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UPCOMING EVENTS

Tue., May 6, 7:00: Meeting at Richmond Frame & Alignment, 7960 River Road, Richmond
 Sat., May 17: VanDusen ABFM; Post-ABFM event TBA on May 6
 Tue., June 3, 7:00: Meeting at Roma Hall, 940 Ewen Avenue, New West
 Fri., June 27, 9:00: BRBC ferries to Swartz Bay; PM: Comox pig roast
 Sat., June 28: AGM in Nanaimo (p. 7)
 Sun., June 29: VCB meets BRBC for lunch or picnic (details by June 3)

EDITOR'S BIT

Join me in a big "THANKS!" to the **Roundabout Contributors Honour Roll of 2007:** Fred Bennett, Steve Blake, Joe Carroll, John Chapman, Fred Cirillo, Steve Diggins, Les Foster, Bill Grant, Carl Knorr, Alan Miles, Ken Miles, Pat Miles, Win Muehling, Dennis Nelson, Walter Reynolds, Mike Smith, Pat Sparks, Chris Walker, Karen Whitworth, and Roy Wilkins. Without them we wouldn't have had a Roundabout!

Sound and Fury

Les Foster

*... a poor player
 That struts and frets his hour upon the stage
 And then is heard no more. It is a tale
 Told by an idiot, full of sound and fury,
 Signifying nothing.*
W. Shakespeare, Macbeth

My Thames pickup has strut its hour upon the stage and it was, indeed, full of sound and fury. A Vancouver, B.C. sound production company, DBC Sound Inc., approached the Vancouver Coast Branch of the Old English Car Club of B.C. with hope of finding a Ford E493A Prefect whose sounds they could record for use in a motion picture. An email containing the request from Jeff Davis of DBC Sound was read out at our February 2008 meeting and as the only Ford sidevalve owner present, I agreed to contact Jeff.

I learned that the movie in question, "The Stone of Destiny," already shot on location in Glasgow and London, apparently featured the main characters using a Prefect throughout the film. Although we do have an E493A in the Branch, the owner, Elliot Sclater, was away on vacation and time was of the essence. I explained to Jeff that I owned an English Ford pickup truck (my 1951 E83W steel box pickup) which used the same engine and gearbox as a Prefect and was generally similar in construction. I did caution him that it was probably a bit louder than the car due to its short exhaust system and lack of interior upholstery! "OK!" said Jeff and a recording date set for February 13th, a day forecast to be sunny.

Meanwhile my excitement was building! I recalled reading something about a famous Scottish stone with a Ford connection in the Ford Sidevalve Owners Club magazine, Sidevalve News, a while back. My first step was to use my computer to search the comprehensive

index to the magazine. After only a modicum of eyestrain I found what I was looking for: "The Taking of the Stone of Destiny (How small Fords played their part)" in the October

2004 Pre War Register by Yvon Precieux. This excellent narrative tells the true story of the Stone of Destiny or The Stone of Scone. The subject of many legends, the stone was definitely the sacred seat upon which Scottish kings sat for their coronations and its removal to Westminster Abbey as a prize of war by the English King Edward I in 1296 was a sore point for the Scots for centuries. The Stone of Destiny's liberation by four Scottish university students driving two 8 H.P. Ford cars on Christmas Day, 1950, and its harrowing repatriation to Scotland has, itself, become modern legend. Yvon identified the two vehicles used to execute the raid and transport the almost 400 pound stone as a Ford 7Y (about 1938) and a newer E04A Anglia. Having not seen the film footage, I cannot say definitely that the 7Y and the Anglia are being represented by an E493A in the movie but this is what I've been led to believe.

Seeking more information I went to the Internet where the 'Playbackonline' website told me that the movie stars Robert Carlyle (Trainspotting, Human Trafficking), Billy Boyd (The Lord of the Rings), Kate Mara (Shooter) and Charlie Cox (Stardust) in Rob Merilees' Infinity Features production directed by Charles Martin Smith. Co-production in the U.K. was by Mob Films of London. The budget was put at 13 million dollars, none of which, sadly, trickled down to me. Post-production (this is where my Thames comes in) included DBC Sound here in Vancou-

ver, B.C. The film may premiere at Cannes in May, 2008, and appear in theatres after that. It will be the duty of all red-blooded Sidevalvers to see (and hear) it!

