16 tires as standard equipment.

Under the bonnet, the '41 model differed only slightly from later examples, too. The first thing that presented itself was the much simpler oil filler/breather spout. This was a plain vertical tube with a small steel cap- much more utilitarian than the bent pipe topped with the





built-in oil funnel and hinged lid fitted after the war. The generator had a much different mounting. A one-piece pressed bracket sat atop the cylinder head and cradled the generator body which is of the three brush type and is mated with a simple cut-out rather than the more sophisticated regulator (and two brush generator) used later on. No oil filter was fitted nor any water pump and a small plate over the carburetor sufficed in place of an air cleaner.

Looking inside the cab, I was immediately impressed by the attractive instruments used on these early E83W's. The speedometer used a white background with an inner band of black on which the white speed numbers were printed. A red line marked 30 M.P.H. and the bottom of the black band incorporated the Ford oval and script. The maker's name "AC" was printed on the face above the odometer. The Petrol and Amperes gauges were white with black numbering and graduations. Dashboard controls were arranged exactly as in postwar vans except the choke knob was a chromed ball-shape (original or not?) and the starter pull had been replaced by a push-button- no doubt a postwar solenoid modification that replaced the original cable pull and mechanical switch. There was also the white-faced clock marked "8 Day" adorning the dash to the left of the other gauges. An early-type dome light with round lamp mounted on a mantle-clock-shaped plywood base was affixed to the cab ceiling. These type lamp units are common to E83W's up to around 1949. Beside the driver's seat on the right was a pull-up type handbrake lever. This was replaced after the war with the "umbrella" style under-dash handle. The steering wheel was a thicker-rimmed three spoke type with a slight dish to it rather than the lighter, flatter wheel used later and the column incorporated a combination steering and ignition lock. Being RHD, the cab floor panel incorporated a trapezoidal tool box with hinged lid on the left (passenger) side and no opening beneath the driver's seat (unlike LHD models which have a rectangular right side tool box and a similarly-shaped battery box beneath the driver). I didn't get a good look at the front seats (which had been removed) but believe they are of the separate cushion and backrest style with the passenger seat being hinged to provide access to the

under-floor tool box. The cab ceiling is wood being actually the underside of a two-shelf storage cabinet built inside the high roof over the cab. There is a wooden wall behind the cab with an opening in between the seats to access the canteen area. On the wall behind the driver's seat is a narrow, vertical upholstered pad to act as a headrest. Below this, at floor level, on the wall is a sheet metal document tray behind the driver's seat for orders, etc. The typical pressed steel E83W cab step is fitted to both sides of the van. The cab interior, including the dashboard, was all painted in a pale green colour reminiscent of government offices of the period.



The canteen area was all painted white. In addition to the over-cab storage there are two cabinets, one on each side with a central aisle to stand in. The cabinets have counter tops and two shelves, with the floor forming a third level of storage beneath them. The shelves are open, probably because there is no room for hinged doors to operate in the narrow confines of the canteen. Hooded six-volt lamps were provided at each end of the left counter with a toggle switch mounted on the forward bulkhead. Cast-iron, cooking elements originally sat on short legs atop the right-side counter to boil water for the tea. These units, with small fuel tanks like camping stoves, were sitting on the shop floor when I saw the van but their purpose was unmistakable. A portable water carboy could be placed on the cookers for heating. There was what appeared to be a wooden mug rack above the right-hand counter. A two-piece "Dutch door" provides access to the canteen body from outside the van via a folding step at the rear. It was all extremely utilitarian- just two wooden counters with shelves to hold the pre-prepared meal tins, a cupboard or two for biscuits, something to heat water for tea, racks for mugs and a place to stand. Hinged side-panels tilted up to form canopies, and the left-side counter-top had an additional section that flipped down to provide a serving ledge to the public. All this formed a tiny, simple, oasis of calm amidst a nightmare of death and destruction.

