

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

Membership Renewal for 2015

103E Ford Popular in Sri Lanka

Defective Core Plugs

My Three Sidevalves



www.fsoc.co.uk



ISSN 0966-9140

Published by the Ford Sidevalve Owners' Club Limited.

Registered Office:
Slade Legal,
The Greenhouse,
Stratton Way, Abingdon,
Oxon OX14 3PQ
Reg. No: 2604000 (London).

Editorial/Advertising address:
Sidevalve Editor,
PO Box 1172,
Abingdon S.O.,
OX14 5WA

FSOC Web Site:
www.fsoc.co.uk

Sidevalve is published *every two months* on the fifteenth of the month, commencing February.

Copy deadline is the tenth of the month preceding publication.

Ford Sidevalve Owners' Club Limited and its officers cannot accept any liability whatsoever resulting from any technical advice or recommendation given within this publication. Publication of any such article, letter or technical recommendation does not imply in any way recommendation, concurrence, opinion or agreement by the Ford Sidevalve Owners' Club Limited or its Officers.

Advertising

Classified advertisements appear at the editor's discretion, subject to submission by the tenth of the month preceding publication. This is a free service for both members and non-members, although an individual may not normally have more than two advertisements in any one issue. Inclusion is subject to copy being supplied in BLOCK CAPITALS with a maximum of 28 words, including area and phone number. Please use the form provided. No advertisements will be accepted by telephone.

The FSOC's status as a mutual trading company precludes the acceptance of paid advertising from third parties who are not fully paid-up FSOC members. Advertisements are accepted and printed in good faith; please take care before parting with any money.

Exports

The Club's Insurance Policy excludes sales of new or second hand parts to residents in the USA or Canada or people intending to export the parts, or cars to which parts have been fitted, to the USA or Canada.

© FSOC Ltd. 2014. E&OE.

All trademarks are acknowledged.

Cover photo by John & Anne Duckenfield: three Fords at the highest pub in England. See Regional Report.

John Porter

Editorial

The Ford steering box, as fitted to all Uprights, does not enjoy a long life. The 100E/107E steering box is much more long lived. Trying to get an Upright to stay on the straight and narrow is not made any easier with a worn steering box. For a long time it has not been possible to recondition these steering boxes properly due to lack of parts and processes that involve some fundamental repairs to the steering. There is now a company that reconditions sidevalve steering boxes: ICS Spares at 27 Nursery Road, Hockley, Birmingham B19 2XN. Telephone 0121 285 3555 or email sales@ics-spares.co.uk.

It is necessary to remove and part with your steering box, so probably it is best to do this task out of the rally season. In all Uprights the steering box is best removed with offside front wing and inner wing out of the way to get proper access to the steering bolts, which are notoriously difficult to remove with the bodywork in place. The stator tube on the Anglia and Prefect brings an added complication as it must be disconnected and taken out of the column before the steering wheel can be removed. You will quickly find that the stator tube will hit the roof, so the box must be disconnected at the business end so that the column can be lowered to allow the stator tube to exit over the back of the driver's

seat. The whole column can then be removed once the steering wheel has been taken off.

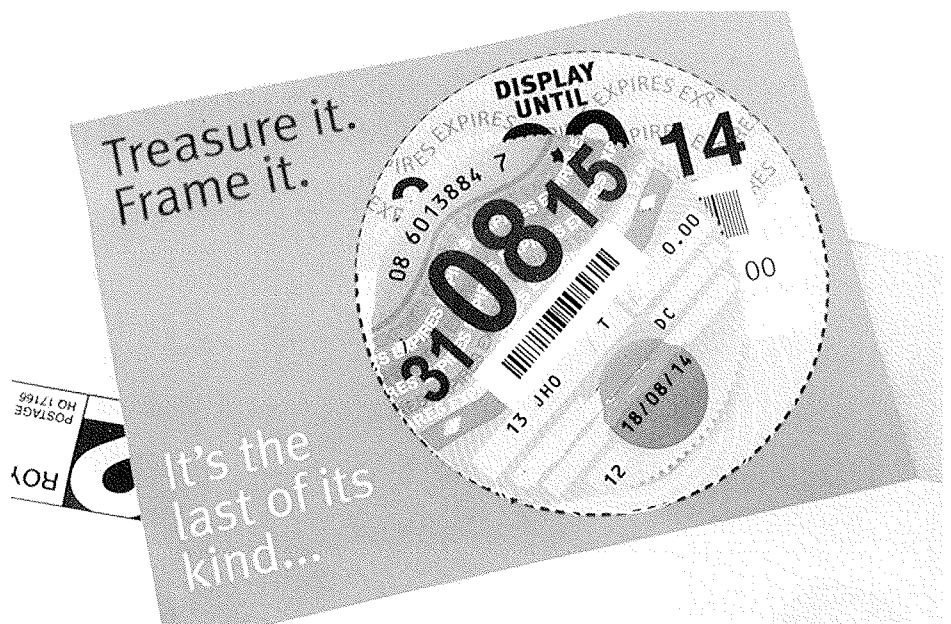
The column is now in a suitable state for repair. If you have a spare steering column available in the back of the garage then your Upright need not be off the road at all. ICS Spares has produced new worms and nuts, which are the common wear points on these steering boxes. It is understood that the company will supply the worm and nut as parts, or fit the parts incorporating a full recondition. This not a cheap option but should last a lifetime.

There are two main types in the post-war vehicles. The earlier type uses a Woodruff key to locate the steering wheel and the splined type used in the later Populars is common to later Fords. They are interchangeable but only with the relevant steering wheel, which if you are a stickler for authenticity can be a frustration.

Pricing from ICS is £258.33 + VAT for a column with a new welded worm and nut, using your parts, or they can fully rebuild a steering box and send it out complete with a new worm and nut for £350 + VAT.

Taxing matters

As you may have heard (or may not, according to new research) the way vehicles are taxed



Contents

2	Editorial
3	Membership Renewal for 2015
4	Events; Regional News: Cambs, Lincs & Norfolk
5	Regional News: East Midlands
6	Regional News: Scandinavia
7	Regional News: Sri Lanka
8	Regional News: Yorkshire
9	Regional News: Merseyside
10	Regional News: Kent
11	Regional News: Three Counties; Regional Report
13	Pre-War Register
15	New Club Spares
19	Order Form
20	Pop Shopper
22	Club Officials listing
23	Membership Renewal Form
25	E83W Register
27	100E Register
28	Anglia, Prefect & Pop Register
30	Specials Register
31	Defective Core Plugs
32	Letters & Emails
34	103E Ford popular in Sri Lanka / Sidevalves on Crete
35	A Tale of 267 BLC
36	My Three Sidevalves

in the UK is changing. From 1st October, the 93-year-old practice of displaying a paper tax disc in a car's windscreen will come to an end, with the government claiming the new online process will make it easier for drivers with its wider choice of payment options.

Unfortunately, the abolition of paper tax discs doesn't mean you simply won't have to pay tax anymore. This applies equally to historic class vehicles. Any vehicle to be used on the public highway will need taxation in the same way as before. Drivers will be able to purchase vehicle tax in the manner they have done previously, with the most common methods being online or through the Post Office.

The current vehicle tax bands on your modern car, which are based on CO₂ emissions, will remain the same ... for now at least, though one benefit is the new option to pay for tax via direct debit – a move that is likely to ease the burden of an annual lump sum, or the cost inefficiency of paying for six month's coverage at a time, despite a five per cent charge being levied. Direct debits will remain in place as long as there is a valid MOT for the vehicle. This means that if the MOT runs out then you are not taxed.

One intended measure of the new system is to make it harder for people to avoid buying

vehicle tax, with the police no longer having to rely on a visual check of a displayed tax disc, but rather letting computers take the strain in the form of Automatic Number Plate Recognition (ANPR) cameras, which will automatically and instantly check your registration against the database of taxed vehicles.

Simon Best, IAM chief executive, said: "As with all new systems, it will take a little time to get used to. But the move to allow people to set up a direct debit will mean greater peace of mind for many, so your vehicle will never be untaxed."

Another significant change will affect those buying and selling vehicles including historic class vehicles. Whereas before, anyone buying a second hand car would benefit from the balance of its tax disc, under the new system tax will not be transferrable. This means the new owner will need to buy tax on the day of purchase should they want to drive it straight away, while sellers need to inform the DVLA immediately of a change of ownership, to avoid remaining liable for the vehicle's taxation and any fines that may arise.

For more details: www.gov.uk/government/news/vehicle-tax-changes.

Membership Renewal for 2015

On page 23 of this issue of *Sidevalve* is the first renewal reminder notice for your membership renewal for 2015.

Although your membership does not expire until 31st December 2014, it would be greatly appreciated if you would renew as early as possible, to take some of the pressure of the membership secretary around the Christmas period. The Club is able to accept cheques, postal orders, credit card and debit card payments, or you can use the direct debit form enclosed. The benefit of payment via direct debit is that the money is taken out of your account when it's due and not before, and you don't have to worry about remembering to renew in the future.

Remember, if you want to receive your February 2015 issue of *Sidevalve* on time then you must renew your membership by the 31st December 2014.

Membership cards for 2015 will be sent out with the February 2015 magazine.

There are many advantages in belonging to the Club and below are just a few:

- Spares service
- Magazine
- Technical advice
- Local groups
- Events
- Remanufactured items
- Registrars
- Free adverts.

The Pop Shopper includes advertisements from both members and non-members. Can I remind members that if you are considering purchasing goods from advertisements in Pop Shopper, then you should ensure that the goods are what they say they are before you part with your money.

Shirley Wood – General Secretary

Brian Cranswick

Events

Another season of events is rapidly drawing to an end. How quickly the years go by: I cannot believe it's 10 years ago since I organised my first FSOC rally – the National Sidevalve day in 2004. That August Bank Holiday Sunday we had 22 Sidevalves lined up at the Fenland Vintage County show, Floods Ferry, March, nr Peterborough. This was a really splendid turnout, as there had been very little Club activity in the Cambridgeshire area for quite a number of years (the reason why I decided to arrange this event). The show even included some judging and the task to determine the winners was very difficult, as the cars were so good. The final results were as follows (some photos below):

1st 100E/107E – Brian Rickett (8062 VW),
 2nd – John Perrin (POO 389). 1st Uprights – Robin Thake (HKK 976), 2nd – Paul Brown (OVF 961). 1st Commercial – Pat Swann (748 AVW), 2nd – Peter Williams (MSK 949). 1st Special – Geoff Hammond (CSJ 793). Peter Williams also won furthest travelled, coming all the way from Gloucester in his E83W.

