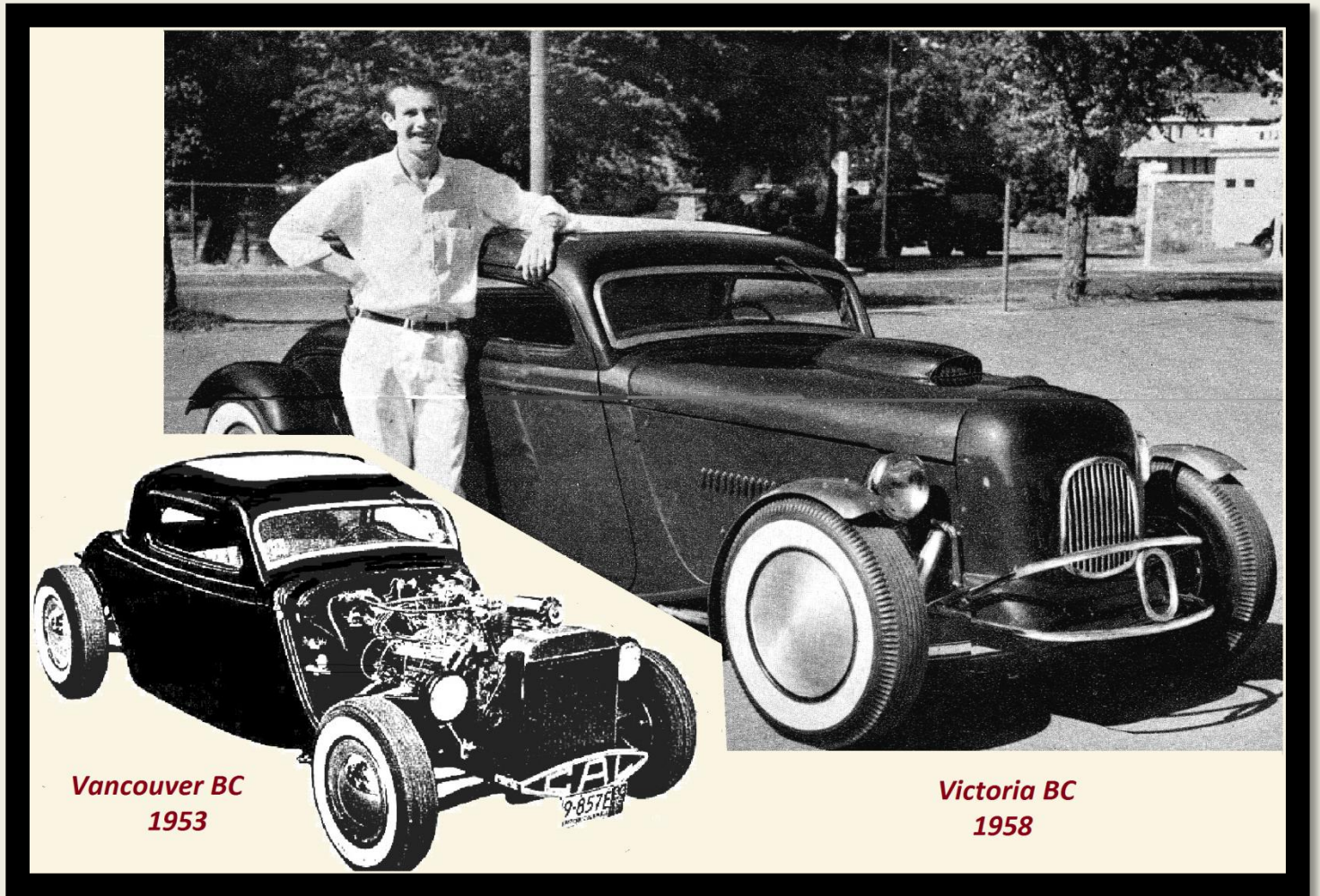


Cal Morrow's 1934 *Ford* 3 window coupe.



Where did it go? How did it get
there? Who owned it? Where is it
now?

It started something like this...



or this, about 1952.

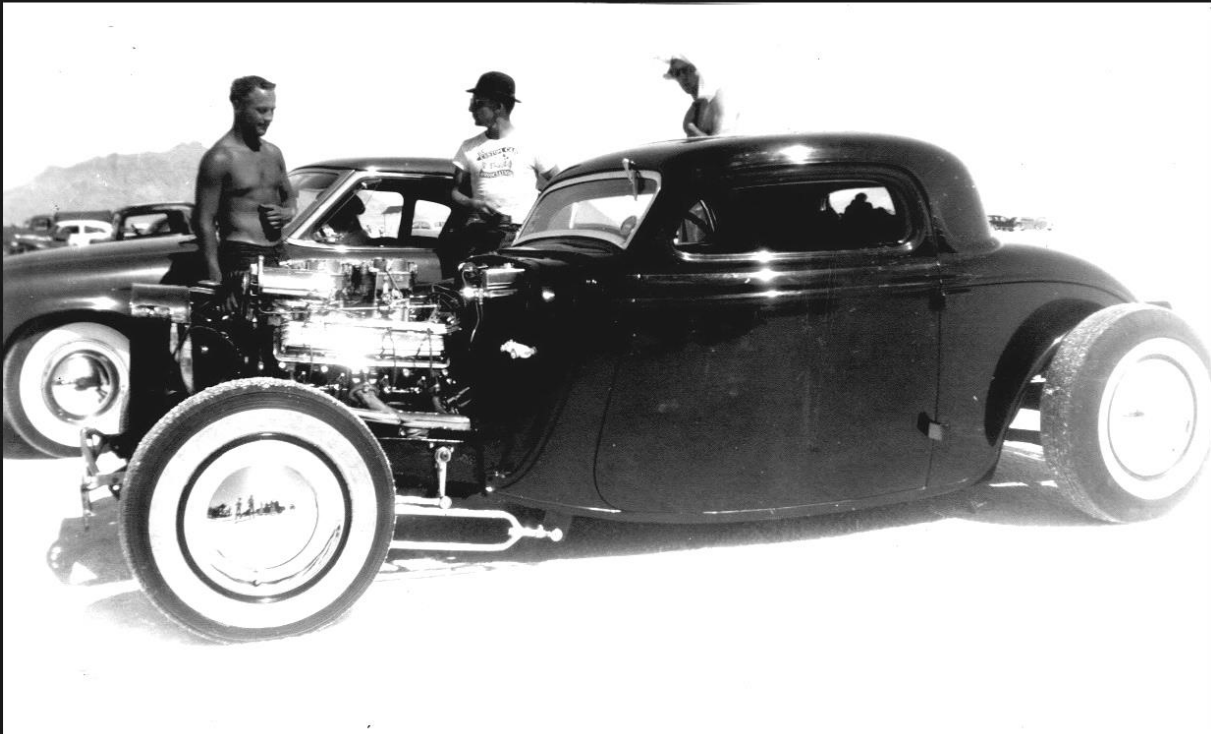


It raced in Vancouver.



Drivers wait with their hot rods to compete at the Abbotsford Airport drag races run by the B. C. Custom Car Association in the 1950s.

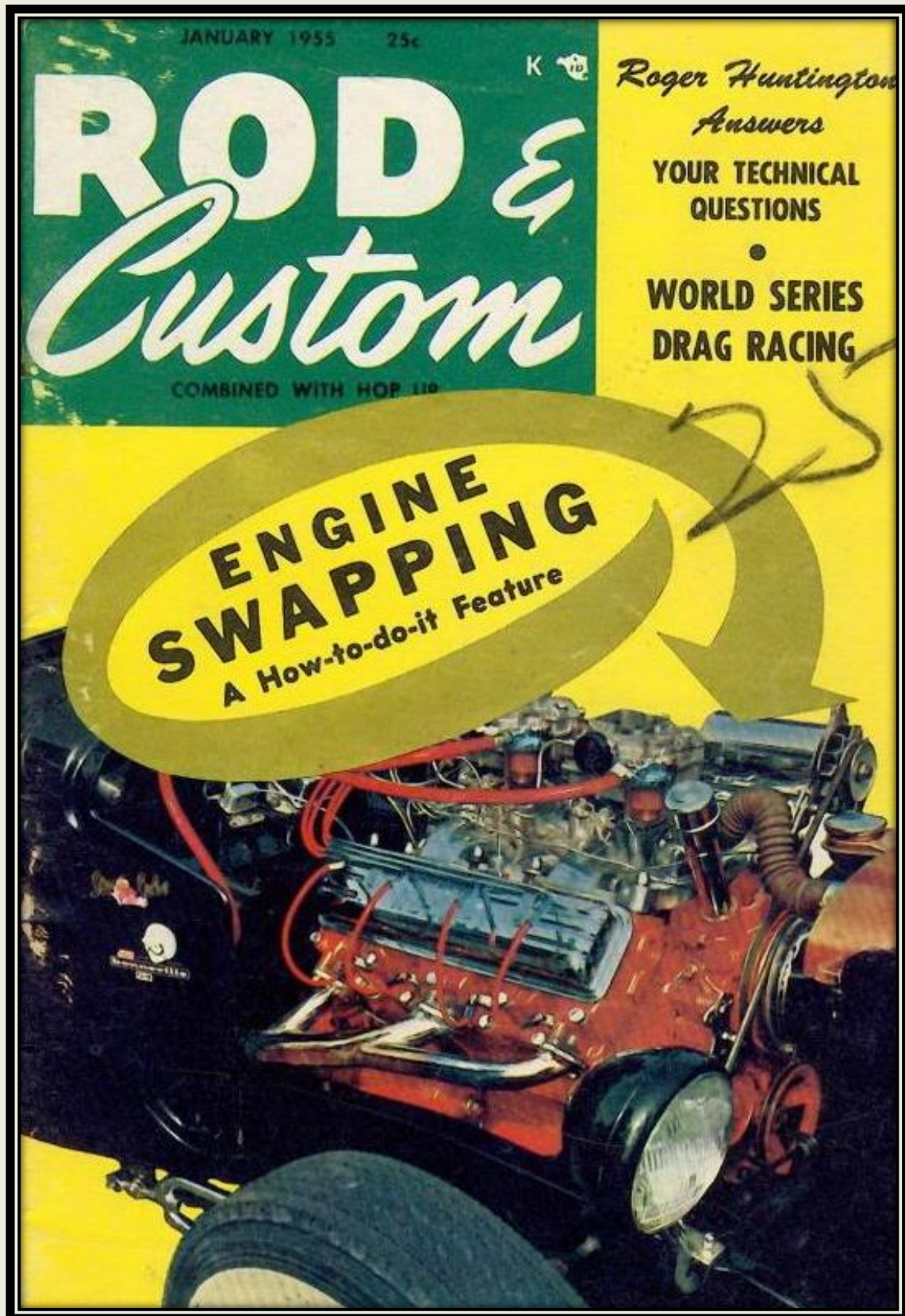
It ran at Bonneville



The Orange Krate when it was black and still owned by the builder Cal Morrow at the Bonneville salt flats in Utah. On the left is Jerry Abramson with Cal and Brian DeVine. Note the BCCCA T shirt, the Studabaker Lowboy and behind that Jerry's 1932 3 window Ford coupe.

c. 1953

1955-Featured in ROD & CUSTOM



Vancouver's Black Beauty



International DRAGSTER

VANCOUVER, B.C., is the home of this unique '34 Ford 3-window coupe. Cal Morrow, the car's owner-builder, wanted a dual-purpose rod suitable for cross-country driving to the nearest drag strips, which are located in the state of Washington.

The fact that the car is imminently suited to long distance travel is demonstrated by the combined business and pleasure trip Cal recently took to Southern California, by way of Bonneville!

22-year-old Morrow, who is a professional truck driver, wanted to purchase some speed equipment for his car, see some of the "power booster" manufacturers in person, and also take in the Bonneville meet. Quite an itinerary!

The fact that the only difficulty encountered during the trip was attempting to find a place to sleep in Wendover,

Utah, during the Speed Trials, is a testimonial to the reliability a well-built hot rod can provide.

Cal Morrow's "border-crosser" took three years of his time to construct. At the time he started the project, only one drag strip was in operation in the state of Washington, but Cal had hopes that soon Vancouver might boast a strip of its own. So far, this has been a forlorn hope, but Cal and his fellow-enthusiasts in the Vancouver area haven't given up yet.

Channeling the car 7" over the frame and a 4" cut from the top gave the car the low silhouette that the owner wanted. "Kicking" the frame in the rear and using a dropped axle in front brought the car down just that much farther. Low lines, however, were not all the builder was after. He wanted perform-

ROD AND CUSTOM, JANUARY, 1955



Reason for using '40 Mercury rear-end, with its wider tread, is obvious here. 8.00 x 16 rear tires would have never cleared the low, channeled body with the '34 Ford rear-end!



Tubular front cross-member supporting spring of late-style Ford front-end can be seen between engine and radiator. This arrangement works out well with Olds or Cadillac engines.