Another interesting part of the Emergency Food Van is its commission plate. This small square polished aluminum plate, attached by screws to the firewall, shows the



engine number and model number of the vehicle. Usually headed by the Ford script and the legend "Made in England" in bare metal on a painted black background, this Food Van's commission plate's upper-half has been painted over in olive drab and the capital letters, "FMCL" (Ford Motor Company Limited) have been stamped into it- perhaps to indicate that these vehicles were donated to the people of Britain by Ford U.S.A.

Also of interest is the Food Van's Briggs Body Number tag. The tag reads, "513/87". This is a bit of a mystery as conventional wisdom has it that code "513" denotes an E83W van and "87" would be its consecutive build number. With the E83W having been put into production in the Spring of 1938 and this Food Van being presented in the Autumn of 1941, it seems like the production number is numerically far too low. Could Food Van No. 1 have been converted from an early production example? Could Briggs have used a body set aside for training or measurement purposes to develop this prototype or was a used van body converted and mated with a new chassis and engine? Perhaps there is another explanation for what seems to be an anomaly.

By the end of 2008, restoration of Emergency Food Van No.1 was very nearly complete. The Canadian War Museum staff and volunteers have done a remarkably faithful and sympathetic job of returning this vehicle to the state in which it would have appeared to the thousands of civilians and servicemen that enjoyed its mer-



cies in the dark days of the Second World War. It will take its place in the collection beside famous machines of war and if it could have a memory it might smile to think not only of the King and Queen who inspected it once but more especially of the comfort it brought to the many ordinary people who looked forward to its arrival in their hour of need.

Sources

- Canadian War Museum (www.warmuseum.ca)
- English & Australian Small Fords Recognition & Restoration - Bill Ballard, Ellery Publications 2002
- Mr. Fordson's War - Les Foster
- Ottawa Citizen, "Special Wartime Delivery"-Dave Brown, April 7th, 2008 (www.ottawacitizen.com)
- R.E.S.P.E.C.T. - Les Foster, May/June 2005 Roundabout
- Sidevalve News, Ford Sidevalve Owners Club (www.fsoc.co.uk)
- The Night Blitz 1940-1941 - John Ray, Castle Books 2004
- Bolton Remembers the War

OECC Regalia Program

Steve Hutchens, Chairman

Our Club regalia program is up and running with sales approaching \$1,000! Several items are available. Prices include postage. Order now for Christmas!

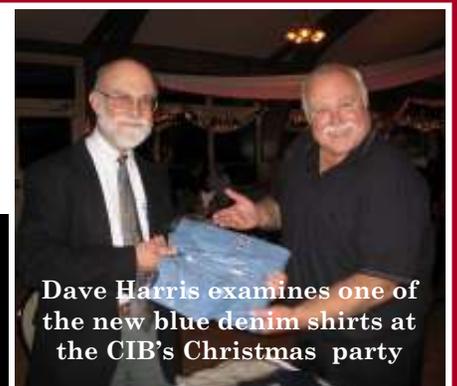
Caps (baseball-type, adjustable size, blue or white): \$12*

T-Shirts (blue or grey heather), M, L, 1XL: \$12*

Golf Shirts (blue or white), M, L, 1XL: \$25*

Blue Denim Shirts, Long Sleeves, M, L, 1XL: \$35*

***Larger sizes, other colours, and special orders slightly higher**



Dave Harris examines one of the new blue denim shirts at the CIB's Christmas party

Our Members' Cars and their Stories

by Walter Reynolds as told by John and Lorna Hoare

This issue we are talking to John and Lorna Hoare about their 1953 MG TD.

Both: We've owned the TD since Father's Day, 2006: How fitting is that? We bought it from its previous owner who lived in Abbotsford. Prior to retiring to Abbotsford, the previous owner had lived in Edmonton, so the TD saw a lot of time in that city. He also owned an MG TC which saw more use than the TD. His wife called the TD "PJ", as in "Pile o'Junk"!