Below are just a few of the forthcoming events. A more comprehensive list can be found under www.fsoc.co.uk. Please advise any Club related events to the events co-ordinator, to ensure these can be logged and covered for insurance purposes.

19th October, Offham, Kent Group end of season gathering. Details from Richard Greenaway.

26th October, National Restoration Show, Stoneleigh Park, Coventry. Club stand. Details from Colin Pudge.

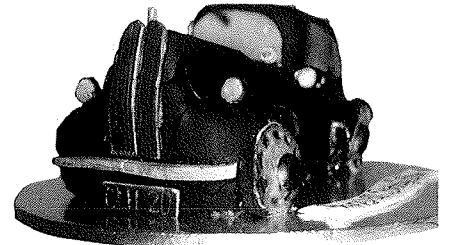
14th, 15th & 16th November, NEC Classic Car Show, Birmingham. Club stand. Details from Colin Pudge.

Brian Cranswick

Cambs, Lincs & Norfolk

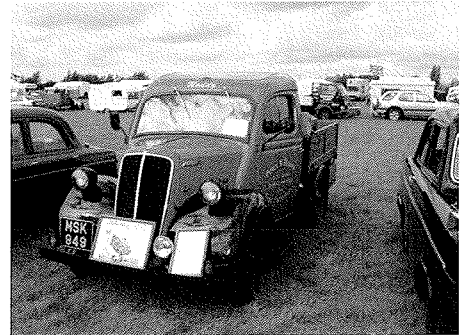
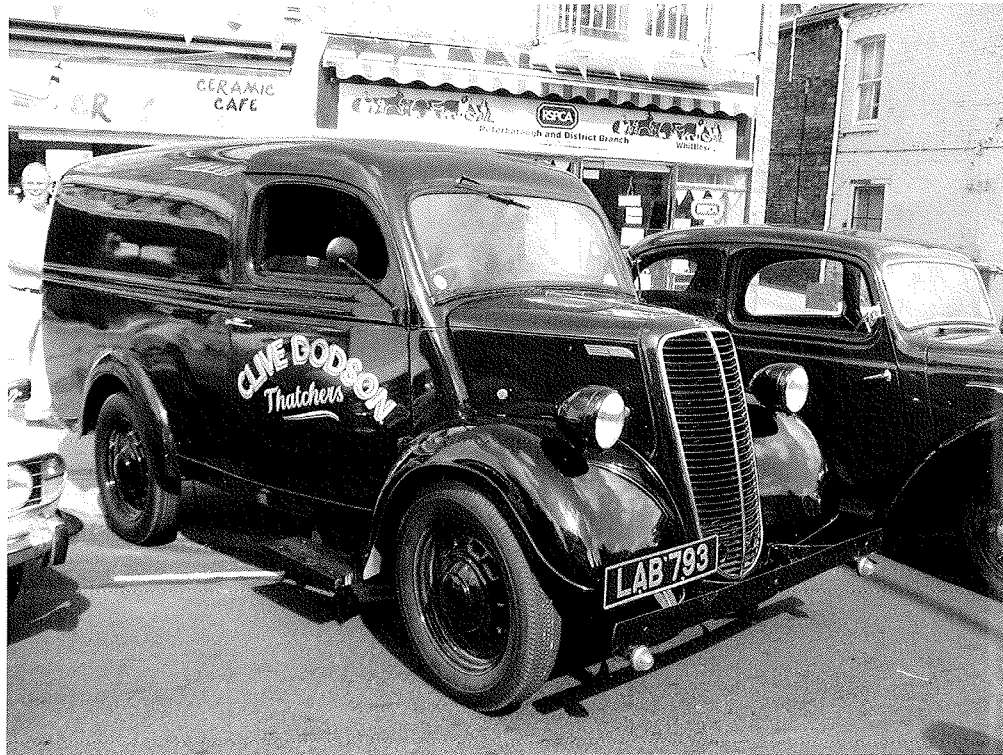
I recently celebrated my 60th birthday and have now caught up with the same age as my 103E! I received a fantastic surprise cake made into the shape of a Ford Popular, and what a fantastic replica this was, with just a very small dash of a speed freaks look about it.

I was also treated to a 24 hour hire of a new classic Morgan. What a great looking car this was to drive and pose with, and it really made the most tremendous sound going through the gears. On the downside the ride was very hard and it rattled a lot more than my 103E. Yes, it would be very nice to own one of these, but with a high cost of approximately £40,000! I will stick with my lovely old Pop, which is certainly



part of our family as I have owned it for 40 years.

At the Whittlesey show, I recently spotted a very smart E83W van, which belongs to a local Cambs member Clive Dodson, as per the picture below.



Liam Cotton

East Midlands

Well, after three meetings the East Midlands group is still going strong! In July we were lucky enough to have five classic vehicles in the car park: Valerie and Peter Richards with their E83W truck (shown in the last magazine), John York in his Reliant Scimitar, and three 100E Ford Prefects. What has happened to all the Anglias and Pops? One of the Prefects is a beautiful green de luxe model owned by David Rogers (in family ownership from new.) The other is a relatively new purchase by new member Jim Jarman. This is a nicely restored black de luxe model, and judging by Jim's enthusiasm and his collection of vintage and classic motorbikes, I think it has found a good home. What about the other Prefect? Well, it was ours! Rosie did us proud.

As we pulled into the car park, were we the first? No, in the far corner was the intrepid John Porter in his Nickri Special. We were soon joined by Paul Reddell with his brother in his 100E Escort (all the way from Birmingham). Paul is a stalwart member of the Coventry group and a visit from him was very much appreciated. I am sure that many of you know how rare 100E estates are and I guess we will not see many more at the Greyhound, so many thanks, Paul. Jim Jarman was last on parade, having taken the scenic route through Ashby-de-la Zouch (by the sea), again in his mint condition 100E Prefect. It was great to meet members Vince Punter (E83W) and Mike Tissington (E04A Anglia).

I have been very busy recently so jobs on Rosie have been put on hold but we have managed to have the occasional days out. At the Tatton Park show we met old friends Stuart Battersby and Julian Ashworth, and for the first time Joe Wheatley and his friends; I must say, from both Carolyn and myself, thank you to all of the Club members who have all made us feel very welcome, and I would like to say you are all welcome to visit our regular meetings if you are in our area. If there is enough interest, we will be having an East Midlands Christmas meal, so if you feel like joining us then please give me a call.

Now for the pictures. From our first meeting, here are a few shots of John and Valerie York's Ford Anglia E494A. It is absolutely beautiful, bought for John as a restoration project by his family when he retired. John has restored it himself back to fantastic condition to a standard where you would not believe it had not just come off the production line.



Håkon Øverland

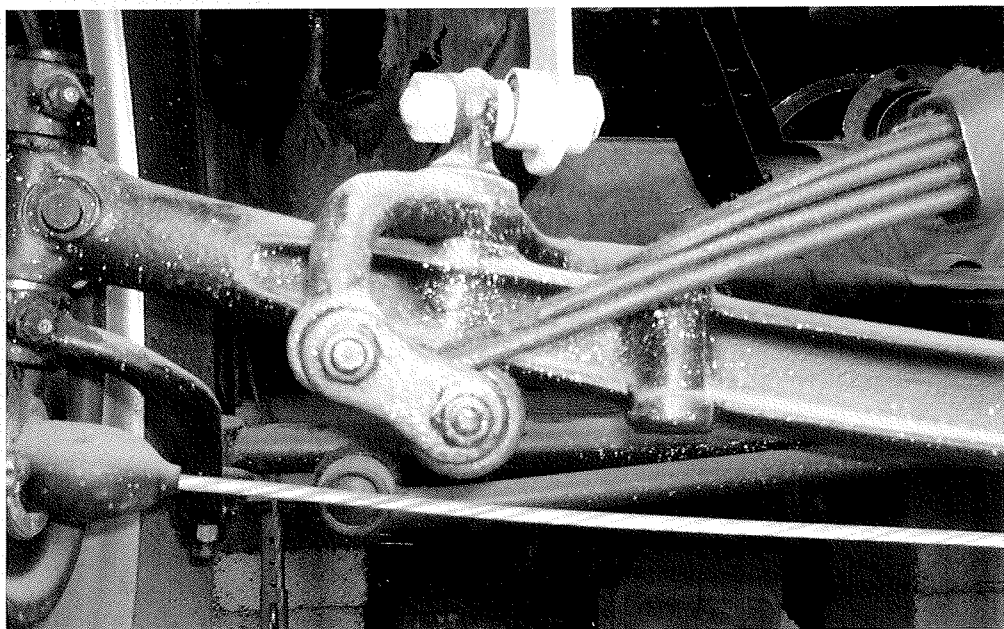
Scandinavia

Replacing the shackle bushes

As I dismantled the rear axle for necessary upgrading, I at once realised that one of the shackle bushes had to be replaced. When the time had come to face this problem, I also discovered that the resistance from the spring made it difficult to remove it from the axle. But somehow I managed to get it off.

The bush in question was definitely in a far worse condition than the remaining three, but in my technical ignorance I did not realise that they were all too bad for further use. So I ordered a new shackle bush for the rear spring. When it arrived I found that it was too short for the spring, so I returned it and ordered another that was $\frac{1}{4}$ " longer. Having just done that, I got a visitor from my local classic car club who wished to see what progress I had made on the project. This friend is a technical expert, and he remarked that all the shackle bushes, both at the rear and the front, had to be replaced. As he studied the front axle, I suddenly realised that the front spring was $\frac{1}{4}$ " slimmer than that at the rear, and that the shackle bush I had just returned to the Club was in fact suited for the front spring! As a result of my friend's visit I then ordered two complete sets of shackle bushes.