Photos by Freer

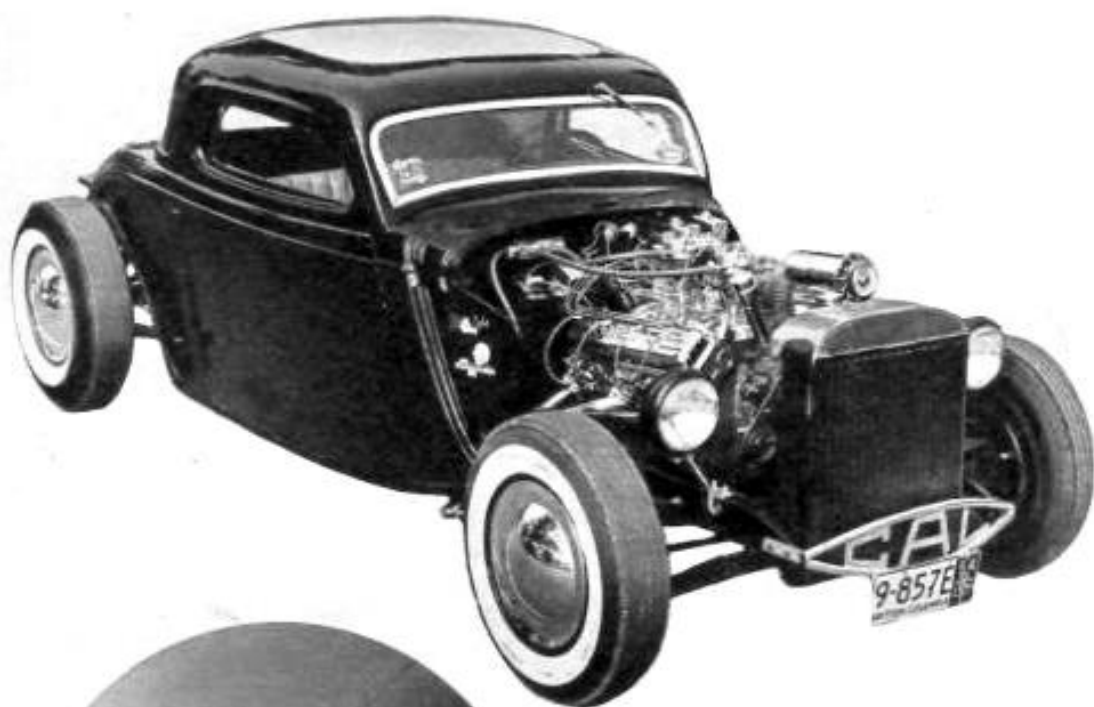
ance, and *dependable* performance at that!! The best solution to that requirement seemed to be an engine of fairly large proportions. Cal decided on an Oldsmobile power plant.

After obtaining a suitable specimen of that make, he bored it out sufficiently to give a total of 313 cubic inches, using Speed-O-motive pistons. Additional venturi area was acquired through the use of a Weiland dual-quad manifold, mounting two Carter four-throat carburetors. Belond headers and a Mallory "Mag-spark" ignition completed the basic engine modifications at that time.

While on the cross-country junket described in the opening paragraph, Cal stopped in at Ed Iskenderian's shop in Los Angeles to have one of Ed's cam kits for the overhead valve V8's in-

Tubular wishbones were made from $\frac{1}{2}$ " chrome moly stock. Ends from Ford tie-rods enable owner to adjust length of rods. This feature provides adjustable camber for front axle.





Original location for tail pipes within this outlet just didn't work out. Condensation was the villain. Owner has since installed conventional Ford tailpipes in the stock position.



stalled in the engine of his coupe. This installation was one of the business reasons for Cal's trip.

Among the more interesting features of this car is its apparent use of *four* exhaust outlets on the rear of the body. Actually, the two large-diameter openings molded into the body are "falsies". Cal found them impractical because of condensation in the pipes dripping out of the tips onto the black lacquer paint job! So, two conventional style tailpipes were installed beneath the car.

Although this car may appear complete to most of our readers, the owner has other ideas on the subject. Take the frontal aspect of the car, for instance. Not satisfied with the appearance of the custom-built radiator core, Cal plans to enclose it within an early-model Chrysler radiator shell, as soon as he can locate one in condition for chroming.

This type of patience and maintenance of high standards of workmanship are the principle factors contributing towards the completion of an outstanding car, whether it's a *rod* or *custom*. ●

ROD AND CUSTOM, JANUARY, 1955



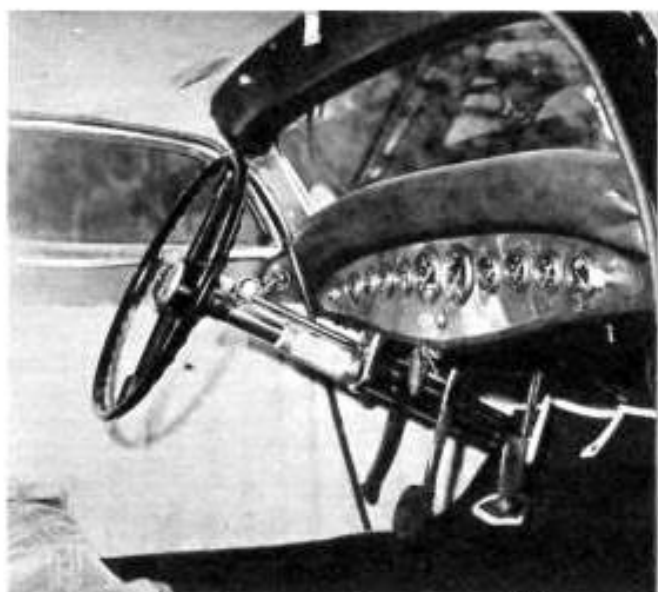
Owner-builder Morrow checking fuel connections. Custom-built 4" radiator core is scheduled to be housed within early-model Chrysler shell. Note hydraulic cylinders for pendulum pedals.

Close-up of firewall reveals hydraulic cylinders. One on left actuates brakes, while cylinder nearest camera transmits clutch pedal pressure to "slave" cylinder on throw-out arm.

Pendulum pedal idea was extended to include the throttle! Stewart-Warner panel provides full instrumentation. Red and cream interior was done by Bandick, New Westminster, B.C.



ROD AND CUSTOM, JANUARY, 1955



British Columbia Custom Car Association history.

by Ron Farmer 1940's to the 1970's



CANADA'S OLDEST ROD & CUSTOM CAR CLUB

By Ron Farmer

To the best of our knowledge the B.C. Custom Car Association (B.C.C.C.A.) is the oldest Rod & Custom club in Canada, although the club went more toward the Drag Racing end of the spectrum in the 60's when the B.C.C.C.A. built Mission Raceway.

Contrary to popular belief Hot Rods and Street racing are not a recent phenomenon. Back in 1949 and in the early fifties Hot Rodding and Street racing were just as popular as they are now, and street racing was just as wrong then as it is now. In fact street racing was of such great concern to the Vancouver Police Department that they

got together with a group of the local Hot Rodders to try to work with them and organize a club that would channel their interests in the right direction. Thanks to Vancouver Police Dept. members like Superintendent Allan Rossiter and Bernie Smith (both now retired), plus original members of the B.C.C.C.A., the club was formed. The club formed in 1951 became known as the B.C. Custom Car Association, although the name B.C. Hot Rod Association was the first suggestion. In those days Hot Rod was a dirty word and anything without fenders and with loud exhaust was referred to as a Hot

Rod, so it was decided that Custom Car would be more appropriate, and less offensive. In 1953 the B.C.C.C.A. was Chartered as a Non-profit association under the Societies Act of British Columbia.

It was quite a sight back in the early days of the club to go to one of the Reliability runs which were very popular at that time and see from 150 to 200 cars lined up for the run and nearly all of them Rods or Customs. In those days there were not many fancy paint jobs and the popular paint was grey primer.



In fact a magazine article in the early fifties about the B.C.C.C.A. made note of the fact that most of the cars had grey primer paint and no front fenders. In 1952 the club put on its first Custom Car Show, in an old Armory on West



10th in Vancouver. This is thought to be the first Rod and Custom show in Canada. By 1954 the club had over 300 members with over 200 Rods or Customs in the club and 11 Drag Racing vehicles. The car show became known as the Pacific International Motorama



31



and it ran as an annual event until 1973 when the club sold the rights to the show to a Promoter. The club then concentrated its efforts on the operation of the Drag Strip.

The B.C.C.C.A. also put on what is thought to be the first organized Drag Racing in Canada. The club first ran its Drag Races at Abbotsford airport in 1952 and held them on a regular basis until 1957 when the Western Air Command took over the airport. It's quite interesting to look back at some pictures of the cars that used to run at the airport, when the rails as they were referred to for many years looked like an old steel single bed with wheels and a motor. Actually there were many fast cars in the club in the fifties and many were featured in U.S. Rod and Custom magazines.

During the fifties the club banked every dollar they made at the Drags, Car shows, Seat Belt drives, etc. to raise money for a Drag Strip. The Police, service organizations, municipalities, etc. all wanted a drag strip to get the kids and their cars off the street but like today,

no one was willing to help. They all asked for help from the club with their projects but gave no help to ours; in fact the B.C.C.C.A. bought the Vancouver Police Dept. its first "Drunkometer". In 1959 the club finally found a piece of property in Mission which they purchased as the site for a Drag Strip. After years of work on the property the Drag Strip became a reality in August of 1965 when the first race was held. The track had no bleachers, guard rails or safety fencing, just the old single land timers we used at the airport years before, but it was a great success. The following year guard rails were installed, then came the Chrondek timers and a Christmas tree, fencing, bleachers, proper washrooms, concessions and a proper pit area. The track known as Mission Raceway became known all over the country for its outstanding traction and good air. In 1967 the track held its first N.H.R.A. World Championship Series race. Over the years more National records were set at Mission than any other tracks, and at one time the track held both the

Top Fuel and Funny Car records.

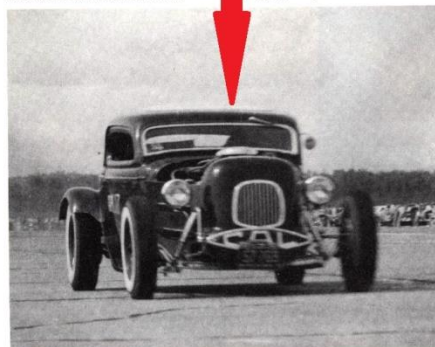
In 1973 the track did something different; when the club found out that local Motocross tracks were closing down they decided to put a Motocross track on the property. The Motocross proved to be very popular and received considerable publicity. Several National Championship events were held at the track. The Drag Strip and Motocross tracks ran with considerable success until October 1978 when the property was sold to the District of Mission. The property was sold to enable Mission to establish an Industrial park and offer a site for a Fibreglas Canada plant. Mission then sold a larger, more versatile piece of property to the B.C.C.C.A. The new property was closer to the river and farther away from the downtown area, which would lessen the old noise problem. The only problem was that the new property was quite low and would require considerable filling to flood-proof it. Before the deal went through the B.C.C.C.A. went to the Provincial

Government to see if they would fill the property so Mission could get their industrial park. The sale was made on the strength of the Government promises. But the promises were never kept and the Drag Strip never reopened.

The Motocross was relocated to the new property and several other events were held, including Demolition Derbies, Sand Drags, Dune Buggy Races and Drag Boat races. The Drag Boat events



have proven to be very popular and are run each spring and summer. Efforts are still being made to get drag racing back in the lower mainland, and in the meantime the "old" club still keeps plugging along.



33

Cal Speeds To Victory

Covering the quarter - mile course in 14 seconds, Cal Morrow of Vancouver was the fastest driver in the B.C. Custom Car Association-sponsored drag races Monday at Abbotsford airport.

Over 2000 spectators watched races in three divisions—stock, modified or souped-up and open.

Division winners were:

Stock: A—Bob Caplan, 17.7; B—Jim Giherson, 17.1. Modified: A—Don Johnson, 14.4; B—Cal Morrow, 14.0; C—Don Lund, 16.2. Open: Herb Hansen, 15.2.

KUSTOMRAMA newsletter

Build specifications and more.

Cal Morrow's 1934 Ford

Get the latest Hot Rod and Kustom News - Join the Kustomrama Newsletter today!