John: The TD was drivable when we bought it, so we were able to drive it home from Abbotsford. Mind you, before the previous owner agreed to sell the car to us, he interviewed us. We had to promise to look after the car and not take it out in the rain. (Based on the London to Brighton Run of 2008, we all know how closely John and Lorna kept that promise. W.)

The first job we had to do was to get the TD through Air Care. We took it through four times, and on the fourth, it passed. Altogether, it cost \$600 to get the carbs sorted to pass Air Care. The sorting was done by a carb shop in Coquitlam. The problem was that I would tune the carbs at home, but by the time I had driven to Air Care, the car was coughing and spluttering all over the place. Same thing happened for attempt number four, but this time I was prepared – I re-tuned the carbs on the street outside the Air Care place! It passed and the Air Care guy (who'd handled the car on the three prior fails) cheered for us!

The carb problem turned out to be the Lucas points and a worn cam in the distributor. I put in a Pertronix electronic ignition module and the car runs great now – and smooth!



John under stripped TD. Lorna photo.

The upholstery and carpets were in need of restoration. At the time we were ready to do this work, Kwantlen College had just opened their Cloverdale campus, so I took the car to their upholstery shop and they agreed to do the work, but I would pay for the materials. The plan was for leather seats, but they used vinyl. The

Instructor told me that they used vinyl because the students were able to make mistakes, without ruining a lot of material. If they

had used leather and made a mistake, the hide could be ruined – expensive!

The Kwantlen students did the carpets, seats, door covers and a custom tonneau cover. No convertible top was needed because the previous owner had had one made, of vinyl.

The TD had been restored about 20 years ago by the previous owner. While it was a good job, he missed details. For example, he didn't paint the interior of the door and other panels. Nor did he paint the underside of the bonnet hinge line. I did a lot of this painting while the door trim was off and the seats were out.

Lorna: When it came to John buying the red paint, he had no idea of the colour name. It turns out that the perfect match for the red was Coast Guard red Marine paint, which he bought and used on the car.

John: One thing that had been completed incorrectly was the windshield. It had been put into its frame "inside out". I knew this because there was a sign embossed on the glass which should have read correctly from the outside. Instead, the reverse image was to the outside. This was an easy fix.

I don't like leaks. Drips are OK, but not leaks. The TD had a leak from the rear of the engine. I bought a Moss Motors rear seal and installed it. Goodbye leak.

The radiator also had to be done. Looking down the tubes, it looked like the inside of a cave – stalactites and stalagmites. I took it to Paul's Radiator shop in Richmond and they did a good job.

I needed to do some work on the engine and gearbox, including replacing the engine rear seal. On this car, you can't remove the engine and gearbox as one unit. They have to come out separately. I took the wings off to protect them from damage while removing and then replacing the engine. However, to get the gearbox out, you have to remove all of the interior and then extract the gearbox through the interior.

While the engine was out, I had the flywheel lightened. Around six pounds in weight were removed.

For the gearbox, there had been a rattle which was bothering me. On breaking down the gearbox, I found that the clutch throw-out bearing had separated; not a usual thing to find. I installed a Moss Motors replacement throw-out bearing and all is going well.

Another part of the original restoration was the rebuilding of the car's wooden frame. Here, the previous owner did an excellent job, but he failed to prime the wood for protection against damp. So, I had to do it.

I had to replace the steering rubbers to smooth out the road, so to speak.

When the restoration was going on, the previous owner didn't repair any of the damage on the car. As such, you can see areas of damage which have just been painted over. That's OK, I need future projects!

The TD will need to be repainted in the near future so that's when I'll do the repairs. The car also needs a new top. Side curtains are also on the 'Must Have' list.

Lorna: Some people say we don't have period correct hub caps, but we like the ones that are on the car.

John: The hub caps on the car are those which came with it when we bought it. There was a TD at this year's Van Dusen with the same hub caps, so that means they are OK, doesn't it?