Now I realised that there was another problem involved. The centre bolt of the bushes has a square section at both ends to position the shackle links, and the bolt itself is locked in the bush by rubber, held a steel jacket. The bush has to be squeezed into a fairly precise position in order to obtain a 'neutral' angle for the links when the car is parked. As the bolts of the rear shackle bushes had all loosened from the rubber and consequently rotated freely, I had to try to use my sense of logic! Fortunately the front axle was in position, and although the engine was not installed, I put my own bodyweight on to the front and estimated the angle of the shackle links to be approximately 45° compared to the horizontal line. As this was the only way for me to get any further, I

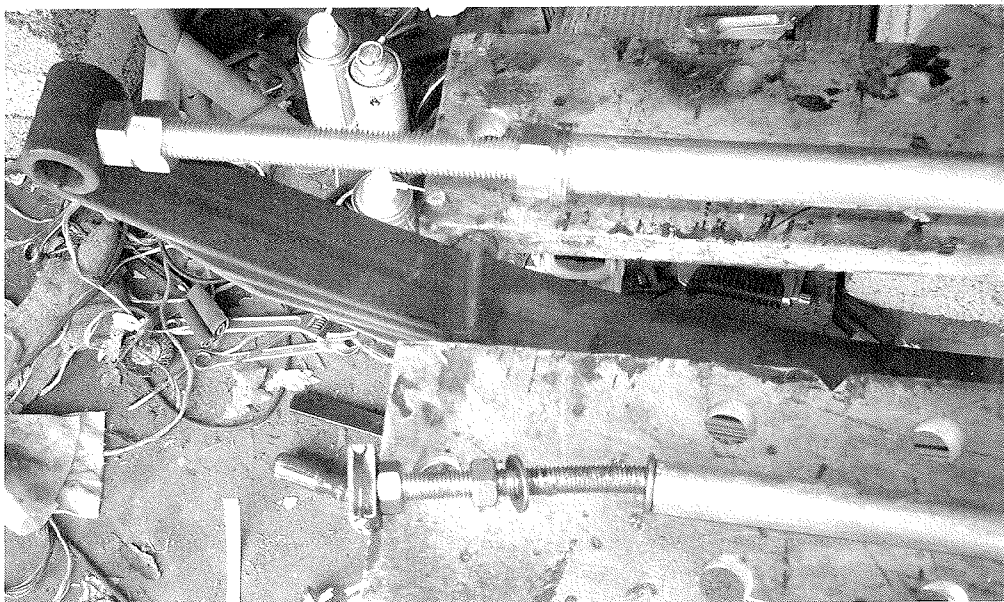


transferred the estimated angle to the rear axle as well.

Now the problem remained of stretching the spring to the right width to get the bushes in the right position, and later to mount the spring itself. I contacted my technical adviser at the Club, John Pole, and he sent me a sketch of the proper tool: a suitable pipe and a threaded bar inside! I first tried with a M12 threaded bar,

but as I still had 20mm to stretch the spring, the bar bent. Then I tried with a M16 bar, but again the bar bent when I had still 10mm to stretch. As I write this I have not made another attempt to stretch the spring, but this time I hope a M24 bar will do the trick!

I will of course report on the final result once I have completed the replacement.



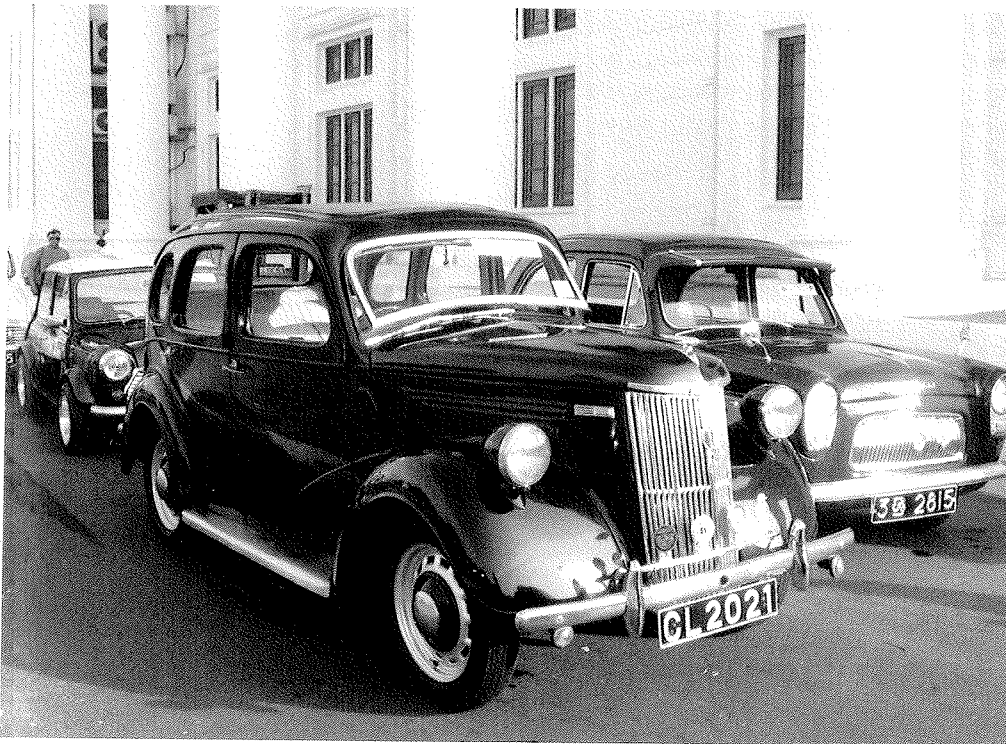
Dela Bandara

Sri Lanka

British Car Day, 16th March 2014

The British Car Parade was held on 16th March 2014 in the presence of the honoured guest, the British Deputy High Commissioner Ms Sarah Young.

This parade was organised by the Classic Car Club of Ceylon. I am very happy to say that I have been a member of this club for the past 14 years. Only British made vehicles were allowed, such as Rolls Royce, Austin, Land Rover, MG, Hillmans, Morris, Ford, etc.



At 7.30am all the vehicles were gathered in the Town Hall Grounds in Colombo. At 9.00am the parade started, on the way passing the British High Commissioner's Office, Westminster House, Galle Face and other British era buildings. The parade finished at the Hotel Kingsbury where members and honoured guests enjoyed breakfast. Ms Young gave a special speech about the parade and the cars.

The chief organiser of this event was the Honoured President of the Classic Car Club of Ceylon, Mr Kumar Paul. He introduced me to Sarah Young and explained how dedicated I am to my cars, and how many times I have been to England to participate in events.

I participated in this parade with my 107E Prefect, with my good friend Mr Anton Gajasingha who came in his E93A Prefect. This is the only E93A in Sri Lanka and is in perfect and immaculate condition. Details of this car can be found in *Sidevalve News*, February 2007.

Spares News

Secondhand 10hp 93A engines

The Club has recently purchased a number of secondhand ex-military engines. If you are looking for a secondhand engine, please contact the General Secretary

(generalsecretary@fsoc.co.uk) for further details.

Rebuilt ignition switches

The Club is now able to offer a service to rebuild ignition switches for the Upright

models. Please contact the General Secretary (generalsecretary@fsoc.co.uk) for further details.

Nigel Hilling

Yorkshire

News and events

It's hard to believe that the season is virtually over and we'll soon be tucking the cars away for the winter. The weather over the last few months has been generally good, particularly in July and the beginning of September, which makes a big difference when attending shows.

Meetings continue at the Reindeer on the last Tuesday of each month with the exception of December. We usually go to the Electra Cinema on an earlier Tuesday in December but this has yet to be confirmed. Contact me for confirmation of the December meeting or visit the FSOC website and click on the link in the 'STOP PRESS!' section on the Yorkshire page, which will take you to pages that I can edit directly.

Road runs

The Pennine Sway took place as planned and was a very enjoyable jaunt for the three cars and occupants who took part. A full report will



Photo 2

be found in John Duckenfield's Regional Report in this edition of *Sidevalve*.

The Filey Run will have taken place as you read this and I will include a full report in December.

Newby Hall

This is a massive show and autojumble near Ripon at which we have a stand each year. We had a good entry although not all could make it for various reasons; those who did had a good day, only marred by a short spell of heavy rain in the afternoon. We were joined by a few more of the East Lancs Group than usual who hopefully will return next year. Photo 1 shows our line-up.

Old Ford Rally, Gaydon

We had another good day with good weather down at Gaydon for the Old Ford Rally. Overall attendance looked a bit down this year, possibly due to the clash with the Silverstone

Classic event. No doubt the local groups will have other reports on the event.

National Sidevalve Day, Hebden Bridge

Once again we had generally decent weather with just a very short spell of drizzle for the 20+ Sidevalves from the various Northern Groups. The Yorkshire contingent seemed a little low on numbers this year so we'll have to give a bit more encouragement for next year. Photo 2 shows a few of the attendees.

Tatton Park

This is a two-day event and always a big show with a large autojumble, well within reach of Yorkshire Group members. There are two events each year, one in late May/early June and the other in August. If you are interested in attending then let me know and I will pass your details on to Joe Wheatley, who organises the passes.

Photo 1



Joe Wheatley

Merseyside

Due to other commitments, holidays etc. I am not myself attending as many shows as usual. However I will try to report where other members have attended.

Prestatyn Car Show (Monday 26 May)

There is a road run the day before this show. Julian Ashworth drove from Oldham to Prestatyn, did the 120 mile tour and went home again. A total of 280 miles in his E493A, and he was back again for today's static show! Who says Uprights are not usable?

Jill and I met up with Bernard, Dave & Sue and Mike Brocklehurst at the services on Junction 14 of the M56, intending to travel on together to Prestatyn. As usual I led off but did not realise that nobody was following until I was back on the M56. Mike had vaporised and Dave had to help him get going. I must ensure my ducklings are all following in future!

Once again the weather was good and the show as usual provided an excellent mix of vehicles with a village fete and interesting shops. Clive again won a prize with his Y Tourer (second in the pre-war category?). We all set off home at a similar time. Mike and I opted for a gentle ride home through the old A-roads into Warrington and on to Manchester for Mike. Mike says his Squire is happiest at 40mph which must make his the only 100E slower than my Upright!

Scorton Steam Fair (Saturday 14 June)

This event is right to the north of our area near Garstang, just off the old A6. Bruce and Carol

Allen have attended this event for many years as they live within walking distance of the site. In recent years they have been persuaded to be responsible for organising the car display so were wearing high vis jackets and parking cars most of the morning. Jill and I met up with Dave Rothwell on the A6 just after junction 32 of the M6 and followed his E493A pickup and display chassis to the site. The sun was actually hot so we put up my small gazebo to give some shade and keep off the rain forecast for the afternoon. We were soon joined by Julian Ashworth in his maroon E493A. (He is selling his green one and buying a black 100E Prefect from Dave. Considering the miles he covers I think this is a very sensible way to enjoy an Upright and be a bit more comfortable on long journeys.) Also in attendance was Alan Tomlinson (cheating – he was in his 1500cc VW Beetle) and his brother Mike (107E) who lives locally in Carnforth but managed to miss the turning and did as many miles as Alan did coming from Manchester.

I had not attended this show before (something always seems to come up!) but I was very impressed. Proper permanent toilets, lawnmower racing (absolutely mad!), a good selection of stalls (though not much autojumble) and various entertainments in the main arena, including a display of jousting by the Knights of The Damned (in reality a group of stunt men and women) which was most interesting. Not very many steam engines, though; perhaps there is a greater density of them in Cheshire and South Lancashire?