1934 Ford 3-Window Coupe owned and built by BCCCA member [Cal Morrow](#) of [Vancouver, British Columbia, Canada](#). Cal wanted his hot rod to be both fast at the drag strip, but also suitable for cross-country driving. By 1955, 22 year-old Cal, who was a professional truck driver at the time was featured in [Rod & Custom January 1955](#). The car took Cal 3 years to construct. The body was channeled 7 inches over the frame and the top was chopped 4 inches. By kicking the frame up in the rear and installing a dropped axle up front, the coupe was brought down much farther. Due to the low ground clearance, a 1940 [Mercury](#) rear end had to be installed. The door handles were removed and the deck lid was filled. 1939 Ford taillights were installed horizontally along with a set of Nerf bars. The front Nerf bar featured Cal's name. One interesting treatment on Cal's Coupe was the four exhaust outlets on the rear of the body. Actually, the two upper pipes were false, they were impractical because of the condensation in the pipes were dripping onto the black lacquer paint job. The problem was solved by installing an additional set beneath the car. Tubular wishbones were made from 1/2" chrome moly stock. Ends from Ford tie-rods enabled the owner to adjust the length of the rods. This feature provided adjustable camber for the front axle. The car was meant to be powerful but yet dependable at the same time, therefore a Oldsmobile power plant seemed as the natural choice. The engine was bored out to 313 cubic inches and fit with [Speed-O-Motive](#) pistons. Cal made a trip to Southern California, heading towards [Bonneville](#), Cal's other purpose of the trip was to buy speed equipment for his car. Extra performance were added by installing a [Weiand](#) dual-quad manifold, mounting two [Carter](#) four-throat carburetors. [Belond](#) headers and a [Mallory](#) "Magspark" ignition finished up the basic engine modifications. While on his way to [Bonneville](#), Cal stopped by [Ed Iskenderian's](#) shop to buy one of his cam kits for overhead valve V8's. When the car was featured in [Rod & Custom January 1955](#), the 4 inch custom built radiator core was scheduled to be housed with an early-model Chrysler shell. The interior was stitched by [Bandick](#) of [New Westminster, British Columbia, Canada](#) in red and cream. The dashboard was fully fit with [Stewart-Warner](#) gauges.^[1]

[Darryl Foster](#) bought the coupe and turned it into "the Orange Krate."^[2] The Orange Krate version was shown at the 1960 [Vancouver Pacific International Motorama](#).

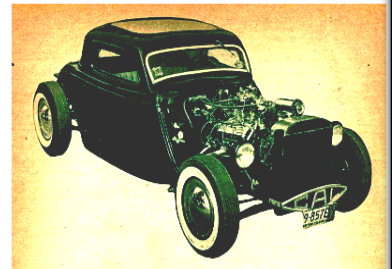


Photo by [Freer](#)



Photo by [Freer](#)

1955/1956-Car was sold to Don Fraser

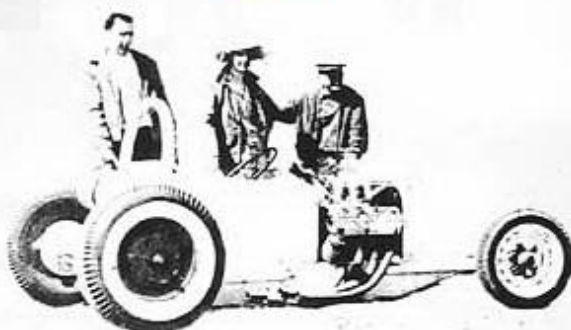
The car went with him when he moved to Victoria.



Cal Morrow

No. 21 - CLASS "DRAGSTER"

Owned and operated by "The Syndicate" of North Vancouver. 1934 Ford Coupe with pleated and rolled interior. Chrysler o.h.v. motor, with fuel injection. Holder of North American Fuel Type Coupes and Sedans. 1956 Winner 115.28 sec. in the $\frac{1}{4}$ mile.



No. 22 - CLASS "DRAGSTER"

Owners, Bob Shrium, John Aston, Don Reid. Rail: 3 5/16 Bore and 4 1/4 Stroke, Mercury motor, track, cam, chopped flywheel, 3 carburetors, high compression heads, Harmond & Collins dual ignition.

No. 23 - CLASS "DRAGSTER"

Owners, Jack Crouch and Ed. Fox. Made from 2 in. tubing has Chrysler o.h.v. motor, '41 Ford front end, V-8 60 transmission 3.7.8, with Mercury rear end and 820-15 tires. Makes very good drag material.



At Western Speedway-Victoria BC 1955/56



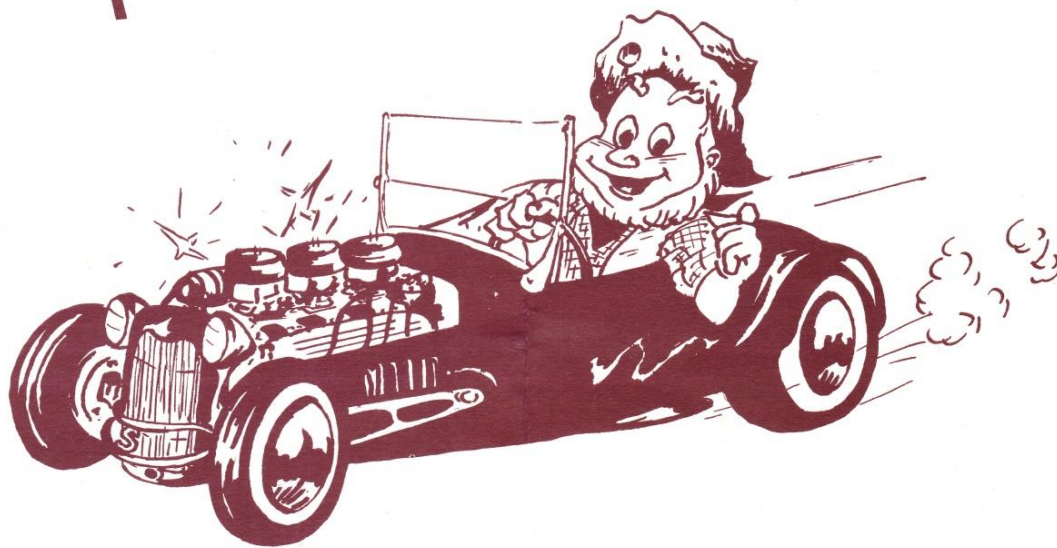
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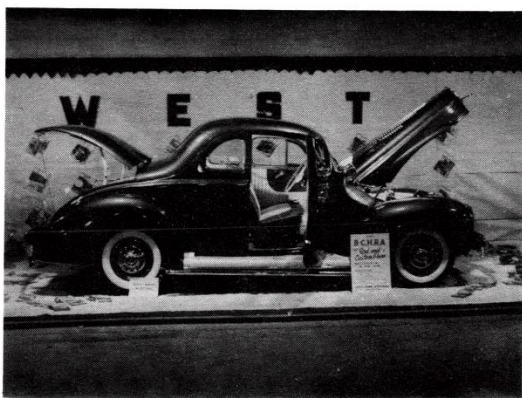
1957- Car purchased by Daryl Foster

Welcome to Victoria's

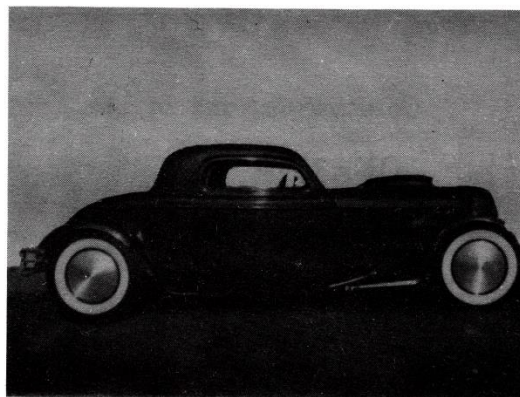
CENTENNIAL AUTORAMA



Sponsored by...
The QUARTER MILERS CLUB



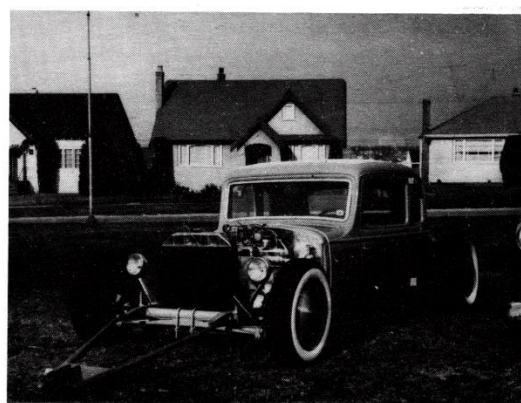
No. 16—NORM McPHERDRIAN
1940 Ford Coupe
West Point Customs



No. 25—DARYL FOSTER
1934 Ford Coupe
Quarter Milers



No. 17—FRED WELSH
1940 Ford Sedan
B.C.C.C.A.



No. 26—BRUCE GRAHAM
1933 Hudson Coupe
Counts Car Club

No. 19—SAM McVIAR
1941 Ford Convertible

No. 20—LARRY ELGOOD
1940 Ford Coupe
Quarter Milers

No. 27—ROSS JACKSON
1932 Ford Coupe
West Point Customs

No. 28—GORDON STEWART
1933 Ford Pick-Up
Century Toppers

No. 30—JIM McGOWAN
1932 Ford Roadster
B.C.C.C.A.

No. 31—RON NEIL
1932 Ford Roadster

No. 11—BOB BRIEDE
1952 Olds. Hardtop

No. 37—BILL RATHBY
1929 Ford Roadster - Pick-Up

No. 38—DON SILMAN
1929 Ford Roadster - Pick-Up
Quarter Milers

No. 40—FRED FREDETTE
1949 Ford Sedan

No. 41—LES BRAY
1941 Ford Coupe

No. 42—ROSS ARNOTT
1950 Ford Coach
West Point Customs

No. 43—JIM GREENWOOD
1957 Triumph T110

No. 44—AUSTIN SMITH
1932 Packard Roadster

No. 45—ARNOLD GOYETTE
1920 Ford Touring
Vintage Ford Club

1958-Victoria Centennial Autorama.

The car was painted Electric blue by Dick Willoughby. Grant King made the hood with scoop and the new front bar.

“OLDSMOBILITY” became its name for this show.




1958 BCCCA car show is featured.



1958-Pacific International Motorama.

We are in the show but not in the photo.



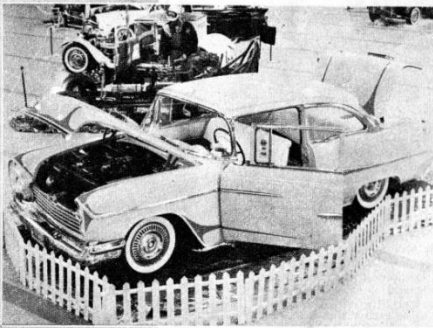
British Columbia
displays their finest
at B.C.C.C.A
6th Annual Motorama

SHOWTIME

We were there.....just not in the photo. CUSTOM CARS

BY BUD LANG

"Canada's Best" was theme of recent sixth Annual Pacific International Motorama. Held in Vancouver, British Columbia, and staged by the active British Columbia Custom Car Association, the show played to record breaking crowds and hosted over one hundred top show cars of custom and hot rod categories. Beautiful floor displays such as Milt Goodman's '55 Chev Custom (below) typified show's production. Milt's Chev featured vertical quad headlights, scalloped paint, hot engine.



CANADA

AUGUST, 1958

CONTINUED



1958 – Featured in “THE” magazine.



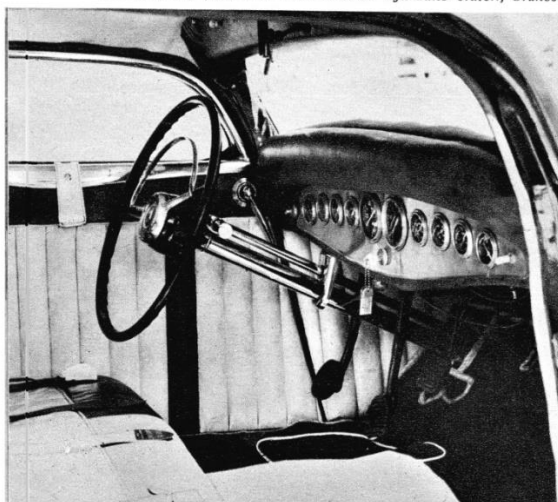


Owner Daryl Foster, 23-year-old mechanic, bought this chopped and channeled '34 Ford from Cal Morrow in an almost completed state. Finishing touches to the car included the really sharp Nocturn Blue metallic enamel job, front fenders of aluminum.