To get the car to where we wanted it, we painted the grill flat black from the red that was on it when we bought it. In addition, because there was so much red in front of me when I drive the car, I painted the backs of the headlamps flat black.

The TD did not come with a fuel gauge. Instead there is a fuel light on the dash which comes on. Unfortunately, it only comes on when you've run out of fuel! To address the lack of a gauge, I made up a dip stick. It's a piece of dowel with a mark for 5 litres of fuel and a second mark for 25 litres. As insurance, we also carry a litre can of gas.

Lorna: Because of the lack of space, we have gotten very creative in where we pack things. This lack of space also limits the duration of drives we are able to go on, that is, no overnighters.

We've given most of our cars a nickname. The TD's is "Poppy", because of its colour scheme. Mind you, we never gave our DB4 a nickname, but have called our antique motor home, "Gilbert".



**Wet 2008 London to Brighton
Commemorative Run. Walter photo.**

John: We owned the DB4 in Britain from 1971 to 1974. When we moved to Australia, we had it shipped there and drove it a lot. When we returned to Britain, we left the DB4 in Aussie, but planned to buy another one in Britain. Unfortunately, the prices of the DB4 had risen to an unaffordable level so we bought a Citroen Dyane instead! It was a fun car to drive, but we couldn't bring it to Canada because of Canada's emission standards.

Both: In Britain, we also owned a DAF and a Volvo. While we had the Volvo, we also owned a 1960s hippy-type bright green Volkswagen van. One day the VW broke down while John was away from home (about a hundred miles away from home) and Lorna had to drive

to him with the Volvo and tow him home. Usually that's not too difficult a thing to do, but, in this case it turned out to be quite a challenge. All that was in the Volvo to use for towing was an old piece of rope. John had given Lorna instructions on how to tow and how to brake, but when the towing started, things go a bit off-side and those instructions went out of the window, so to speak. The Volvo was right-hand drive, while the Volkswagen was left-hand drive and this created problems. Going around roundabouts created problems of their own and had people giving us very strange looks.

Regarding the braking sequence, the towed vehicle has to brake first so as to keep the tow rope taut. John had told Lorna that when she was going to brake, she should blip her brakes so that the brake lights would come on, as a warning to him to start braking the Volkswagen. Lorna had forgotten this and would brake before John had time to start braking. With Lorna braking first, the rope would get slack and John would have his neck almost broken when Lorna stepped on the petrol and the rope would once again become taut.

In Australia we owned a Chevy "Yanktank" and did some camping. On one occasion, we were caught in a locust storm and even though the windows were wound up, locusts and locust bits were getting into the interior of the car through the heater vents. It was like driving on ice, what with all the locust bodies on the road. When we stopped we had to clean the interior and all the front of the car including the radiator to make sure the engine wouldn't overheat.

Lorna: John's first job was as an RAC mechanic riding a motorcycle-sidecar combination. In 1979 when we came to Canada, he joined BCAA, again as a mechanic, and worked for them for 21 years.

John: In Australia, my job as a mechanic kept me traveling the lonely desert roads. At one time I saw a "convoy" of Datsun cars being driven like crazy. Every so often, the cars would stop and the Japanese technicians would get out and take measurements on the cars, then get back in and drive off again. I saw this several times on my journey this day. This was before Datsun cars were formally introduced into Australia. Those guys were really doing their testing with those cars.

On another note, I also rallied a Mini Cooper S in Australia.



**At Edmonds Business Association Car Show.
Lorna photo**

Both: We've shown the TD at several locations, keeping in mind that the car has only been "on the road" with us for two years. It's been twice to the Ladner Quilt Show, to two London to Brighton Commemorative Runs, once to Van Dusen, twice to the Edmonds Business Association Car Show, twice to the Wellbrook Winery and to Porteau Cove last year for the Brits Around BC "Vancouver Coast Branch Welcome". We also displayed the TD at the Golden Ears Bridge Opening Ceremony in

July this year. There have been other local events that we've taken the TD to, but we have yet to take it over to Vancouver Island.