Fountains Care Home, Swinton, Manchester (Saturday 21 June)

I received an email via the MHVC about this care home requesting people to take classic cars to a small do there, the idea being that the cars would prompt memories and reminiscences by the residents. It is literally around the corner from Bernard's so Dave R and I agreed to meet at his place so he could lead the cavalcade for once.

It turned out that the FSOC provided most of the exhibits. The three of us were

joined by Neil Turner in his 100E Prefect to complement Freddy, another E493A with Dave and Bernard's 100/7E Pop. The only other cars were a nice BSA Scout (four wheeler), a Rover and a Montego (when did you last see one of those?). We sat about in the nice sheltered car park and chatted to the residents, carers and families until about 14.00 when it was apparent things were winding down. A worthwhile effort but probably better run one evening in the week rather than trying to keep going for most of a day.

Kelsall Steam Fair (Sunday 22 June)

Dave R, Bernard and myself agreed to meet up on the A49 by junction 10 of the M56. Bernard was already waiting in the layby so I joined him in his car while we waited for Dave. Unfortunately I pulled the door pull off the door getting in. Sorry Bernard! (Mind you, a Standard Pop like Bernard's should not have any door pulls ...) As the time for our rendezvous passed we got a call from Dave saying he had had problems and would be with us shortly. He arrived 15 minutes late having changed coil, dizzy cap and finally rotor arm which had been the cause of the 'failure to proceed'. Of course I made no mention of his being late due to mechanical failure...

This show seems to be growing after its move to a new field several years ago. Certainly there were a lot more stalls this year, not as many as Tatton but more than at any other event. Not so much autojumble, unless you had a tractor or truck. Many more 'steamers' than at Scorton. In addition to myself (in Freddy), Bernard (100/7E) and Dave (in a black 100E Prefect soon to pass to Julian Ashworth), we met Clive Harrison (Y Tourer), Mike Malyon (Model Y) and Alan Chapman (103E). We also saw the 100E Prefect belonging to John Green, though I did not manage to speak to him. I'm glad that he has had his engine rebuilt and is out on the car scene again. We also met old member Tony Ikin, to whom we still speak despite him now owning a Wolsey and a Vauxhall.



Scorton: Bernard Ellicott and Dave Rothwell under the Gazebo with his demonstration chassis/engine in the foreground. Maroon E493A of Julian Ashworth, next to my beige E493A, with Dave Rothwell's black E493A pickup on right. Behind Julian's Prefect you can see the green roof of Bruce & Carol's 100E, then the green Beetle of Alan Tomlinson with Mike Tomlinson's blue 107E behind Bernard & Dave.

Richard & Trish Greenaway

Kent

Recent events

As I write in the second week of September we only have two more events as a group to attend. It must be that I'm getting old: as they say, the older you get, the quicker the time goes. Talking of time flying by, it was great to see Ian Armstrong back out and about in his Siva during the early part of September, having been off the road since April 2012. Ian was always one of our regulars until he struck trouble with an overheating engine back in 2012. After trying several things to cure it, with no luck, he decided to install a 100E engine. This also turned out to give him a lot of trouble so in the end he went back to another Upright engine. Glen inspected the engine and advised him to have it completely rebuilt, which he did. He got it back in early summer this year, so by the time he got all the accessories together he didn't get it installed until late summer. He was planning to have it on the road for our September Road Run, which he did despite his misfortune the week before: a front wheel puncture, and he'd forgotten to take a jack and Upright wheel nuts as his spare is a standard Upright wheel whereas his regular wheels use different wheel nuts. So, unfortunately he had to be recovered back home. With puncture repaired he joined seven other Kent members for our September Road Run which took us from Maidstone to the Toy and Pedal Car Museum in Northiam, with a stop-off for a coffee and a look around in the local Millbrook's

Garden Centre. As far as I know, he got home in one piece after an 80 mile round trip.

Following on from our wet Darling Buds Show, ten of us turned up for the Appledore Show on 20th July. Of the ten we had nine regulars along plus Philip & Lynn, out for their first show in their recently purchased Green 103E which they only bought nine days previously from former member Ted Gaywood. The day started bright and sunny, but come early afternoon the drizzle started several hours earlier than predicted and got steadily worse as the afternoon went on. Never mind, we all stayed around under our gazebo and watched the field empty at an alarming rate until there was only a handful of exhibitors left. Even the organisers had all departed by the time we left at around 4.30, by which time the rain had eased off, so we all missed out on receiving our plaque as we left the field.

Luckily for us, after two successive wet shows the next four were dry. The first of these was a trip to Dover. The show was held on the seafront but wasn't a show as we like them, so we won't be attending that one again, although those that did attend thoroughly enjoyed our day at the seaside. We even got several in the sea for a paddle. Our next two events were both held at Lynx Park. First up we had the Lynx Park Summer Picnic, which is only open to local owners of classic cars plus an invite to any FSOC members, as I work for the owner. Since it started four years ago the attendance has steadily increased from about 30 vehicles to 77 this year. We as a group (eight members) decided to have an American style supper whereby each member takes along food of their choice for all to share – a great way of getting members together, and a great time was had by all. Next up we had our second Kent Fun Day, which I will tell you more about in the next magazine, and finally the above mentioned trip out to the Pedal Car Museum.

Future events

By the time you read this we will have had our last Club Stand event, the Kent Classic at Aylesford Priory. At time of writing we have 15 entries booked in with three or four more promising to come on the day, so let's hope we can finish the year off with a good showing of Sidevalves. You never know, we might even hit the 20 mark for the second time this year. This will be the last chance for members to get votes in from the public for their chance to be the first to get their name put on the JVS Shield as the 'Public's favourite Ford Sidevalve of 2014'.

You may remember I wrote in an earlier magazine that we were hoping to have three 300Es at a show together this year. Unfortunately, to date this hasn't happened, but barring any problems and with Tony Nash having his ready after a recent re-spray, we should have had all three on show at the Kent Classic.

Our final vehicle event of the year is the End of Year Gathering, which is held in Offham. This takes place on 19th October and is a great event if the weather is good. More details are in last October's magazine.

To round off the year, we will be having our Christmas meal on Wednesday 17th December, 7.30pm for 8pm, in place of our December monthly meeting. This year we are holding it at the recently opened Poppy Fields in Maidstone, which is located on the A20 London Road at the 20/20 roundabout, just off J5 of the M20. The meal as before will be a three-course meal with options. In previous years we have normally got around the 30 mark, so if you are interested in coming along or would like more details, please let us know asap as we have booked the Conservatory area which holds a maximum of 36 people. We, Glen and Tina have eaten there on a couple of occasions and were most impressed with the value for money/service from the staff. Wouldn't it be great if we can get 36 along?



Leaving Mole Park for our Road Run to Northiam.

Robin & Jennie Thake

Three Counties

By the time you read this report our cars will be locked in the garage after a very busy and enjoyable show season with good weather.

After vaporisation problems with the Anglia E04A early in the season I worked on trying to cure the problem. I had already fitted a heat shield which had improved but not cured it. I then overhauled the fuel pump, replaced the flexible fuel pipe and even tried non-supermarket petrol. Now finally I use super unleaded petrol from anywhere and the problem seems to have gone away; no trouble for about 1000 miles. I have spoken to a journalist for one of the classic car magazines and he said that most of the team are using super unleaded plus an additive.

The shows that we have attended since the last magazine are Banbury Steam Rally, Hollowell Steam Fair, Harpenden Highland Gathering, Chiltern Open Air Museum, West Bergholt Country Fair, Old Ford Rally at Gaydon, and Little Gransden Air Show, where we witnessed two Lancaster bombers flying

together. We have also attended two midweek shows at Luton Hoo Walled Garden and Classic on the Common at Harpenden. These are all shows we regularly attend but one show we had to miss was at Quainton Railway, which we have been going to for about 20 years. We had nearly two inches of rain during the day and sitting in a car after a 60 mile journey was a no no!

On a beautiful first Saturday in September, three couples from our group – Richard and Shirley Healey, Laura and Stuart Cecil, and ourselves, Robin and Jennie – attended the wedding of long standing Club member John West to Peggy. The ceremony was held in the 1243 built church of St Michael in the grounds of Chenie Manor, where the reception was held. It was a lovely, friendly day which drew to a close when our cars were photographed alongside John's 103E, which the bridal party had used, outside the Manor. This was followed by some African dancing – a day to remember.

John Duckenfield

Regional Report

Two years ago, fellow Yorkshire group member Gerald Pollard and I tried something new and, for us, fairly adventurous – a Coast to Coast run from Morcambe to Filey. We both thoroughly enjoyed it and vowed that one day we would undertake another more ambitious journey. Eventually we decided upon a four day excursion from Sheffield in the south to Jedburgh in the Scottish Borders, roughly following the famous walk, The Pennine Way. We decided to call our adventure 'The Pennine Sway'!

Another Yorkshire Group member, Bert Marshall was keen to join us along with his wife Christine – she only on the condition that we 'stayed somewhere decent'. If she was going, said my wife Anne, then she would go too, providing we went in the Prefect, not the Pop – and also 'stayed somewhere decent'! Gerald's wife Pat could not be persuaded to join in the four days of fun (and 'decent' accommodation!) but Gordon, a pal he has known for donkeys' years, was all too keen to go instead. They were not too fussed at staying 'somewhere decent' but, for reasons known only to themselves, decided to camp – decent sites only, of course!

The fact that Anne said she would go surprised me, to say the least, for she is not the greatest enthusiast of the old cars! I'm pleased (and relieved) to report that all went extremely well, and during the course of the adventure, she asked if I would be writing about it for the magazine. More in hope than expectation, I suggested that it might be a good idea if she gave an account of her experience and to my surprise, the day after our return, she sat down and wrote the following article.

I hope members enjoy reading her account of our adventure, and that it might encourage those not involved with their regional group to go along to meetings and contribute to its activities. Who knows, it might even encourage more wives/partners/sons/daughters to become involved!

The Pennine Sway

Anne Duckenfield: One fine Tuesday morning three intrepid sidevalve owners set off on the Pennine Sway! Gerald Pollard, with Gordon, his co-driver/navigator; Bert Marshall and his wife/navigator Christine; and John and myself, in our



respective 103E Pop, E494A Anglia and 100E Prefect.

We followed a route devised by Gerald which began for us in Bradfield on the outskirts of Sheffield, co-incidentally more or less a reverse of the second half of the Tour de France stage from York to Sheffield, and met up with Gerald and Gordon at the very appropriately named Ford Inn just north of Holmfirth.