NORTHERN STAR

Canadian coupe outshines competition at car shows and hillclimbs

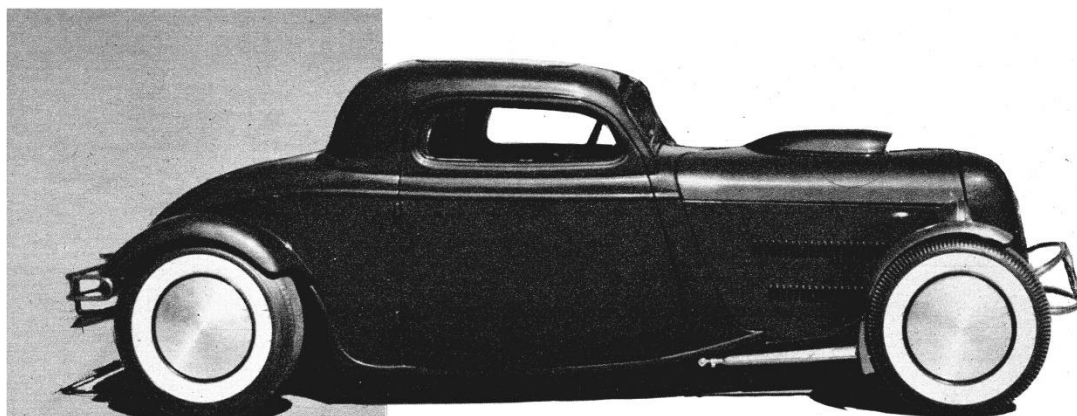
Red leatherette surrounds Stewart-Warner dash panel. Add white, and you've got the combination for the seats and door panels. Swing pedals from late Ford actuate hydraulic clutch, brakes.



Front uses '41 Ford axle with early spring perches for suspension. Monroe tubular shocks control rebound front and rear. Spindles and brakes are from '41 model. Steering is through Bell Auto arm.

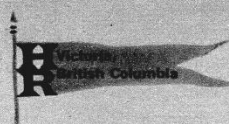


I always wondered why they used the name "Northern Star" in this article. Dennis Besler pointed out that on page 42 is a '34 owned by Jerry Berg named Northern Star. Editing error or did they think that name suited mine better? Who knows?

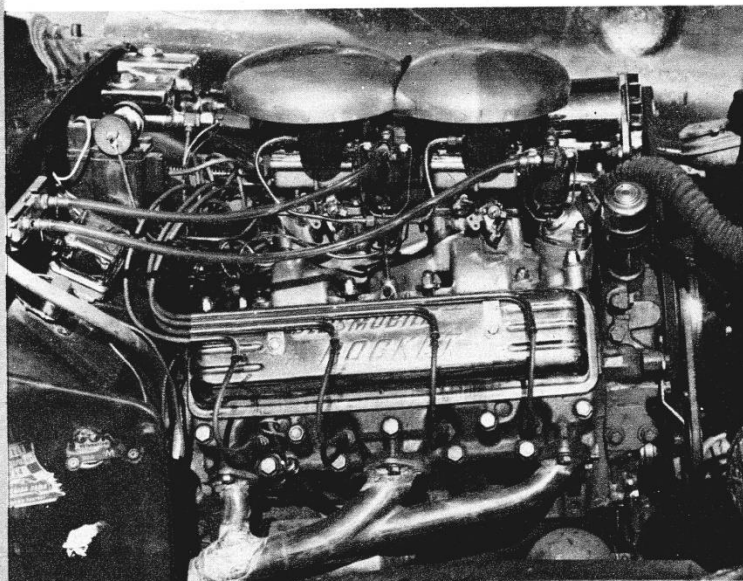


Hand-built hood, nose and scoop reflect Canadian craftsmanship. Body was channeled width of frame, top chopped 5 in. Instead of adding material to top, windshield was slanted back to align the corner posts. Daryl is a member of the Quarter Milers club.

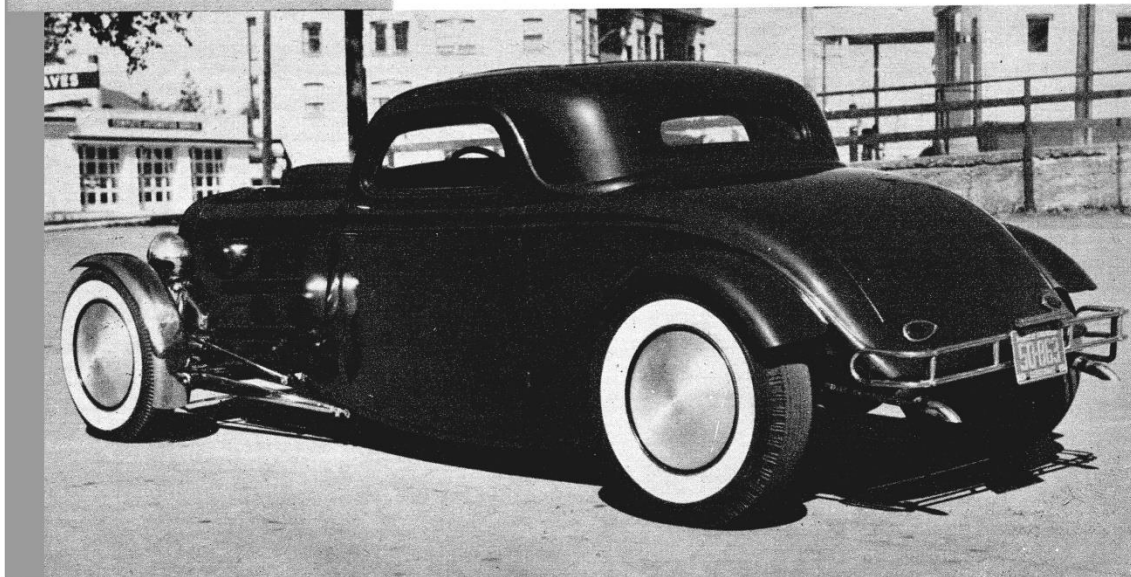
Photos by Bud Lang



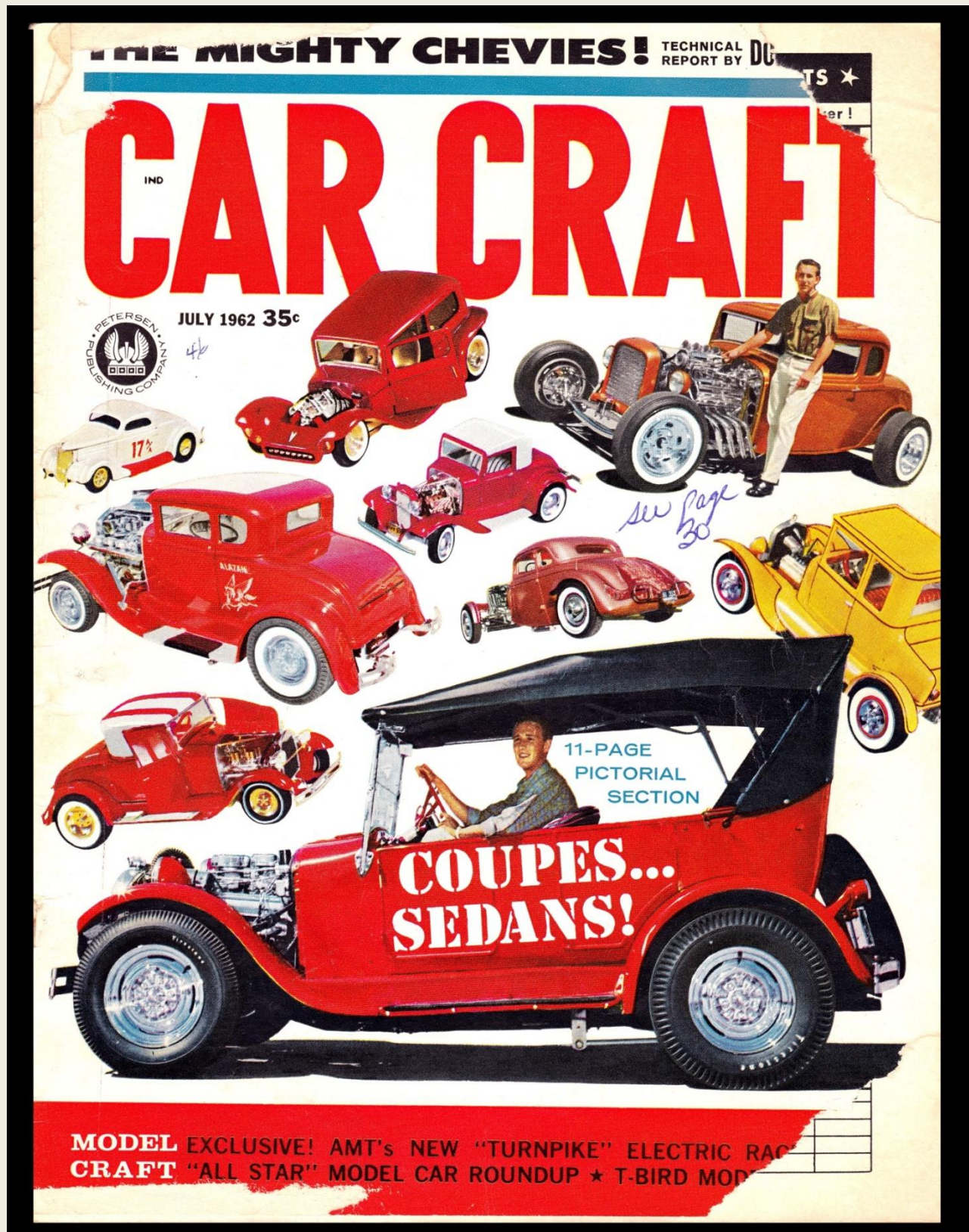
Fired by a Mallory Magspark system, '50 Olds mill runs Iskenderian cam, heads milled to 10½ to 1, Weiland dual 4-barrel manifold mounting dual Carter carburetors. Drive is via '41 Ford box with Zephyrs.



Rear lowering was accomplished through a raised crossmember. Ratio used in the '41 Ford rear end is 3.78. '39 taillights positioned horizontally and bobbed fenders blend well with neat tubing nerfing bar.



1962-3rd magazine article



MAKE: '34 Ford
OWNER: Darryl Foster
Victoria, B.C.

THOSE SWINGIN' COUPES/SEDANS

MAKE: '34 Ford
OWNER: Harry Fitting
New Haven, Conn.



Photos by Bud Long



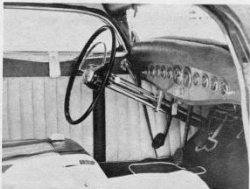
Darryl Foster, Victoria, British Columbia, had a desire to own a "nice, clean street rod that would really move out." He bought this '34 Ford 3-window coupe from Ed Morrow at Vancouver, who had partially completed it. Paint, fenders, trim are Darryl's.



Engine's a '50 Olds, with big cam and lifters, tube pushrods, McCorker rockers, etc. Head's milled, has big, polished ports. Intake is by Weiland, through dual Carter top-ported. Car runs headers and plugs, blew off sports car in Vancouver hillclimb.

30

Low-slung beauty has 5" top chop, slanted windshield, channel job, distinctive custom nosepiece and grille, chromed cycle fenders up front (optional), locked rear fenders, hand-made hood and scoop, ultra-fine workmanship throughout machine.



Paint's Nocturne Blue Metallic, interior is white and red leatherette, has late Ford racing pedals, padded dash with full complement of Stewart-Warner gauges. Car's a real winner, with three for three in class, plus 1958 Victoria show's Sweepstakes.

CAR CRAFT

This "striper's delight," a '34 Ford club coupe belonging to Henry Fitting, of New Haven, Connecticut, is another winner... over 30 trophies, including three Firsts at '50 World's Fair Auto Show, three more at Hartford Automechanica, several other awards.



Photos by John Edley

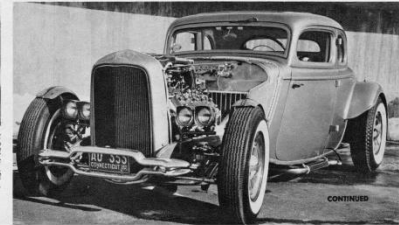


Henry's chopped (3") and channelled (10") coupe runs a bored and stroked '48 Flathead mill, with Weber carb and flywheel, Johns pistons. Offy heads, sharp intake manifold under triple 85 carbs, Harmon-Collins dual-coil ignition, lotsa other goodies. Interior is red and white Neoprene by Leonard Sargis, Hamden, Connecticut, paint is Rose Mist lacquer. Rear fenders are rolled and molded, saved by handbuilt nerf bar.



Unique appearance is gained through using tinted glass for "moonroof" effect in top panel (shown), at right, front axle's dropped and chromed, headlights are four Merc spots, bumper is top '50 Chevy guard. Dual, chromed headers run into T-Bird case exhausting just in front of rear wheels.

JULY 1962



CONTINUED



Jacket Crest

1959-Victoria & Vancouver car shows.

Now named the “MANDARIN” the booth featured a \$5000.00 bronze Buddha.





The...

"MANDARIN"

BODY

- 1 1934 FORD
- 2 CHOPPED 4"
- 3 CHANNLED 7"
- 4 KICKED FRAME
- 5 HAND FORGED REAR FENDERS - FRONT END
- 6 HAND FORMED SCOOPS, GRILLS - IRONS
- 7 CUSTOM UPHOLSTERY
- 8 PADDED DASH.