John and Lorna are enjoying their TD and while the previous owner infrequently drove the car, it is their belief that you have a car like this to drive it and show it off, regardless of the weather.

That's it for this issue. Next time's story will be about the Morgans of Mike Powley.



Beaulieu Autojumble: The Ultimate Car Holiday???

Steve Hutchens, President

On October 10th I went to the Monroe Swap Meet with Gerry Parkinson and Les Foster. Although mostly North American car-related, Les found Standard Vanguard literature and I bought a Volvo book (in German, but only \$3). Gerry passed on an MGA hardtop. It was a really enjoyable day. On the way home, Gerry mentioned the Beaulieu Autojumble in the UK. Conversation centered around the fascination of immersion in a massive collection of British car bits. At some point the idea of an OECC tour surfaced.

The focus of this month's ramble: Wouldn't it be a once-in-a-lifetime thrill to go to the Beaulieu International Autojumble with a group from OECC? Yes, I know, this is thinking well outside the box. And yes, it's far greater in scope than a Saturday run with lunch at a delightful pub, but, again, wouldn't it be fantastic?

What would we find at Beaulieu on September 10th and 11th besides 38,500 enthusiasts?

- ⇒ Europe's largest autojumble (2102 stands covering 30 acres in 2009)
- ⇒ Undercover Grand Marquee stands (2000 sq metres)
- ⇒ Automart (over 275 vehicles for sale in 2009)
- ⇒ Bonhams Auction (collector cars and automobilia)
- ⇒ Trunk Traders (autojumble bargains from the boots of cars)
- ⇒ National Motor Museum (over 250 vehicles)
- ⇒ Palace House (dating to the 13th century)

- ⇒ Beaulieu Abby (serene cloisters dating to the 13th century)
- ⇒ Beaulieu Gardens (dating to the 1770s)
- ⇒ World of Top Gear (odd, strange, and unique cars)
- ⇒ James Bond Experience (vehicles from the films)
- ⇒ Secret Army Exhibition (where SOE agents trained during WWII)

There's something for everyone, more than enough to fill two days. Beyond that, one could visit other locations of interest that suit your fancy. I'd like to tour the Morgan factory (now the largest British-owned car manufacturer) and go to Towcester in Northamptonshire (my Hutchens ancestors left there in the 1640s, headed for Maryland).

Now, right up front, let's get something clear: I'm not proposing to be the "wagonmaster" for a group tour. I just wonder if there is interest in a loosely structured holiday to Beaulieu with everyone setting their own agenda. After Beaulieu, each could continue to tour whatever would be of interest and return home whenever ready. Group rates for the Beaulieu portion might be available.

If this strikes you as special adventure of possible interest, let me know. If you've been there (and I know several have), I'd especially like to hear from you. For more information visit www.beaulieu.co.uk/beaulieu/events-internationalautojumble.

Jowett Jupiter News

Mike Stout

Earlier this year, a new member of the Jupiter Owners Club called me regarding a Jupiter he had recently acquired, together with a list of parts which were missing. As it happened, I had already planned a trip to Arizona so decided to call on Ken Nelson in Palo Alto to see his find and deliver the parts.



Apparently in the early 1950s two brothers each bought a Jowett Jupiter. Over time, one brother modified his car to accept a domestic V8 with drive train, and later abandoned it. The other car, undamaged and possibly running, last licensed in 1965, was the winched to the highest part of the property where it is now. Both brothers are very elderly and somewhat senile.

The aluminum body, apart from the door sills, is sound, the red color is primer, but all the interior has been lost by over 40 years of exposure. It is in a similar condition as mine when found in Sacramento in 1991. Ken has found parts from the modified car, buried with other junk, under the red truck canopy, top right of the car.

