



JIM BANKS: A Little History, in his own word



When I was in grade 12 at Salmon Arm Highschool, I built a nice 1950 Ford 4-door sedan.

I installed a CM short block from the Ford rebuild shop in Vancouver, it came with a $\frac{3}{4}$ cam. I added Offenhauser heads and a 3-carb manifold. Dropped it two inches and fitted lake pipes with cut-outs.

Had a very good job at the Texaco service station working after school. Three years learned a lot. I got pinned under the hydraulic one night while working on a car during the graveyard shift. Good thing the RCMP noticed me while making a routine check. They hauled me out and took me into Salmon Arm Hospital – didn't hurt my enthusiasm though. I was lucky too, having a really great automotive teacher at school in Salmon Arm.

Sold the car in Vancouver when I was going to the Vancouver Vocational Institute in 1963. Had no money!!

I have always been looking for another 1950 Ford.

So, I started driving up and down back alleys in Surrey, and one day I found three 1950's in the back yard of a home in Whalley. One of the cars turned out to be a Meteor. It had 1989 plates,

was parked under a tree and buried in leaves. It was a real mess. I made an offer and the next day I had it towed home. That was in 2008.



The frame and engine were covered in 58 years of mud and oil. What two cans of Gunk and a good pressure washer can do!

The car had been parked with gas in the tank so everything was totally gummed up. When finally I got it running it had a lot of sticky valves. It had no door panels or arm rests. I got an upholstery kit from Mac's. My shop was under the house and it would smell up the house, sometimes.

I towed the car to our shop in Vancouver. More room to work and all my tools. The brakes were totally shot. I rebuilt the brake system from scratch, and it can now stop on a dime.

When I retired in 2010 I drove the car home and started to spend some real time on it. I did all



the mechanical work myself. I installed new door panels, seat covers and a hundred other things. Drove it for three months to get the bugs out.

*I took the car to **Rumbleseat Restoration** in Mission to have all the rust cut out and had it painted to code. The original colours.*

The engine now starts and runs like a clock and I installed dual exhaust.

The exhaust sound is music to a flatheader's ears.

Got my collector plates in 2015 and moved to Langford in December that year.

My parents never drove or owned a car, but my Dad did teach me to drive a team of horses at six years old. It was a lot of fun driving my Mother and her friends around in the 1950 Ford.

My first car was a 1930 Dodge that I made into a pickup, no doors or plates. At the age of 15, I would drive it around the back roads of Salmon Arm. The RCMP station was on the other side of town from my parents home.

My first real car was a 1934 Vicky, followed by a 1938 Chev coupe, a 1947 Monarch and then the 1950 Ford.

I have owned a lot of cars in my time, 18 that I can still remember.

*I have been a mechanic all my life and made the big jump to diesel mechanic in 1968. Owned our own shop in Vancouver – **Jim's Fuel injection Service.***

In the summer of 2015, my car was used in the TV series – The Man In The High Castle – A story about the Japanese occupation of California after WWII. Had a custom license plate for the series.

I attended my first Early Ford V8 Club meeting in January 2016, and I enjoy working at the Fords & Friends Car Show.

The Meteor is a Canadian built car and very few are left.