MOTOR

- 1 ... '50 OLDS ROCKET
- 2 ... 313 CU. INS.
- 3 ... WIEND DUAL QUAD MANIFOLD
- 4 ... ISKY FULL RACE CAM.
- 5 ... BELOND HEADERS.
- 6 ... MALLOEY MAGNETIC IGNITION
- 7 ... PORTED & POLISHED
- 8 ... SPEED-O-MOTIVE PISTONS (10% - 1 COMPRESSOR)

RUNNING GEAR

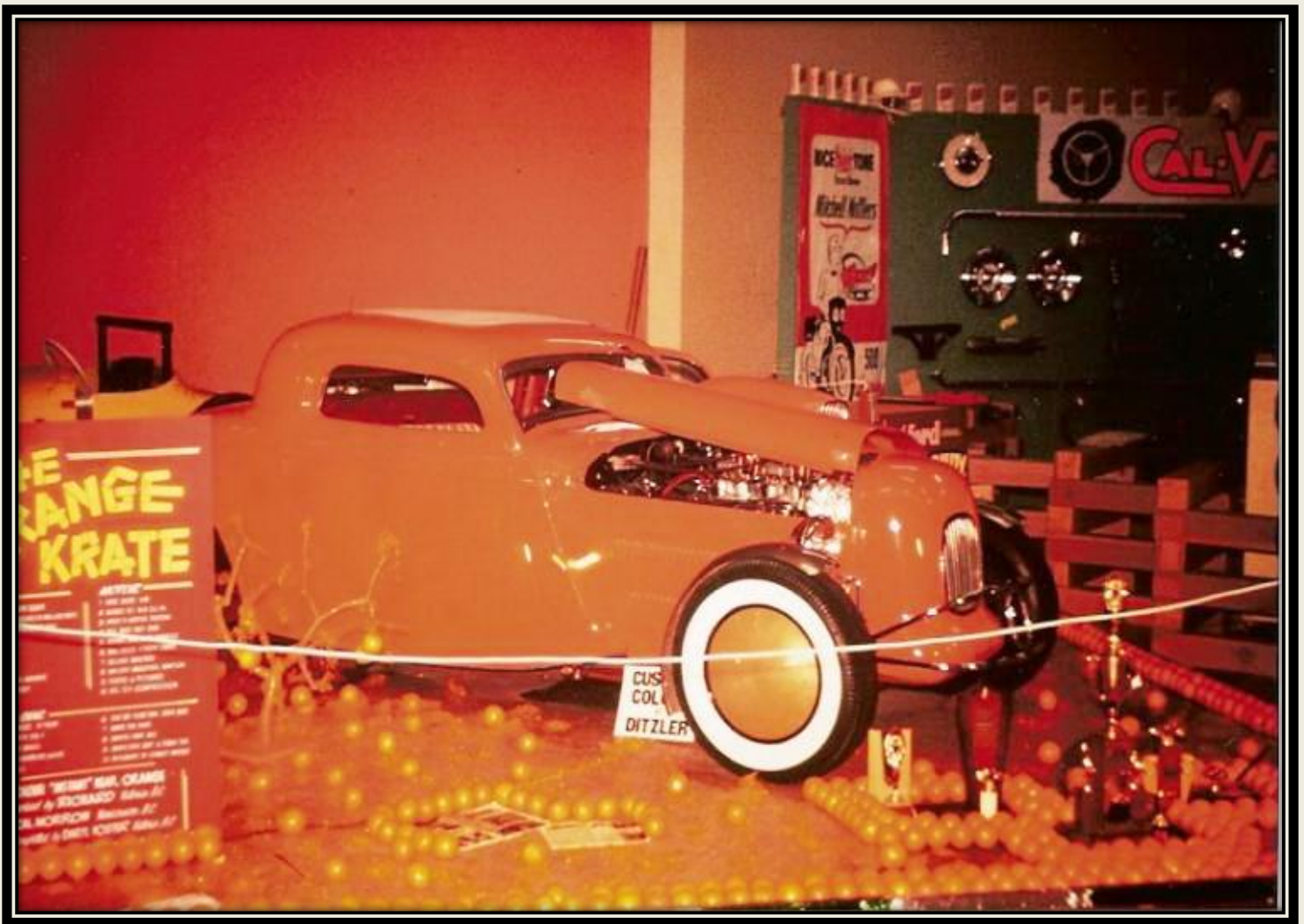
- 1 15" WHEELS - REVERSED REAR
- 2 40 FORD DIFF. 4.11:1
- 3 40 FORD TRANS - ZEPHER GEARS.
- 4 40 FORD BRAKES - 4 WH. HYDRAULIC.
- 5 ... HYDRAULIC CLUTCH - AUBURN DISK.
- 6 ... DROPPED FRONT AXLE.
- 7 ... PENDULUM PEDALS.
- 8 ... INSTRUMENTS by SERRAVALLO-WAGNER.

PAINT COLOUR... MANDARIN ORANGE
BUILT BY... GAIL MORROW, VAN. B.C.
OWNED & COMPLETED BY Daryl Foster, Vict. B.C.



**1960 The “Orange Krate” with real
borrowed oranges.**

**Vancouver and Victoria car shows
booth displays.**





1961/62- Bought by Joan Cunningham.

With Quarter Miler husband Gary they overhauled the engine, brought maintenance items up to date and Joan drove it in the drags at San Cobble.



The Orange Crate at San Cobble.

About 1971 Mike Coppinger bought it, then Gord Mitchell and next John Clapp. By the time it got to Dennis Besler in 1973 it was not running and closer to stock with fiberglass fenders and 34 Ford grille and most of the custom front end parts, hood and fenders came with the car (See photos of the car in primer)

The Olds engine was gone and a 265 Chev was sitting on 2x4's close to where it belonged. The interior was stripped and in all aspects there was a lot of work to do to get it running. Dennis, needing a house more than a hot rod sold it to Wayne Bertrand. Gary Murray became an owner at some point before it went to John Beddington but by then the custom nose, hood and fenders etc. were separated from the car and in the hands of a fellow named Al Hopkins who I'm told still has them in 2016. That is a real shame! John Beddington did the work to make it a whole car again in the late 70's or early 1980's. He painted it, or had it painted first in yellow with flames and then back to where it started in black. Eventually John also sold the car and the story goes that it went to a Hell's Angels member on the mainland and from there the trail goes cold.

There may have been other owners in the mix and some dates might be off a bit but this is close to actual events.

Dennis Besler was instrumental in getting the Vancouver Island story in to the Rodder's Journal and we owe him for keeping the photos and the stories that go with them.

In 2012 he built the model of the Orange Krate that you can see in the photos a couple of pages on.



This is the car when Dennis Besler had it in 1973.



Model of the Orange Krate by Dennis Besler.

This model of my
'34 *Ford* Mandarin
was made by
Dennis Bessler.



Some years
after I sold
it he became
the owner.



The original
version of this
car was built by
Cal Morrow.

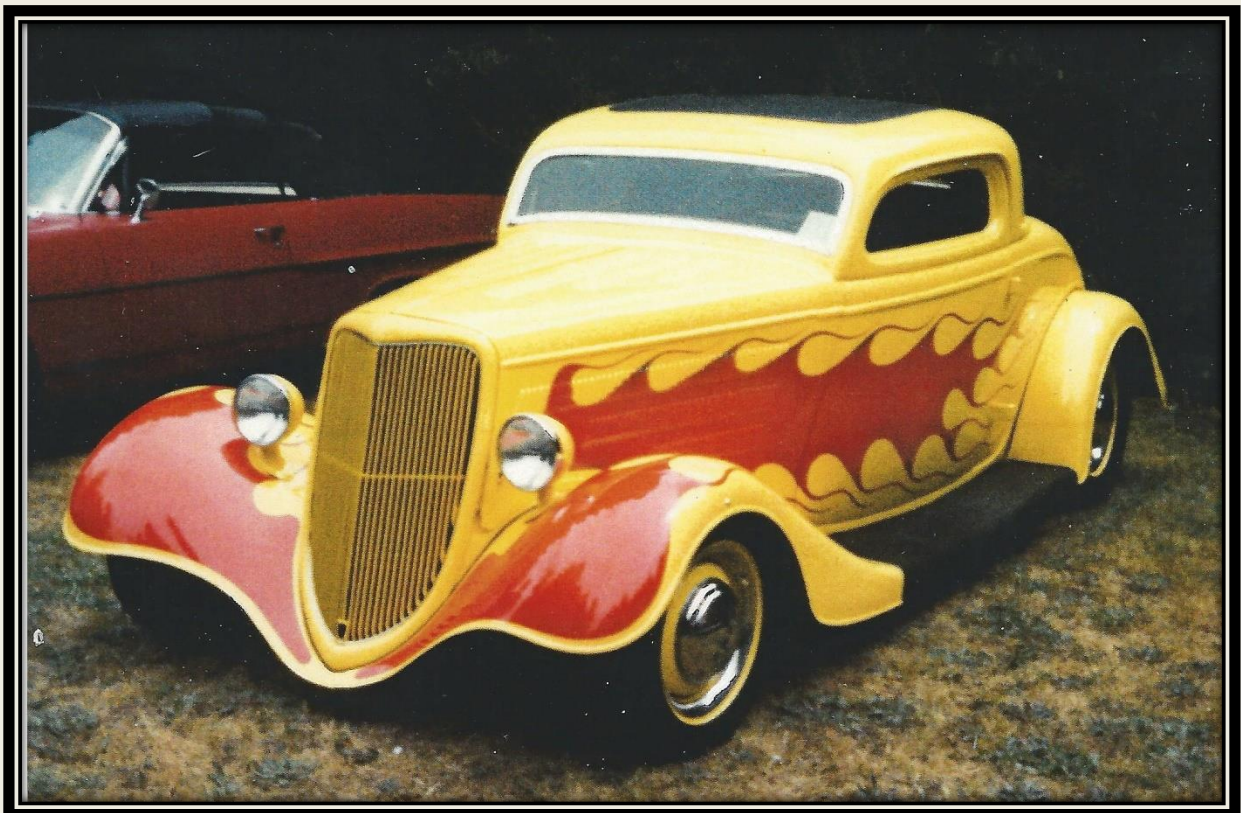
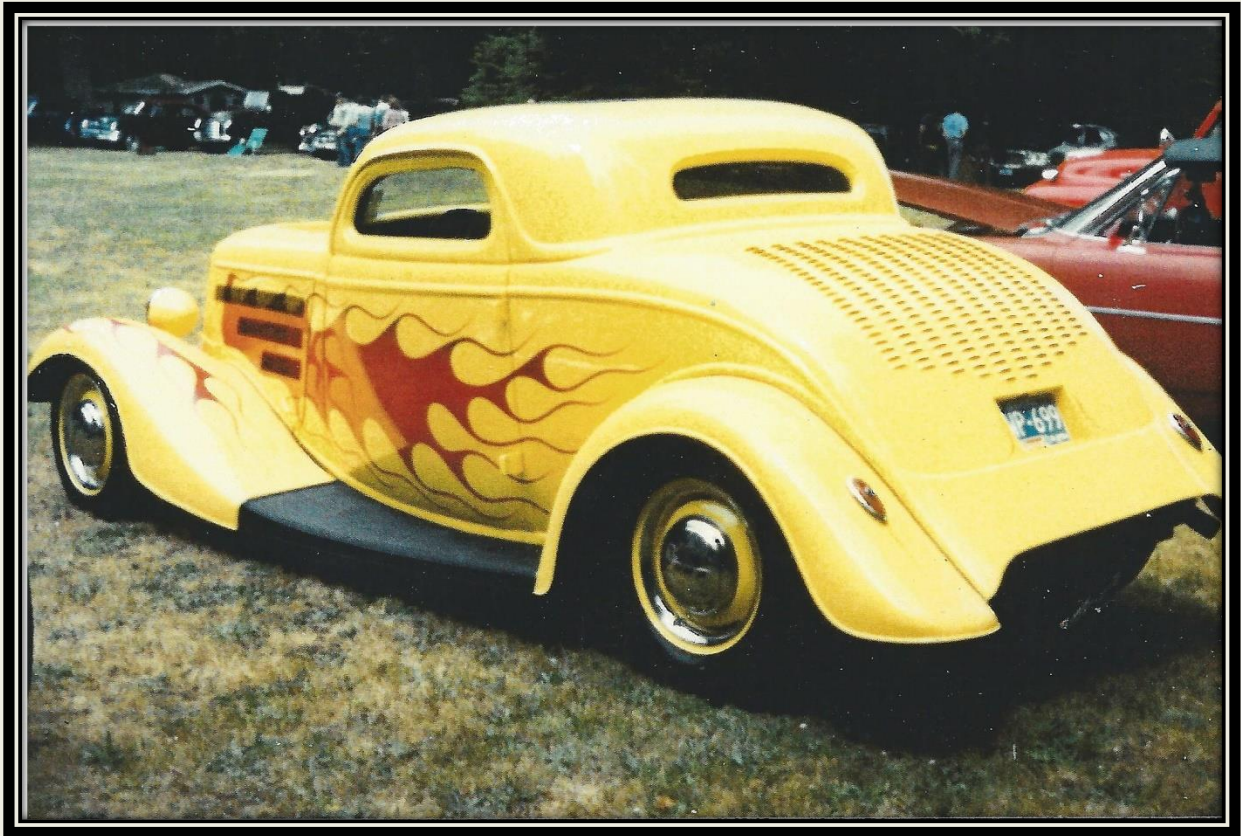


As Dennis was working hard to collect photos and other things relevant to early Vancouver Island hot rodding history I gave him the trophies I had left that the car had won while I owned it plus the original Mandarin show card.