Because of the steepness of the driveway and the difficulty of freeing the wheels to roll it to the road, progress has been slow. Ken hopes to have it home by June. Luckily the engine, two gearboxes, and many other parts have survived under cover. He recently discovered a well restored Jupiter nearby, which will be a useful aid while rebuilding.

I also brought from BC a complete front suspension for a Traction-Avant Citroen, which he is also restoring. This '55 unrestored car, imported

from Viet Nam, was possibly owned by a colonial plantation or foreign legionnaire, in what was then called French Indo-China. It was an elegant open 2-seater body, a fold flat windshield and a cozy little rumble seat behind, but an incorrect front end. I was invited to spend the day at the Arcane Car Society's annual car show and lunch, whose cars could be described as alternatives to concours classics. But it can be said that some were not meticulously restored and when we arrived in rather a tatty Renault 12, it did not look out of place. About 30 cars were on display in a large garage in the center of San Francisco. The only domestic entry was a '55 Crosley, the oldest, a '34 Austin 7, the roughest a Berkeley, the best paint job, a Thames Freightliner and the strangest, a German Amphicar.

I then set off for Arizona, from where I had arranged to pick up a complete Jupiter hood, because last fall I was involved in a fender-bender while entering an intersection. I had managed to put my foot on the brake and accelerator simultaneously, ending up on the wrong side of a stop sign where I was hit, damaging the hood and left fender. The insurance company balked at the projected 100 hours required to straighten out the folded metal and told me to find another one. When I'd found what I needed, I waited until April to make it a more enjoyable trip. It took me four days via the Grand Canyon and Salt Lake City to return to BC.

Luckily the grills and lights were untouched, and the bent bumper support and exhaust pipe were easily repaired so now the rebuilding should be fairly simple. I found the distance between the pedals was 1 1/4"; it is now 2 1/4"!



London-Brighton Run, Nov. 1

Ken Miles; photos by Walter Reynolds & Les Foster

After several days of rain, Nov. 1st dawned with blue skies, a hint of clouds and lots of sun. The Gods were smiling on the British Car Fraternity. Thirty-two cars arrived at the Town and Country prior to 9:00. One came late, joining us at lunch.

Lunch at the Mission Springs Pub



Reynolds Photo

Alan and Mary Lou Miles did a great job of welcoming and making sure everybody was registered. Italo Cirillo gave a welcoming speech that motivated us all to complete the run in good time.

Among the marques:

Austin
Bentley
Ford
Jaguar
Lagonda
MG

Morgan
Morris
Rolls Royce
Rover
Sunbeam
Triumph
Vauxhall
Wolseley

Steve Morris was able to perform the sweep function in that he picked up and transported all the embellishments of the club and made sure nobody was left behind on the side



Foster Photo

of the road. Lorna Hoare did a great job of arranging the lunch. Two-thirds of the participants were members of OECC.



Reynolds Photo



Foster Photo



Reynolds Photo



Reynolds Photo



Foster Photo

It was a wonderful day and a great outing. Next year we hope to have more members out for the fun.



Foster Photo



Foster Photo



Foster Photo

CIB Party

Steve Hutchens

Nov. 21 found Alan & Mary Lou Miles, Celia and me in Nanaimo for the CIB's Christmas Party. A delightful buffet was followed by an entertaining program that included a vaudeville act and fun-type awards. In a mock ceremony, I was asked to come forward as Al Thompson proclaimed, "A crown for



Miles Photo

King Steve - we think you will do a right royal job." What a fun celebration!

AUTOJUMBLE

English Cars & Parts For Sale and Wanted
See more ads at

oecc.ca/vcb

under the Autojumble menu

1959 Ford 100E Anglia; Sidevalve 1172cc 4 cyl; ex-Colorado car restored in Alberta 96-98; under cover since; runs well; good seats; new tires & exhaust, etc; overall good condition; minimal rust

and needs minor interior attention, etc. Asking \$4,000. John Walsh, Sylvan LK. AB 1-403-887-8816 or jjwalsh@telus.net

MORE ADS ONLINE!