Retracing the cyclists' route, sometimes at a slightly slower speed, through pretty villages decorated with yellow bikes and bunting along newly re-surfaced roads with encouraging messages for 'Cav' and Froome, we eventually met up with the Marshalls at Oxenhope station – well known from its connection with the film *The Railway Children*. (Photo 1)

Malham in sunshine was to be the setting for our lunch break. In the car park we were given admiring glances from passers-by. This was setting the tone for the rest of the journey. Our next stop was at the summit of Buttertubs. Did those cyclists really travel that fast and that far? En route we admired Horton in Ribblesdale, of three peaks fame, and the picturesque market town of Hawes, still bedecked in Tour de France regalia. The climb from Hawes was almost too hard for one of the aging cars but with suitable encouragement from the driver it was conquered. What spectacular scenery was all around us, and had been throughout the journey so far.

When Tam Hill was gained – the highest pub in England – a quick half was the order of the day. A photograph was taken to prove we had made it there (see front cover). It was then down into Kirkby Stephen for our first night halt.

Wednesday dawned bright and sunny, and after an excellent full English breakfast enjoyed by some, and fuel of a different sort for the cars, off we went ever northwards. We stopped briefly to admire the waterfall at High Force and headed for the pretty-looking town of Alston which was to have been our lunch stop. By now, though, the sun had disappeared and rain was falling

steadily. Unfortunately it continued to fall whilst driving around Keilder, making what would have been wonderful views misty and damp, but it was quite atmospheric. The downhill rides offered a clearer view than the uphill ones due to the inconsistencies of the wipers!

Even though we all had mobile phones, communicating between the three cars proved to be more problematic than we had imagined. Apparently signals aren't quite as reliable as us townies are used to, and networks not as comprehensive as in urban areas.

On crossing the border, we found the Scottish variety of rain as tiresome as the English. Our next overnight stop at Chesters was found only after a little difficulty and apprehension. On driving through the hamlet we failed to spot the B&B where we were staying. After consulting the map, Christine found there were in fact not one but two Chesters in the area west of Jedburgh. Fortunately, after an enquiry at a farm, we realised we were at 'our' Chesters and that our accommodation was just round the corner.

Thursday morning would find us heading south for the first time. A photo before we set off showed the cars to be not quite so clean and polished as when we started, but the sunshine was welcome. On the recommendation of our landlady, we changed our proposed route slightly and were well rewarded. Views were stunning and the sun showcased the area to advantage.

Back on track and Carter Bar, where a kilted piper was treating foreign and English tourists to traditional Scottish music, was soon reached. Cameras that had been snapping the piper, the border sign and flag soon focused on two old Ford cars. The third, oblivious to the fact that the other two had stopped, was seen speeding along amid gasps and exclamations from the on-lookers.

Northumberland was magnificent and Bellingham offered a good coffee stop in an old railway carriage at the excellent Visitors' Centre.

On to (and around) Hexham, and a wonderful drive through more superb scenery and a quirky place called Dirt Pot! After mastering some fairly challenging hills and slopes we came to Stanhope. The one chevron on the map denoting a steep gradient, coupled with a blind bend or two and other cars and bicycles, proved to be one test too many for the Anglia. 'If at first you don't succeed ...' proved to be the answer. At the third attempt we were all safely on our way with panoramic views over Teesdale before us. Middleton, in that dale, was our final night halt. The much-publicised heatwave had almost reached us, so a pint and a gentle stroll were called for and enjoyed.

Throughout the journey we had encountered thumbs up signs, headlight flashing and so many smiles. Wherever and whenever the cars were parked there was great interest. I now believe that everyone had a Dad, Grandad or Uncle who owned a similar car. None seemed to have been the property of Mums, Grandmas or Aunties, though!

Friday – the last day – was the home run and it proved to be the most challenging. We re-entered God's own County and really seemed to be on top of the world. On the long steady climb to the top we had the windows open and the heater on full, as the temperature gauge signalled the engine was getting hotter than we were inside. Not to worry, I was told, 'there is coolant in the boot!' After passing a place called Crackpot – which proved prophetic – we tried to call Gerald, who was behind us, to warn of the extremely steep and challenging conditions ahead of him. Signals were not co-operative and we couldn't get through.

The single track road now had gravel and grass down the middle, and as we squeezed by various pieces of agricultural machinery they seemed enormous! The Anglia found this section just too much. However, although some passing vehicles ignored their plight, a helpful tow was offered and accepted. A lack of power and vaporisation was apparently the problem.

We made it to Aysgarth Falls. Bert reported we had 'blue smoke coming out of our exhaust' but all three cars were re-united to great acclaim and celebration.

A very busy Grassington was our chosen venue for lunch, during which we decided to go our separate ways home.

We completed our super run out in the old car – some 497 miles of it, as we began in the Tour de France hot spot of Bradfield, giving the car its last steep hill climb before garaging it until next Sunday and its outing to Newby Hall. I won't be going on that run but will certainly remember the Pennine Sway. It truly was an experience 'out of this world' – or should that be, like nothing on earth!



Photo 1. Oxenhope Station – the Grand Depart!

Yvon Precieux

Pre-War Register

Registrar's comments

Not much coming through as copy and there is nothing coming through on vehicle register forms despite new members coming into the Club. It is a shame that members cannot take the trouble to fill in and forward some information on their vehicle with history, chassis and body details, especially as more work is now required in remedying some of the situations that are current with lax DVLA work. Recent events in this magazine have shown that errors and falsification of documents are still rife, especially as our cars are becoming sought after. The register is here to assist and help all members, but if some wish not to make the effort to write out their vehicle information on what is really a very simple form and post it or even email it, there may be a time when it will be too late for even the registrars to remedy such situations where falsification or DVLA errors are found. You may wish to read the initial pages in the E83W register portion of this issue, which describes how a refund of some £1250 was issued after I found major anomalies between the eventual register form detail and the membership paperwork, which contained just brief details of the registration number and vehicle type

Model C update

Robert Marshall is the owner of BAU 946, a Model C that has been regularly used since going back on the road in 2008. It has been used every summer going to vehicle shows, 1940s events and rides out. It has been very reliable and has now covered around 6000 miles. Photos 1-3 gives some idea of Robert's travels. Robert kindly mentioned that he finds the pre-war pages a good read, so it's nice to know members do actually look at these pages. Oddly enough, the same week I received a query from a member asking for technical data, but when asked if he read the pre-war section where the said article was to be found associated to all engines, the member said he only read the section that was relevant to his

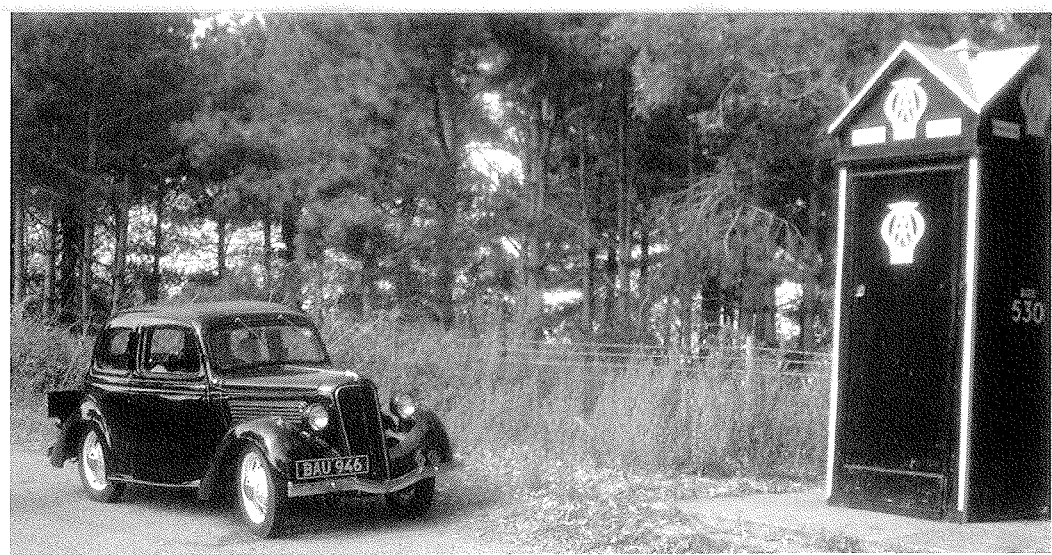


Photo 1



Photo 2

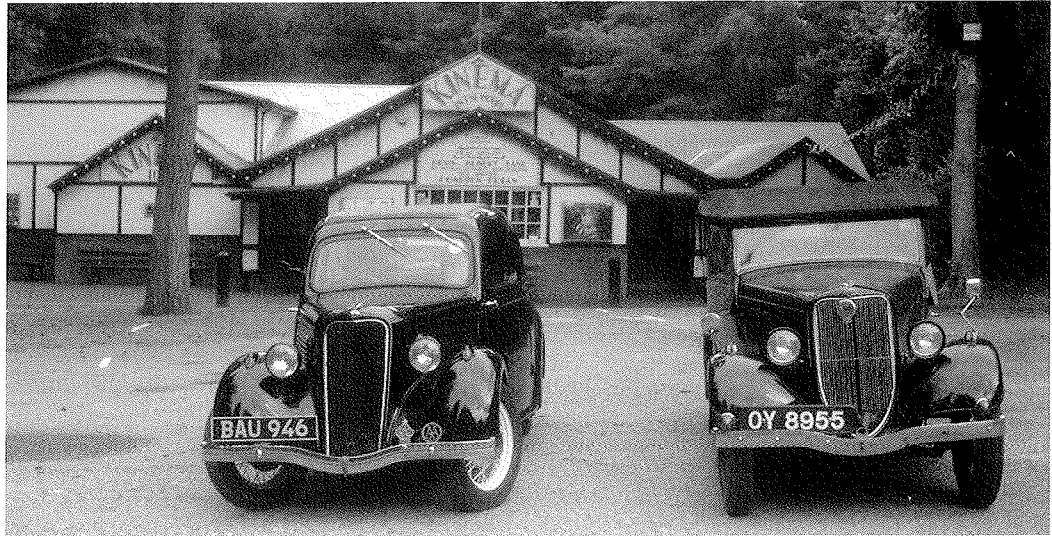


Photo 3

car. I guess I will never find an answer to this quandary!

Although I haven't had the C van on the road due to working on the Cheetah, the pre-war cars from 1932-1937, the Model Y and C and CX, are more than capable of venturing out on long journeys. I always put on the side lights

so that the constant voltage control system does not overcook the battery, but at night time, one certainly needs all the juice the battery can muster.