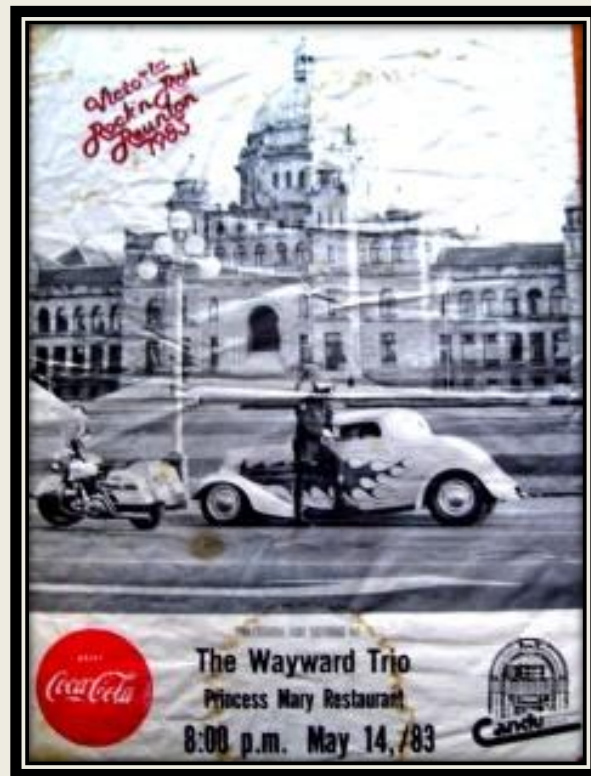
I showed it in Victoria in '58, '59 & '60, in Vancouver in '58, '59 & 60, in Bremerton Washington in 1959 and Nanaimo in 1958 plus some other local smaller events. It was best in show in Victoria in 1958.



The John Beddington restoration in yellow.



A poster featuring the car



And back to black (Beddington)



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Rodder's Journal

PUBLISHED for the CUSTOM CAR and HOT ROD ENTHUSIAST

The "Texas T"

Canadian Hot Rod History

The Ultimate Barn-Find Deuce

Chasing Classic Cars' Wayne Carini
builds a Hot Rod Speedster



'32 Ford "Moal Speedway"



GREETINGS FROM VANCOUVER ISLAND!

A WESTERN CANADIAN PHOTO COLLECTION WITH A STORY TO TELL

By Joey Ukrop | Photos Courtesy of the Dennis Bessler collection | →

Vancouver Island looks like it's been cut out of a postcard. Two hundred and ninety miles long and just about 50 miles wide, its dynamic landscape is wooded with old growth giants native to the Pacific Northwest. Its climate is temperate, coastline scenic and ferry system more efficient than ever. It's about 25 miles from Washington state and home to more than 750,000 Canadians, as well as Victoria, British Columbia's capital city. And through a series of international phone calls and a comprehensive photo collection, we now know that it was also home to some of the country's most innovative hot rodders.

Sixty years ago, a party in Victoria was winding down. It was 1955, almost 1956, and Christmas was right around the corner. A young, fresh-faced kid jumped behind the wheel of his hot rodded '40 Ford and started towards home. The details got progressively murkier, but by the end of the night his coupe was wrecked and he was dead. As soon as the city newspaper heard about the accident, they made it clear that the hot rodders were at fault. News traveled fast, and it wasn't long before the young man's friends wrote a letter to the editor stating that their account couldn't be further from the truth. They needed their voices to be heard, and this was their call to action.

One of those voices belonged to Bob Clarke, a 22-year-old from Victoria who was named president of the island's first car club—the Quarter Milers—less than a year later. Bob still lives in Victoria, although he's now in his 80s and his hearing is strained from working at a sawmill for over three decades. When I got ahold of him on the phone one evening in the late spring, he told me he had spent that morning tending to the Japanese tea garden that he's curated for the past 20 years. He's doing well, certainly feeling age catching up with him as he spoke of his replacements, but when the conversation shifted to the early days of the Quarter Milers, his tone changed and he was back in his 20s—a time when, as he puts it, he was as green as grass.

You can't tell the story of hot rodding on Vancouver Island without the Quarter Milers. They were the driving force behind the bulk of the rodding, racing and car shows that took place throughout the '60s. Bob says in the beginning, their motto was simple: change the meaning of the term hot rod. Sporting their signature purple and white jackets, the Quarter Milers worked with the community to help stranded motorists, install seatbelts and do whatever else they could to improve their image. "We got a lot of people behind us," he says. "We had the cops behind us and we did everything right."

With their reputation gradually improving, the Quarter Milers assembled their first car show at the Victoria Curling Club in May 1958. (The ice had been melted at the end of the curling season, leaving a smooth, flat surface ideal for showing.) Entry forms flowed in from all over: some were local, and some were from across the Strait of Georgia in Vancouver. Once the show had been completely prepared, the club received notice that the ferry workers had gone on strike—ceasing all travel between Vancouver Island and the mainland. Bob and the Quarter Milers had to think fast, and in a last-minute move they decided to spread the cars out to fill the rink. The plan worked, and their Autorama became Victoria hot rodding mainstays well into the 1970s.

A PLACE TO RACE

As the battle for legitimacy simmered down, the Quarter Milers had a new mission—build a drag strip. By the dawn of the '60s, an influx of clubs joined the fight and further magnified the need for a safe place to race. Just as they

This group photo of the Victoria, British Columbia-based Mystics car club is a perfect snapshot of Vancouver Island hot rodding in the early '60s. Looking clean with their slicked hair, sports shirts and signature green jackets, the guys are posing with club member Frank Vane's equally clean '27 T roadster pickup. Shown in its second iteration, the T featured a custom made frame and an injected GMC inline six with a Wayne 12-port head. Vane's, seen at far left, and the Mystics were fierce competitors at the local San Gabriel drag strip. The car still exists on Vancouver Island, now powered by an Arden-equipped flathead.

103



Vancouver hot rodder Cal Morrow built his '34 Ford to drive on the streets and race at the drag. We chopped the three-window four inches, channeled it seven and installed a 244-equipped Olds between the rails. With the coupe almost finished, Morrow drove it from British Columbia to Bonneville and back, swinging through Los Angeles to pick up speed equipment directly from the source.

In 1957, he sold the car to Quarter Milers member Daryl Foster, who worked with Grant King to form the distinctive hood and grille. With aluminum cycle fenders, custom tie bars and Buick Blue metallic paint, the coupe landed a two-page feature in *Hot Rod* in November 1958. Several years later, the car was repainted and named the "Orange Kratie," and dozens of oranges were laid out around the car at shows for added impact. After falling into a state of disrepair (and allegedly serving a stint as a chicken coupe), we've heard the car still exists, although it's now full-fendered and sports a different nose.

108

109



Quarter Milers member Stan Winterbottom leads the pack in the Victoria Day parade with his hoodless '40 Ford Standard. Because the coupe was still in primer, he covered the entire car in aluminum foil (with flames) before affixing the club logo on the doors and installing a giant Quarter Milers sign on a homemade roof rack.



The club regularly upped the ante for the Victoria Day parade and festooned their cars with streamers and signs to advertise their commitment to safety as well as their need for a drag strip. Dave Winter owned the lowered '40 Mercury Fordor, which was towing fellow club member Phil Hendry's flathead-powered '34 three-window. The local higher-ups took notice, and in 1962 the Island finally got their drag strip at San Cobble.

did before, the Quarter Milers started an all-out campaign to procure a strip to test their cars and "provide a safety valve for the speed urge." Their plan worked, and in 1962 they were granted permission to race on a cement haulage road about 30 miles north of Victoria in Cobble Hill.

Bob says at this time, the hot rodders on Vancouver Island were inspired by what was happening in California, but they wanted to do things their own way. Even though their track was tucked into the trees, they named it San Cobble as a nod to the strips down south. It was a spartan setup on that narrow stretch of road, but it was functional nonetheless. Service station bell cords were used to record elapsed times, and P.A. speakers were mounted in trees. An enterprising restaurateur sold hot dogs to the hungry race fans from his trailer. Only a handmade wooden fence stood between the spectators and the action.

Hot rods were driven to San Cobble, raced and then driven home. All racing was flag start, and there was always a mix of locals and out-of-towners going head-to-head. Meets were held every other Sunday, and cars ranged from homebuilt slingshots to full-size stockers. Safety inspections were mandatory. In close to five years of operation, Bob can recall only a single accident and no major injuries.

The atmosphere at San Cobble was relaxed. The cars ran hard, but Bob says the interactions among clubs were more friendships than rivalries. The Quarter Milers and the Roadsters campaigned slingshots, while the Pacers had a flip-top Crosley and the Mystics had a straight six-powered T. Times were good. Competition flourished in Cobble Hill under the watchful eye of the Quarter Milers until 1967.


That year brought major changes to the Vancouver Island hot rodding scene, the biggest of which was the opening of a new, privately owned strip called Van Isle Dragway a few miles down the road in Mill Bay. This NHRA-sanctioned track had a similar rustic feel, but unlike its predecessor it had grandstands, guardrails and a troublesome uphill shutdown area. "It was a bit of a fiasco," Bob says of Van Isle. "There was quite a dip at the end and they had to restrict the speed or the

rails would flex too much." Still, Van Isle hosted everything from Funny Cars to wheelstanders in addition to the usual Gassers, Altereds, stockers and hot rods. Unfortunately, the management was shaky and their inability to book big name Fuelers set Van Isle off course, forcing the track to close its gates in the early-'70s.

COLLECTING THE PIECES

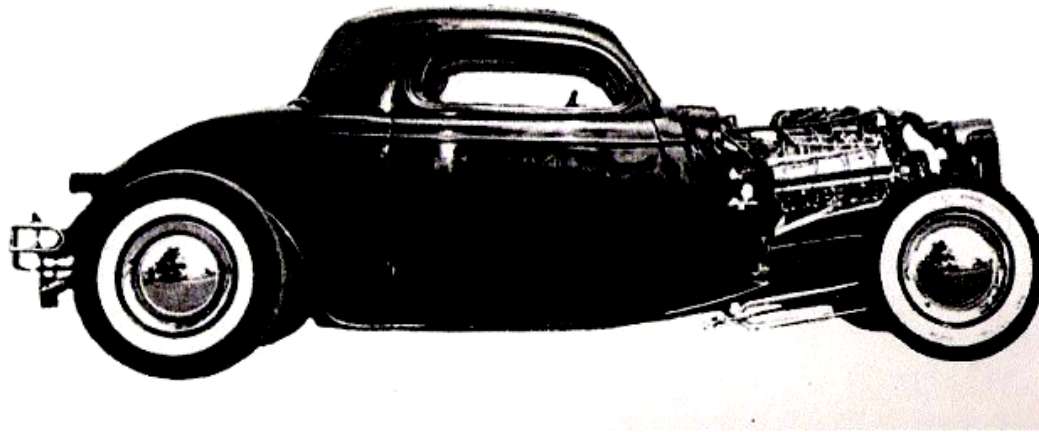
Nearly 30 years after the last pass at Van Isle, Victoria native and lifelong hot rodder Dennis Besler began assembling the photo collection you see here. Initially slated to be a reference base for his model car projects, it grew into an expansive archive of more than 600 images. Sometimes he'll get one or two useable pictures, and other times he'll get dozens. He once received more than 100 photos from an older gentleman who had worked at the local photofinishing lab as a teenager. Whenever he came across any rodding or racing photos in the darkroom, he made duplicate prints to add to his archive. Besler has since scanned them all and added them to his collection.

Now 65, Dennis has been an avid hot rod enthusiast since he was a teenager. Before he could legally drive, he had his dad drop him off at San Cobble in the morning and pick him up after the races had ended. Over the years, he's bought and sold a long list of cars including the ex-Darryl Foster '34 Ford three-window, which appeared on the cover of *Rod & Custom* in January 1955. In recent times, his primary focus has been highly accurate 1/8-scale models of Vancouver Island hot rods. He's built 29 of them so far.