The actual sound recording session was both fun and interesting. Appropriately the sound technician, Pat Haskill from DBC, showed up driving an older Ford Probe. Pat followed my Thames



pickup from my home in Tsawwassen, B.C. (a southern suburb of Vancouver) down the hill to the flat Fraser River delta lands of the Ladner area. We drove a few miles out into the farm



area and found a little-used road. The equipment was simple: a portable recorder and a large, muffled, microphone. At Pat's direction I made many

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passes up and down the road making as much and as varied noise as possi-



ble. The idea was to collect a wide variety of sound samples for their lab to work with. To this end I shifted up and down, made slow and 'high' (remember this is an E83W) speed runs, reversing, starting, stopping, idling and so on. You'll never be as aware of background

noises as you will if you are out with a soundman! Pat was constantly bemoaning high flying jets, honking geese, or the wind singing in the power lines that invaded his earphones but were completely unnoticed by me. After a couple of hours of this furious activity, Pat climbed into the Thames' tiny cab and assumed the semi-fetal position dictated by the lack of a passenger footwell in order to record the sounds from an occupant's standpoint. I must say that he was brave and did not exhibit any of the usual fear that many people, raised in a world of safety belts and airbags, often show when riding in old vehicles. He was quite enthusiastic about the sounds he captured- "as loud as outside", he said. A fitting description of the decibel levels of an E83W interior! The next step was to return home to record a bit of door closing, gear shift action, starting and of course, the distinctive "neep, neep" of the Clearhooter horn.



The hobby of old vehicles has the ability to take you many places and connect you with many things that you might otherwise never experience. Some people call our cars and trucks "time machines". In this case I've been hurled back through 1950, to 1296 and beyond!

I look forward to the movie's debut and I've promised my wife that I will make every effort not to jump up in the theatre and scream, "Listen, that's my truck!!!"

Happy 70th Birthday, E83W

Les Foster

March 22nd, 1938, saw the introduction of the Ford Model E83W truck. The longest-produced of the famous "small Fords" and the only civilian model made throughout the Second World War, the last E83W rolled out of Dagenham in September, 1957.

Ford was just introducing a new coding system when the E83W was coming out and its model designation translated thus:

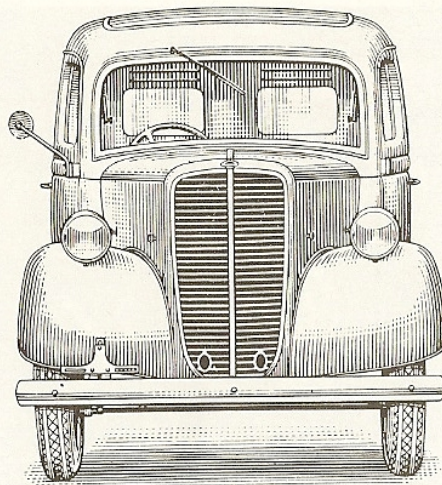
- "E" England
- "8" 1938
- "3" 10 h.p. engine
- "W" forward control

The E83W was sold under the name "Fordson" until 1952 in Britain when the "Thames" name was borrowed from the export models which had already been using that moniker for a number of years.

The E83W was a purpose-built commercial vehicle designed for maximum carrying capacity within the smallest dimensions and with the best possible economy of operation. Its offset drivetrain made no concession for a passenger but greatly increased interior load space and gave a shorter overall length for big city maneuvering. Being designed as it was in the mid 1930s, it shared many of the then-current Ford design and styling

themes. The grill is a clone of the 1937 U.S. Ford trucks and the door window and beltline treatment was pure 1935 Ford car. Underneath, the E83W has been described as a "study in classic Fordisms" and any enthusiast of early domestic Fords will recognize the

FORDSON 10-CWT. VAN



Model E83W—R.H.D.

Model E83WF—L.H.D.

transverse springs, radius rods and mechanical brakes common to the make. Although a new and distinct design

with characteristics tailored to the British needs, the E83W dipped heavily into existing parts bins and it uses a surprising number of parts from its bigger American cousins as well as its British siblings.

The E83W was an immediate success but production had barely gotten underway when war broke out. The truck's war record was quite impressive with service as ambulances, crew buses, fire vehicles, and the ubiquitous canteen vans that aided Blitz survivors or fortified aircrews and dockers in those bleak years.

After the war was won, the peace had to be paid for. The E83W went abroad as the "Thames" to earn cash for the "Export or Die" campaign. In Canada and the U.S. the Thames ½ Ton sold from 1948 through 1953. Other E83Ws went all over the world and, of course, many continued to be sold in Britain. Total production was 188,577 over nineteen years.

It is now seventy years since the first of these little trucks was built and fifty-five years since the last one was sold in Canada. Probably only a few hundred survive but each one that does is a direct link to history in a tumultuous century. Happy Birthday, Mr. Fordson!