Queries

Ron Wood put this question to Richard Greenaway, Club Kent contact, who emailed me on a problem when he started to fit the gearbox to the recon engine installed in his car. The top bolt holes and the dowels lined up perfectly but when Ron went to put the further bottom bolts in they were about 3mm out. A second gearbox was tried but the results were the same. Elongating out the boltholes resolved the problem as sufficient metal is around the bell housing to secure. So, are some engine castings different?

Ford Motor Company quality control was highly efficient, especially with the moulds and castings, but where you have a human element there is always the possibility of such events happening. If weight is carried on the gearbox prior to bolting up, some misalignment can happen, but normally no problem in alignment is encountered, so has anyone else come across this situation?

Lubricants

David O'Dwyer owns a 7Y and asked what oils can be used in the axle and gearbox areas. These days there is a profusion of oils, mainly for the engine, and even a new type of coolant. For our models an Extreme Pressure EP 90 is used in the axle and the steering box, with EP 80 for use in the gearbox. Both are freely available at Halfords and most garages. The 7Y has a filling hole at the side of the gearbox, unless it has been changed to the later type which has a convenient dip stick at the top. I would always recommend draining the old oil when purchasing an old Ford, but prior to doing so would make sure that both drain and filling plugs undo first. You can use EP 90 in both axle and gearbox, roughly 1 pint for each. When filling, oil will dribble out when full from the filling hole. The axle is easier as you can slip your little finger in and when you have oil on the tip of your finger it is full. Any further and it will spill over.

The workshop manual has all the information necessary.

I prefer multigrade oil in the engine as if it is changed every year it will not gum up, as with single oils. The new type of coolant that is now available for engines is only really suitable for more modern and sportier classics. It is pointless in our cars and a waste of money in my opinion.

Model C and CX and offerings on the long wheelbase models

Those of you who have these models may find that the Ford bulletins for them available from the Club are worthwhile as they retain relevant information that is not available in the workshop manual. (The last pages do contain some good information on 7Ys and 7Ws, and cover very slightly the E93A up to a year of 1938.) I always maintain that if you require spares from the Club then the workshop manual, the relevant bulletin and parts book are vital to help identify the parts and maintain one's model type.

Model Cs and CXs have made many an epic journey across continents and arid parts of Africa. In a future issue I will produce some detail to cover some of these adventurous treks in far flung countries. It has taken many years to convince the sceptics that the Model C and CX are two entirely different vehicles, despite their similarity. The latter model is wider and the rear has a sharper slope, and major panel parts from the C will never look quite right on the CX. Changes were made to the interior by Ford to publicize the unusual legroom for rear passengers, although being a small squat car this was always a problem, especially with the two door model. Changes were initiated but never really resolved the situation and photo 4 shows some of the alterations made to accommodate extra comfort for passengers.

Legroom in the small Fords was taken very seriously by the Ford Motor management and a stretched chassis was shipped to Dearborn for approval. There is a letter from Rowland Smith to Charles Sorensen dated 26th July 1936 that gives some insight

to the wheelbase being increased from 90" to 94", rear radius rods being extended to the front end of the torque tube, rear springs being made straight, dropped frame to permit a flat floor and, most interesting, the use of Girling brakes and ancillary parts to make the car stop better compared to what Ford could at the time produce. Such changes eventually came in with the advent of the Dagenham designed cars. (Photo 5)

Ivory and black finish

This colouring was introduced after a letter was dispatched to a Mr Foberge at Dearborn, Michigan on 17th April 1935. The letter is reproduced here:

Gentlemen: SPECIAL IVORY AND BLACK FINISH FOR THE DELUXE FORD.

With reference to our letter of November 12th announcing the production of a limited number of Deluxe Fords in special Ivory and Black finish, in view of the enthusiastic reception of these models, it has been decided to continue this finish as a standard production, at an extra charge of 25/- nett. For your information we list below the standard production colours and upholstery available for the POPULAR and DELUXE MODELS: (Genuine leather at usual extra charge).

POPULAR MODELS;

BLUE with blue rexine or blue leather, CORDOBA GREY with blue or red rexine, or blue or red leather. BLACK with green, red or blue rexine. BLACK with green, red or blue leather.

DELUXE MODELS;

BLUE with cloth or blue leather, CORDOBA GREY with cloth, red or blue leather, BLACK with cloth, or green, red or blue leather, IVORY and BLACK with cloth upholstery or black leather.

It will be noted that MAROON is no longer available.

Yours very truly,
FORD MOTOR COMPANY LIMITED
Export Sales Department

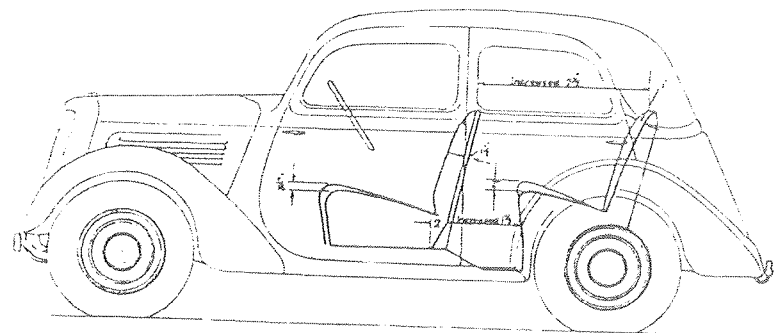


Photo 4. The changes to the seating on the introduction of the Model CX, designed to give more comfort and leg-room to the passengers, front and rear.

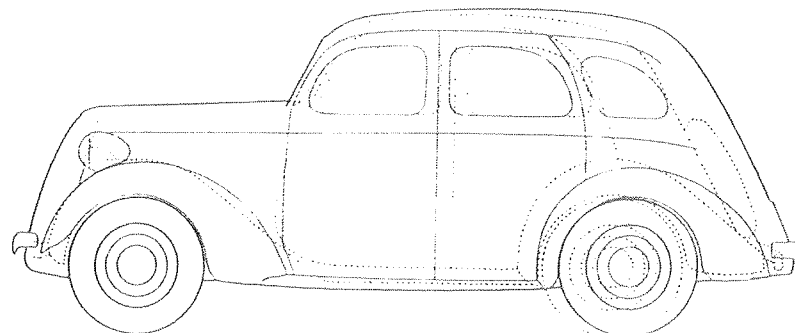


Photo 5. A comparison in sizes between the Ford Ten and the car it superseded. The dotted lines represent the Model C De Luxe Ford, from which the Ten was developed.

E83W Register

Registrar's comments

Some years back, when the previous registrar decided to vacate this post due to other commitments, I volunteered to cover this register on a temporary basis. Having identified the number of vehicles and owners of these versatile commercials, I felt that it would be a shame for such a vast section of members and vehicles to be left out of the magazine. Yes, I did think it was just a temporary measure, especially as in my Pre-war register guise I have to cover the Short Rad, Long Rad, Popular types of Model Y up to 1937, the Model C and CX, the 7Y and 7W, and the pre-war E04A and E93A plus commercial derivatives. Having never had an E83W I have at least had a good try at making provision for a section for E83W members in *Sidevalve* for quite a number of years now, and have endeavoured to answer the technical and other queries relevant to these models. The problem is that in catering with two large registers, it is now becoming too much with two lots of copy to prepare every couple of months etc.

I came into the E83W register with no E83W vehicle experience apart from my own experience on other small Fords. I still do not have an E83W vehicle, but many of you – of which there are several hundred on the register – do. So come on, we do need new life blood and it would be sad for the E83W pages to become vacant, as may well be if members do not come forward.

False E83W documents

In the Pre-war pages of this issue and in earlier issues of *Sidevalve*, I have mentioned the situation of an E83W truck that had been falsified with a 103E registration mark and documentation, despite the okay from the DVLA. Although late in the day, when further vehicle information was eventually forwarded to me (register form information), the outcome was only able to be successful due to the fact that the E83W register had time to act and advise sooner rather than later, especially as the new owner had initiated major renovation after the vehicle was purchased and still wanted to keep