Through the photos Dennis has collected, we're able to take an exclusive look into a seldom-explored corner of the hot rodding world. The backdrop may differ, but you can clearly see the similarities between these cars and those that were built stateside. Bob says even though the budgets were low, they never felt like they were at a disadvantage compared to their American counterparts. They built, they adapted and in the end, they successfully changed the public's perception of hot rodding on Vancouver Island. 

More about Cal Morrow

CAL MORROW - Inducted 2001 **Pioneer - Hot Rod, Custom Car and Drag Racing**



Cal Morrow '34 Ford Coupe (Larry Braine collection)

by Larry Braine, 2004, edited 2006

Cal was born and raised in North Vancouver, and lived there until 1958.

In 1951 Cal started building a unique 1934 Ford hot rod. This car became a labour of love and he spent many spare hours working on the car from 1951 until displaying it at the 1953 Pacific International Motorama car show at Kerrisdale Arena. Cal joined the British Columbia Custom Car Association (BCCCCA) about the same time and was an active member.

He continued modifying and customizing the '34 coupe and installed an Oldsmobile V8 with twin 4 barrel carbs. The car featured a radical chop and channel job which gave it a very low appearance. It won trophies at local Motorama shows in the '50s.

In 1954 Cal drove the car to California and bought more speed equipment for it. On the return trip he drove to Bonneville Salt Flats and took in the Speed trials. At this same speed week, another car that Cal had helped to build, the *Syndicate* coupe was racing. This car was another 1934 Ford coupe and featured a fuel-injected Chrysler Hemi V8. Cal, along with team members Don Cartwright, Brian Devine and Bob Scott had constructed this car

in Cal's North Vancouver garage. The car turned a speed of 144 mph.

Following this trip Cal and his Olds powered street rod were featured in an article in Rod and Custom magazine in January, 1955. In July, 1955 they were also featured in Car

also raced the car at Abbotsford drag strip in the mid '50s.

Cal spent his working years in the concrete industry in Greater Vancouver.

He is retired and living in West Vancouver.



Cal Morrow

Just received information that Cal Morrow passed away recently. He is one of those originals from the Vancouver area.

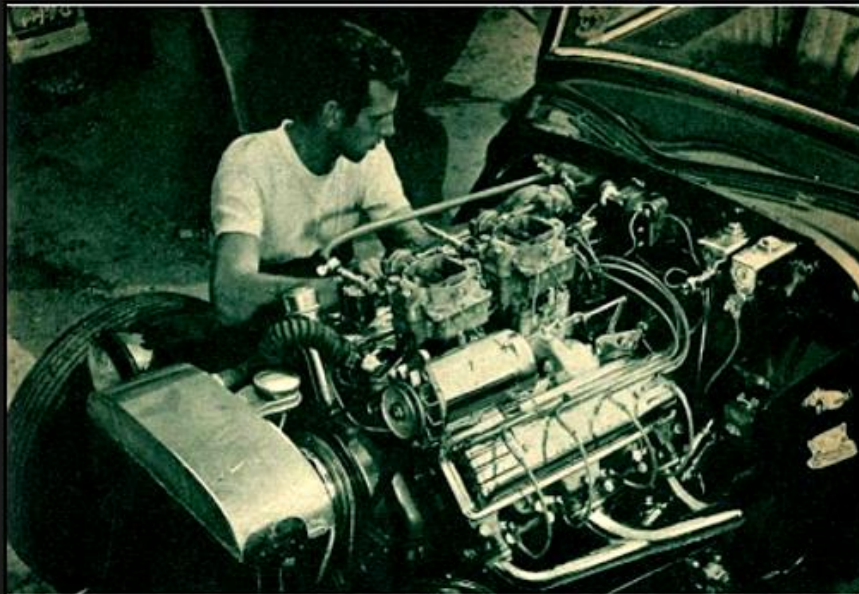
Calvin James MORROW | Visit Guest Book

MORROW, Calvin James December 11, 1931 - December 20, 2011 We are deeply saddened to announce the peaceful passing of our proud and loving father Cal. Calvin was the oldest boy from a family of eight children, born and raised in North Vancouver. From an early age he fell in love with cars and eventually built his own custom 1934 Ford hot rod, which he completed in 1954. He went on to win many races and shows. Cal's family was always his first priority. He is survived by his daughter Cindy (Brent), son Bradley (Lynne), daughter Teresa (Kevin), son Frank (Kelli), daughter Wanda (Brent), stepdaughter Andrea (Don), 14 grandchildren and 7 great-grandchildren. He is predeceased by his brother Wayne, sisters Norma and Darlene, granddaughter Nicole, first wife Jacqueline and second wife Marguerite. The family wishes to invite you to a Celebration of Cal's Life on Saturday, January 14, 2011, 2:00pm at First Memorial Funeral Home, Boal Chapel 1505 Lillooet Road, North Vancouver. In lieu of flowers, please make a donation to the charity of your choice in Calvin's name.

Published in Vancouver Sun and/or The Province on January 10, 2012

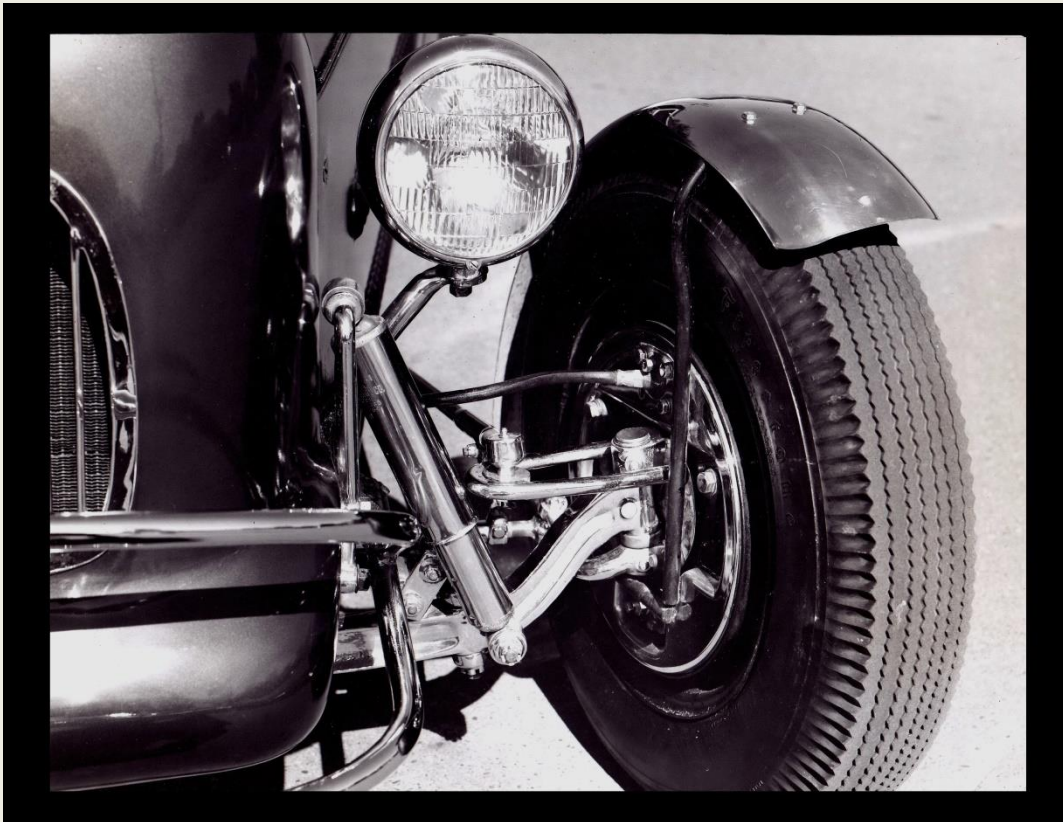
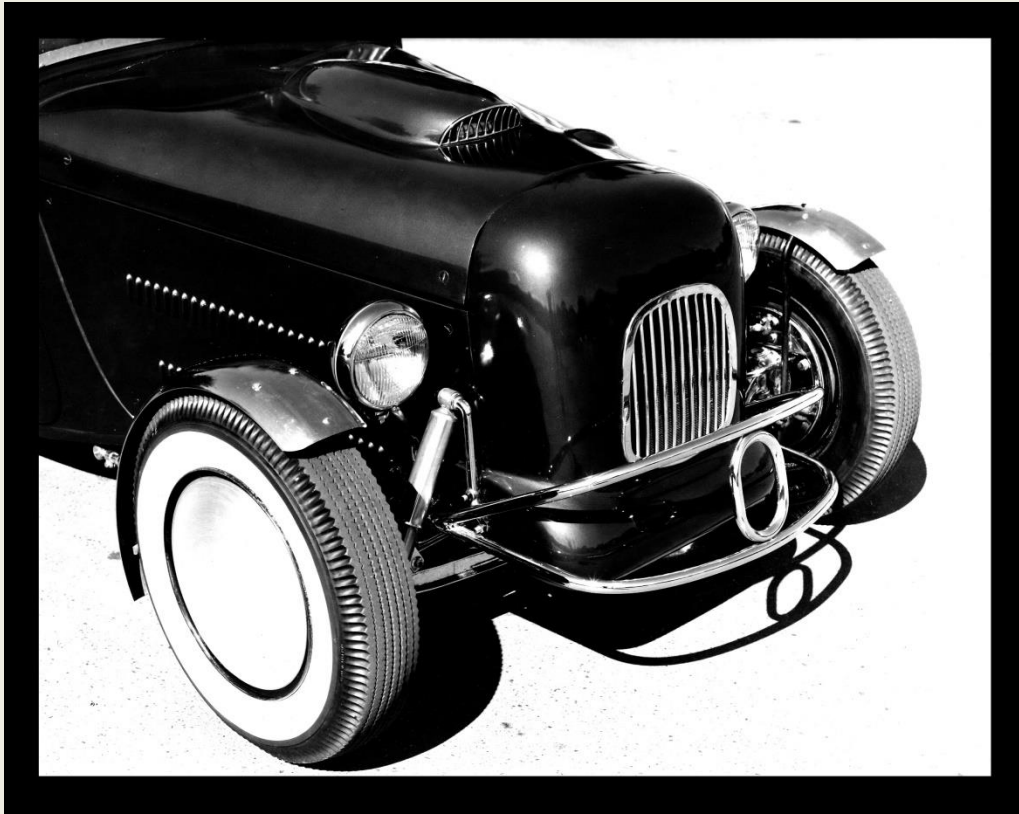
The photos come from a January 1955 **Rod & Custom** magazine. Details, and more photos can be found [here](#).

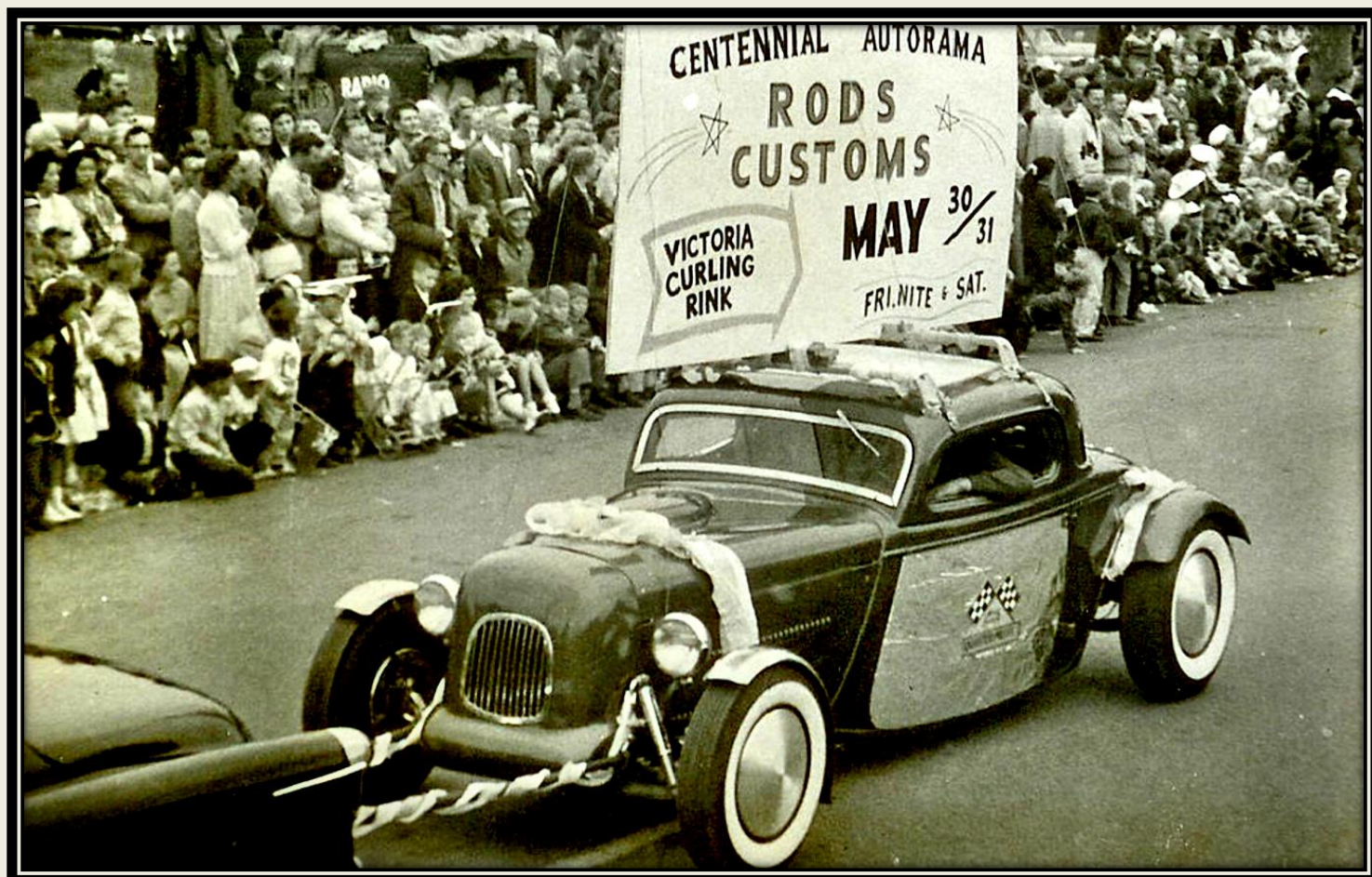
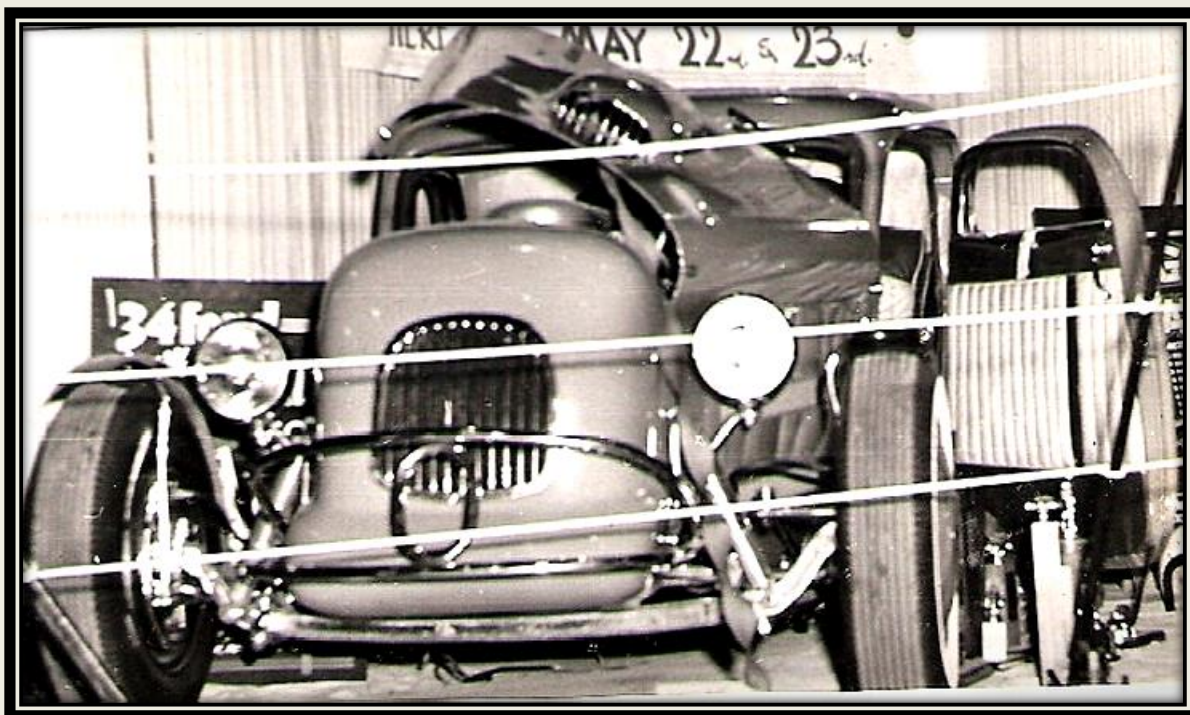
And Cal's inductee page for the Greater Vancouver Motorsport Pioneers Society can be found [here](#).



**This is as much as I was able to learn as of
August 2016.**

A few more photos of the car. 1958





1960 Autorama to Jazz- Victoria



Autorama to Jazz 1960

Two of my other cars.



Me and my 1/4 ton Thames. Flathead *Ford* Engine. siren and acetulene cannon.



c 1955

My 1940 Chev. At that time, probably the loudest car in town.

The Orange Krate 2



Hybrid.

Electric or push.



Hottest Rod in Town

By J. T. JONES

If you don't mind assuming the yoga lotus position while driving; if you like a car that sounds like a slackly-assembled threshing machine and will go from a standstill to 60 in six seconds; if you're content with a view of the road that would make a gopher gasp for breath, then you're a potential hot-rodder and the sooner you get chopping and channelling, boring, stroking, porting, relieving, planing and chroming, the happier you'll be.

All this is to introduce the hottest rod in town, Daryl Foster's 1934 Ford, powered by a 311-cubic-inch 1950 Oldsmobile V-8. This whopping engine has a full-race camshaft, 10.5 to 1 compression ratio, and two four-barrel carburetors. The car has been clocked at 135 miles an hour at Bonneville, and can reach 99 miles an hour for the quarter-mile from a standing start.

The body is modified even more than the engine—the top cut down six inches, the body lowered eight inches, to within 3½ inches of the ground. From the windshield forward it's made of aluminum and bears a passing resemblance to a racing car. Driven by Dave Cooper, it

set the present record for Port Alberni's hillclimb course.

The whole thing is finished in glittering electric blue.

★ ★ ★

Foster contends that after a while you get used to driving this chesty beast, and after half an hour at the wheel I almost believed him. Until then I had a feeling that if anything got crossed up I'd find my feet in my ears.

The sound is something to hear—not that there's much exhaust noise, but what with the clatter of the valve train, the snorting of the carburetor intakes and an occasional sound from the stern like a diesel locomotive honking to pass, it's a little difficult to carry on a conversation.

Biggest single problem is cooling (partly solved by funnelling at least half the engine's heat up the passenger's left trouser leg).

When we pulled up after a round trip to Colwood the radiator was percolating cosily and a smell of sizzling paint filled the air.

However, these are all of no consequence, considering the car's two main reasons for existence. It is, in its owner's words, for acceleration and for show.

The show part is typified by the Quarter Milers' impressive exhibition Friday and yesterday at the Curling Club, in which the much-modified cars are judged for design and finish.

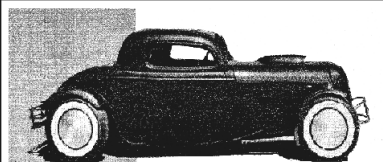
The speed competitions aren't held here because there's no place to hold them—which brings us to the second part of the story.

The Quarter Milers are campaigning for a drag strip. More than that, they're out and working to raise money for one.

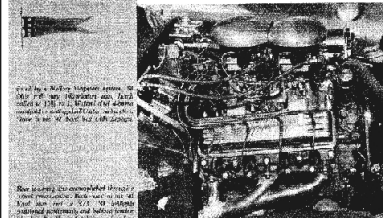
I know a lot of these boys and they're a good bunch. They make a point of stopping to help any motorist in trouble. They go in droves to give blood. They do a lot of joe jobs for other organizations.

They aren't sitting back threatening to be delinquents if they don't get their drag strip. Instead they raise money here and there with rummage sales, dances and whatnot, and sometimes gather quite a sum with an affair like this latest car show.

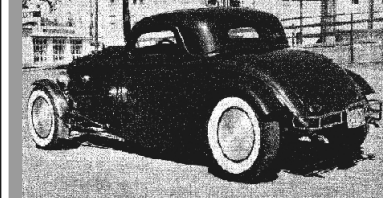
But it's slow work. It would go a lot faster with the solid public—and official—support it deserves.



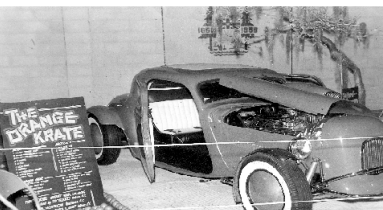
1934 Ford, here, was one of the Quarter Milers' exhibition cars. The car is a 1934 Ford, modified by Dave Cooper, and is powered by a 1950 Oldsmobile V-8 engine. The car is finished in electric blue.



The engine is a 1950 Oldsmobile V-8, modified by Dave Cooper. The engine is finished in electric blue.



The car is a 1934 Ford, modified by Dave Cooper, and is powered by a 1950 Oldsmobile V-8 engine. The car is finished in electric blue.



The car is a 1934 Ford, modified by Dave Cooper, and is powered by a 1950 Oldsmobile V-8 engine. The car is finished in electric blue.

Fillicum

OUTDOOR THEATRE



KIRK DOUGLAS
LUST FOR LIFE
in CINEMASCOPE and RETROCOLOR



***You don't have to listen too hard to hear guys
all over the world who have sold special cars
saying, "I wish I had kept that car".***

Me. August 2016

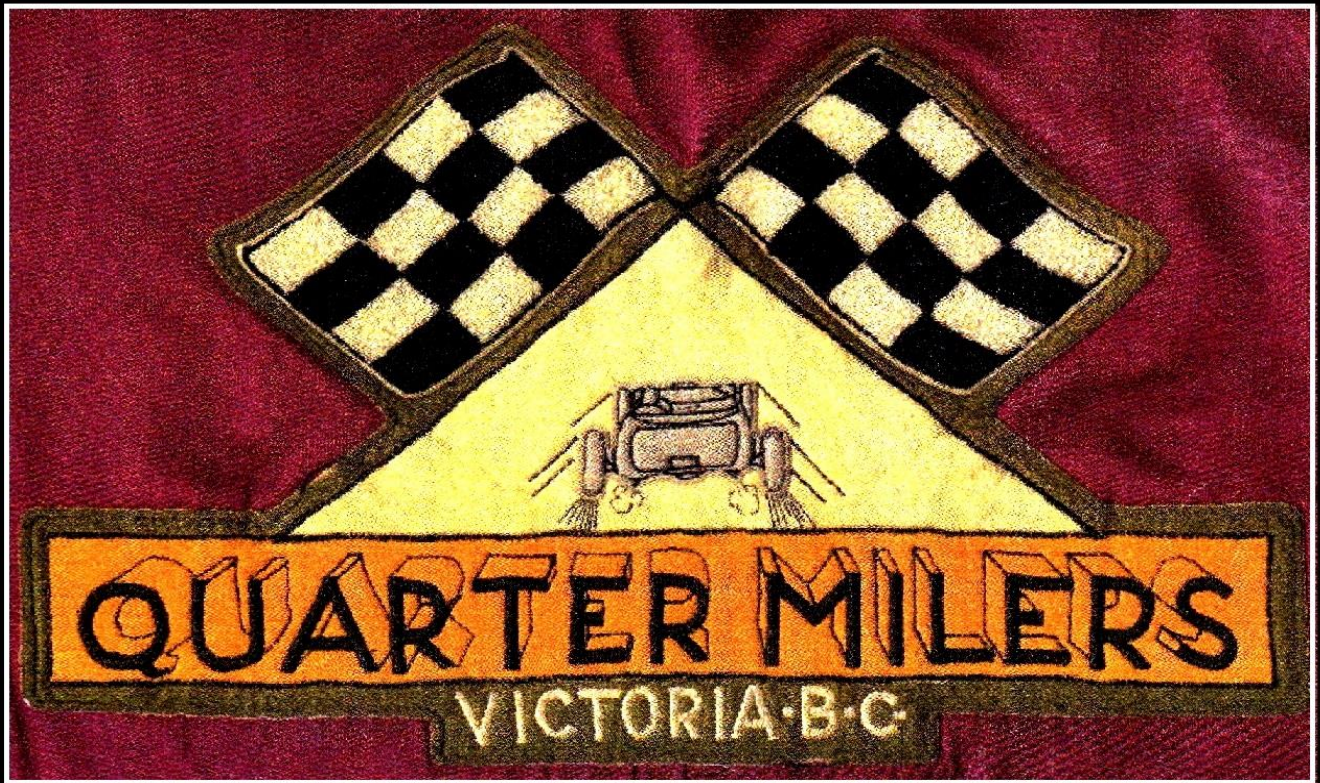
THE END

Thanks to Dennis Besler, Jerry Abramson, Jack Mather and Joan Cunningham for their help with this project.

Apologies for missed photo credits.

I hope you will let me know if you have anything to add to this story including additions, other photos or corrections.

An F & S Production



Jacket Crest

QUARTER
MILERS
VICTORIA B.C.