Photo 1

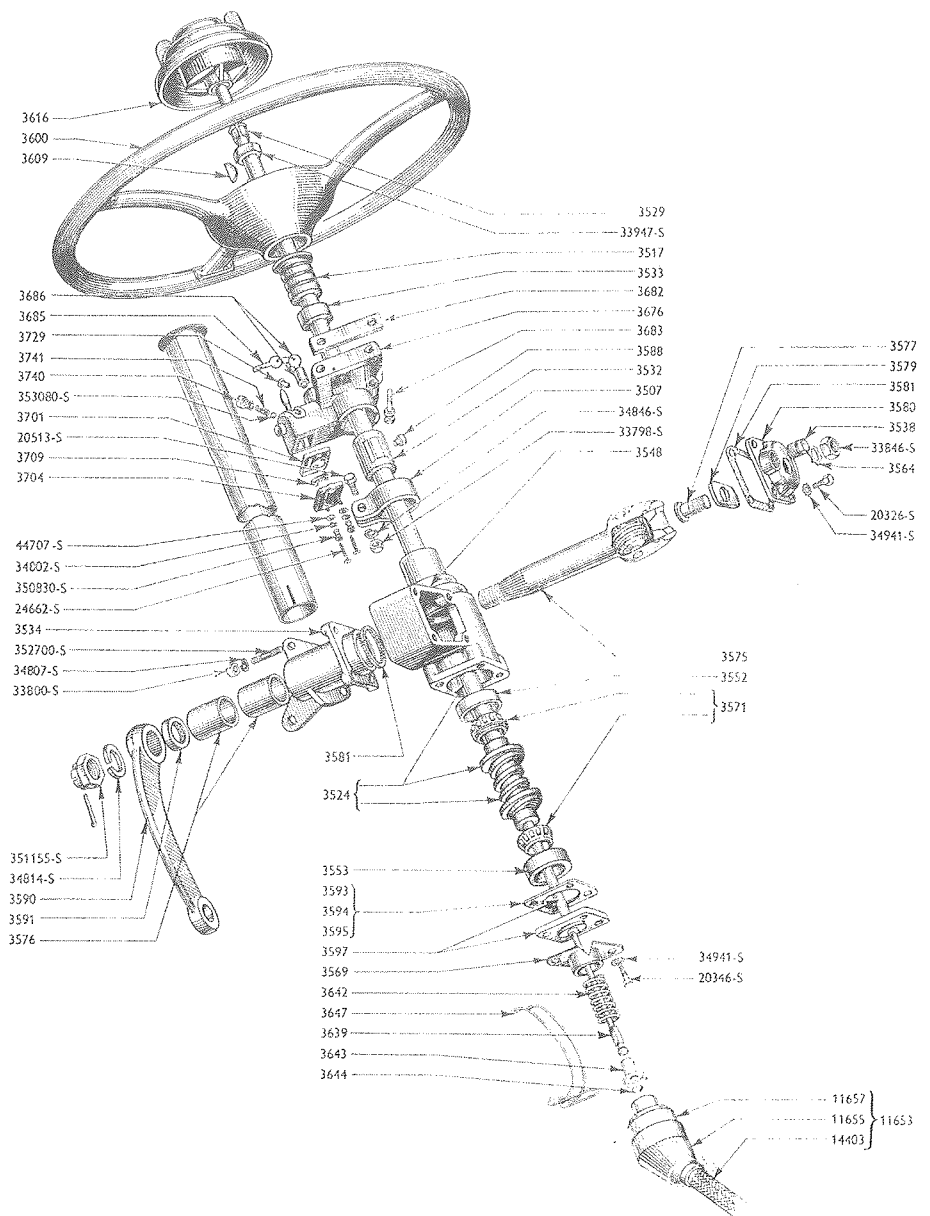


Photo 2

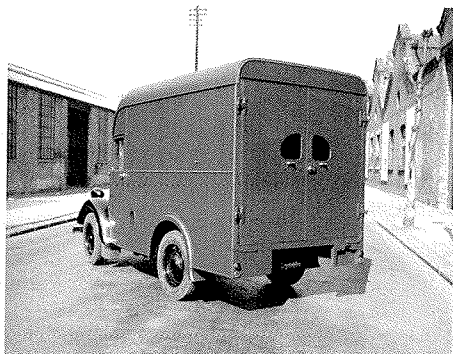


Photo 3

the truck. With the seller initially ignoring the member concerned, then offering a derisory couple of hundred pounds, further action was countenanced with more authoritative letters and action. This finally resulted in an amicable outcome and an agreement reached whereby the seller has agreed to return some £1250. This has now been accepted by the member. The member will remain anonymous but is extremely grateful to the Club. I also get a drink if we meet up, which is one of the perks of this post. When the truck is restored, hopefully we will have some photos for a future issue.

K2 crown wheel and pinion

This was a query for Les Foster, our Canadian contact, as a friend of his had purchased a 1951 Austin K2 truck (2 ton). A new crown and pinion set for the differential was needed (5.85:1 ratio) with some other bits. This brings me onto crown wheel and pinions for E83Ws. Unlike other models in the small sidevalve range, the axles appear to be extremely strong and surprisingly long lived considering the burdens that some of these commercials have had to carry. The bearings must have taken a



Photo 4

hammering, yet is there a clamour for bearing kits as with the saloon car models. I'll have to ask Shirley on this one at the next committee meeting. In the meantime Les Foster's E83W pickup is shown for good measure – it should by now have come back from the paint shop. (Photo 1)

The 1938-1942 steering gear

With previous requests for photos of the early steering gear on E83Ws that are known to the Club not forthcoming, I had to resort to the parts book and refer to the illustration in order to try to describe how the devices on the steering column work. (Photo 2) Such detail on earlier cars can be illuminating to newer members as well as some of us older individuals.

A steering lock is certainly rare to find on a pre-war car, let alone a commercial, so to have such a device on a small sidevalve Ford I would say is quite unique; so it is a pity that those who have such a model with this contraption have not answered a plea for actual vehicle photos. The column must have been produced at some expense and maybe there had been

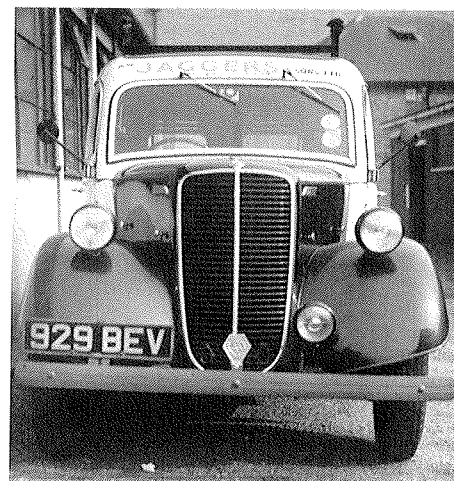


Photo 5

quite a spate of thefts prior that prompted the Ford Motor Company to manufacture a more expensive and more complicated box that the bog standard item found on later vehicles.

As the indicator switch was installed on the dash on the initial E83W in 1938, the lighting switch was incorporated onto the steering box. This was quite the opposite to the saloon cars at the time and in retrospect it is difficult to comprehend why this was done, as direction indicators were best suited to the steering column where they were more accessible and in a more convenient position to operate. To incorporate the harness for this, the electricals shown at the lower end have quite a substantial connector requiring a braided and protected covering. The locking device appears to be quite modern by today's standards and the steering assembly, though substantial, does appear to be slightly less robust than the standard E83W unit that persevered until the model's demise. So at last we have an illustration to assist those E83W members who may wish to restore an early 10cwt commercial.

From the archives

The model versions in photos 3-6 are from the register collection.

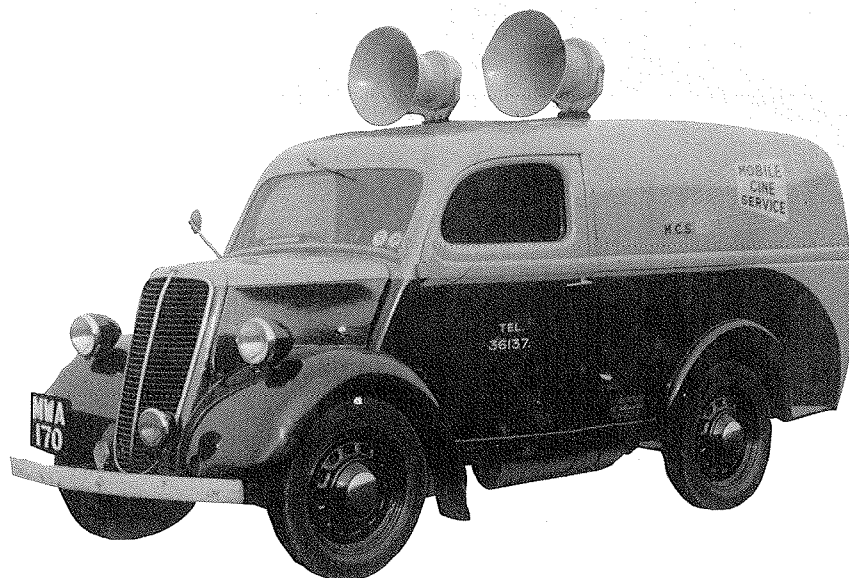


Photo 6

Tony Lloyd

100E Register

Autumn is upon us

Well, that is another year of summer shows over and done with. I must admit that I did not attend as many as I would have liked, other commitments unfortunately taking precedence. 2014 will be remembered as the year with the long hot summer, but the shows that I did manage to attend were pretty much all rained upon. The one show that I attended that was very hot and sunny all day had another problem. The sunshine resulted in crowds of visitors to the showground and there were however not enough toilets. I think I counted 10 portaloos and these had a long queue in front of them all day. You can imagine what they were like by the end!

Radiator Grills

When cars were first produced, the radiator was on the outside of the car within perhaps a decorative framework. This was a very vulnerable position and it was prone to being damaged by flying stones and debris from the road surface. It was therefore moved into the engine compartment behind what became to be known as the radiator grill.

In the end this radiator grill became a decorative item and made the car instantly recognisable. These days very few cars have a radiator grill and those that do are in the luxury car bracket.

On the 100E, three types of grill were used. The first on the Anglia was a three bar grill and this lasted until the 1957 facelift when a mesh type grill replaced it. This grill would last on the Anglia and the Popular right through to the end of production. The Prefect had just one grill throughout its production life, 100E and 107E.

Great pains were taken by the design team to duct the air through the radiator core. Behind the grill the bodywork is shaped to ensure that the airflow is guided towards the radiator. At the top is a fibreboard filler piece to ensure that the air flowing through the grill does not escape over the top of the radiator.

This fibreboard piece is often missing, and if you want to ensure that your engine runs as cool as possible then it might be an idea to make up or find a replacement.



100E 107E Prefect grill



1953-57 Anglia grill



1957-62 Anglia and Popular grill

Andy Main

Anglia, Prefect & Pop Register

Registrar's comments

The first built 103E Populars were fitted with the rear number plate stop/rear light. From October 1954 twin rear lights were fitted as standard to comply with the new lighting regulations, part numbers 103E-13404-B right hand and 103E-13405-B left hand.

Over time the fittings corrode under the rear wheel arches, and the rear light lenses can crack or fade. The Club has been involved in some high quality remanufactured parts projects over many years and the 103E Popular rear lights were often requested. The Club can supply remanufactured base plates, rubber mounting pads and lenses for the 103E Popular.

October is perhaps a good time to remind members that a Workshop Manual and Illustrated Parts Book are essential, and if undertaking some work on your vehicle during the closed rally season, don't forget to order those parts in good time so that when you need them, you already have them.

Yvon's E83W Registrar's comments on tyres reminded me that our 103E Popular

was fitted with 4.50 17 Goodyears. My dad regularly swapped them round so the spare wheel got used too but at 50,000 miles they needed replacing. My father wrote to Goodyear to inform them of the mileage completed and his satisfaction, and in return he received a Goodyear tyre ashtray and the hope that he would replace them with Goodyear. My father was a smoker along with the majority of the adult population in the 60s so the ashtray was a useful gift to receive. However 4.50 17 Goodyear tyres could not be obtained so a set of Avons had to be fitted.

Sidevalve motoring on two continents

Tony Goodyer from Whitchurch, Hampshire is not new to sidevalve ownership as his first car, ND 8549, was an Anglia fitted with the export 1172 engine.

Photo 1 was taken in 1969 on a farm in the Natal-KwaZulu province of South Africa. The nearest main centre, Pietermaritzburg, was about 150 miles away over some fearsome unpaved

roads through a precipitous valley pass – the Umgeni. From memory the journey took over the best part of six hours in the Anglia with frequent stops for cattle and other livestock, never mind the carts and wagons, and it was not uncommon to break a spring on the way. In particular the lack of windscreen wipers on the long uphill was a pain. Apart from that the Anglia was totally reliable and Tony used it throughout his university days. Petrol at 2/6 a gallon fitted a student's budget. Apart from fairly regular runs to that part of the country in the Drakensberg foothills, Tony made several trips from Durban to Johannesburg and back – about 850 miles. After several years with little trouble Tony traded the Anglia in for a Morris Minor lowlight. Probably not really an upgrade, but with better wipers, and it certainly was more comfortable with less bouncing and approximate aiming of the steering.

I wonder if the Anglia still survives in South Africa?

Tony's second sidevalve is HWN 258, a 1952 E493A Prefect purchased on 16th March 2013, which was first licenced in Swansea (photo 2).

HWN 258 first joined the register on 1st January 1990 when owned by Steve Evans from Highbridge, Somerset, having purchased it on 11th March 1987 with a mileage of 33,092. It was purchased new on 20th February 1952 by Mr Evans (no relation to Steve), a farmer in Swansea. The Prefect was used by his daughter who obtained a teaching post at Blagdon, near Bristol. She suffered a great deal of ill health and was confined to her home, so the Prefect was stored for a number of years at Blagdon Lioness Coaches, the proprietor Oliver Lyons, and it fell into disuse.

In the early 1980s Miss Evans (now Mrs Simpson) sold the Prefect in its laid up state to a Mr Linean of Weston-Super-Mare, who spent a good deal of time getting it running again. As well as mechanical work he also repaired small dents in the wings where coaches had reversed into them. The Prefect otherwise remains original and the interior were still in very good condition.

In March 1987 Mr Linean advertised it for sale in the Western Daily Press. Steve happened to see the advert by sheer chance when thumbing through a copy in Smiths whilst killing time before work. Steve toyed with the idea of a

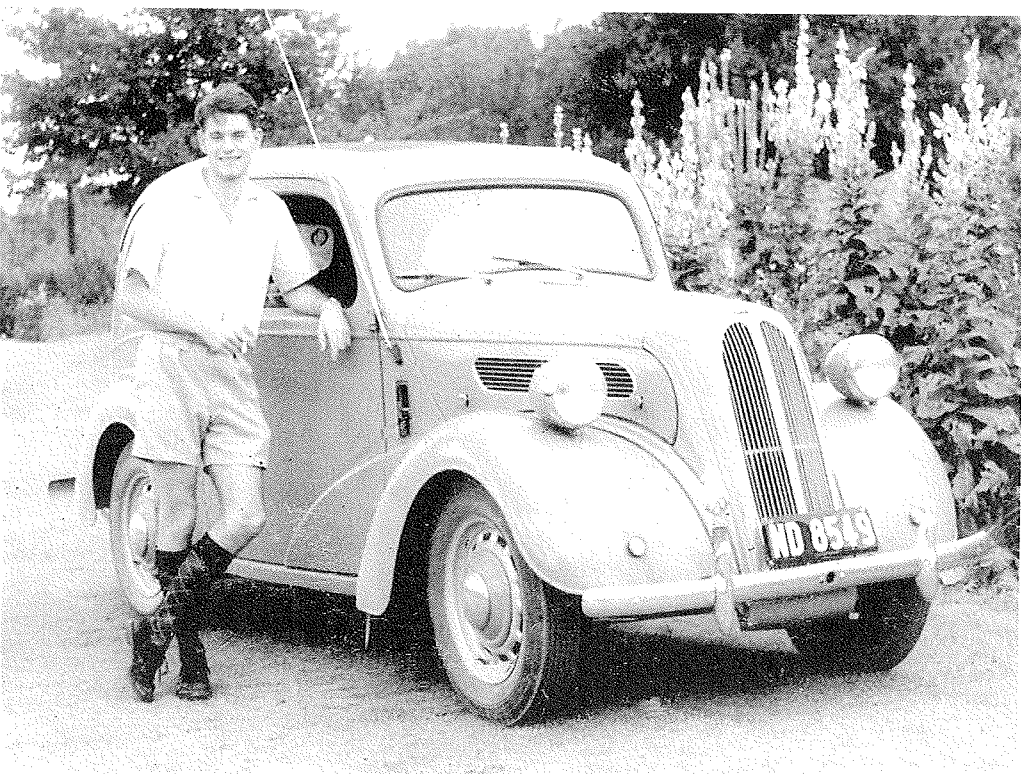


Photo 1

pet car as a hobby, and the first car he could remember travelling in as a child was a Prefect, so it was an ideal choice.

In 1988 the engine was professionally rebuilt, and in the summer of 1990 Steve converted it to 12 volt, including the conversion of the vacuum wipers to electric.

When the Club became involved in the V765 process in the earlier days, to obtain the original registration the rules were not so strict if you did not have an old log book or other documentation. Steve offered to assist me with any vehicles that required checking in his area. On one occasion a 103E Popular had registration plates that did not look totally right from the photographs and had no log book etc, so I asked Steve if he could inspect it for me. The Popular was parked on a farm but not owned by the farmer. Steve arrived at the pre-arranged time, to find the registration plates made from plywood with the registration made from self adhesive letters and numbers, probably purchased from a hardware shop! Perhaps surprisingly the owner did not turn up, nor make further contact and of course never got the registration he was after.

On 13th August 1994 Steve sold the Prefect to David Mycock from Stockport, Cheshire. The mileage was now 40,506. He then sold it on 3rd July 2008 to Grahame Kenyon, then to Fingar Mcevaddy who is believed to have purchased it at an auction before selling it via Jim Thompson of Pioneer Automobiles to Tony Goodyer, now with a mileage of 41,224.

Since Tony purchased it on 16th March 2013, he has replaced both the fuel tank and exhaust system in stainless steel. He has changed to negative earth, satellite navigation plug, electronic ignition, halogen lights, and flashing indicators to work with the trafficators. Work has also been undertaken on the engine and the radiator has been re-cored. The interior has been cleaned thoroughly and new furlflex fitted, with window channels and rubber seals replaced and new carpets. Perhaps the most noticeable change is that the Prefect has been re-sprayed black and white and is shown in photo 3 with a white ribbon for a wedding.

If only we could sell it

At a rally back in the summer with my 100E Anglia, an ex-100E owner (first car etc) asked me if he could smell the inside of the car! The driver's door was opened to duly oblige his request, the following comment being "that smell brings back

very happy memories". Now, if only we could bottle and sell that smell.

Register 25 Years Ago – Sidevalve News August 1989

The theme in this issue was the more unusual vehicles.

From Essex, a 1956 103E Popular that was purchased on 30th October 1971 from Beacon Hill Service Station, Cold Norton for £15 after the owner's son had been planning to take it banger racing, and was rebodied in 1972/3 as an Edwardian style 4 seat tourer.

In Oxfordshire, a 1946 A54A 75 Anglia tourer had been imported from Australia. I commented that when I finish my Prefect Ute in 2020 we could have an Australian meet. Now with only five and a bit years to go it is still in its 'in pieces' arrival condition.

In Cambridgeshire, Keith Ardley went out to Australia on holiday and bought back his Prefect Ute. From Ohio, USA a 1948 E04A-F Anglia with a 10hp engine, 1.17 badge and 7W grille was featured with the North American sidelights.



Photo 2



Photo 3

The owner of a 103E Popular Pick Up was asking for further information. Dave Watson sent me a photograph he took at the 1977 Northern Sidevalve Day of a 1953 E494A Anglia Woody, registration MTU 270H. What the original registration was, who built the body and if it still survives, still remains unknown to this day.

Florence Denyer

It is with regret that we announce one of our oldest members passed away during the summer.

Florrie joined the 100E Owners Club, as it was then called, in 1974, membership number 243, with her green 1955 Ford Anglia. The Anglia was bought new by her father and was serviced by a local mechanic with spares bought through the Club. Whilst Florrie did not attend the Kent Group meetings, contact was kept through the newsletter she was sent and which was kept along with the spares invoices and old MOT certificates.

After careful consideration, the beneficiaries of her estate now wish to sell the 100E Anglia. For further details please contact Tony Thomson at

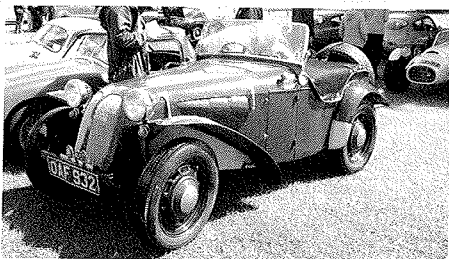
Ian Woodrow

Specials Register



Specials Day in the rain

Welcome to new members Steven Lister and Gary Colquhoun, both with Dellow Mk2s. Dellos are not really Specials as they were nearly all fully built production cars, but like all other cars that use Ford Sidevalve running gear and that were not built by Ford they are included with the Specials. The Dellow name was made up from the factory owners' surnames, Ken Delingpole and Ron Lowe. From the beginning, all the cars were based on the products of the Ford Motor Company, insofar as the power units and axles were concerned, all models being equipped with the 1172cc British Ford four-cylinder engine. This policy was adopted for two main reasons. The Ford Motor Company could always supply the components that Dellow required for their exacting needs, and satisfy the economic considerations demanded by the production of such vehicles; also, Ford-based cars had been proved more successful in this particular field than any other make available on the market.



Dellow

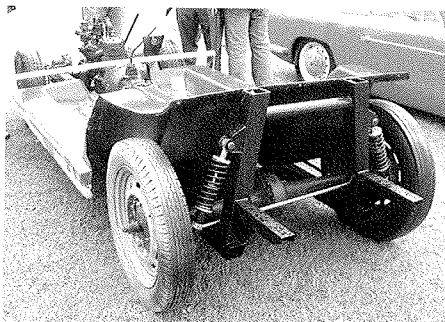
The Dellow Company can claim to be one of the first automobile manufacturers in Great Britain to have used rigid tubular chassis and coil spring suspension. With a good ground clearance and very lightweight, these sturdy little cars have proved ideal for this specialised type of activity. The bodies are built up from welded steel tubes which are, in turn, welded to the chassis frame forming an integral structure of great strength. Aluminium body panels are added which give a durable result with an attractive, purposeful appearance without unnecessary weight.

Only about 300 Dellos were produced between 1946 and 1959 (later cars were made by a new company, Dellow Engineering Limited) and there over 150 Dellos on the FSOC Specials Register.

Historic Sports Car Day at Burford

For Special enthusiasts the annual meet at Burford Wildlife Park, normally on the second Sunday in August, is one of the most important events of the year. This year the event coincided with the tail end of hurricane Bertha; waking up on the Sunday morning to torrential rain, I wasn't sure whether or not to make the 170 mile round trip in case it would have to be cancelled. I decided to chance it and on arrival was extremely pleased to see a group of historic sports cars already there. The park organisers allocated space for the cars close to the tarmac and said "don't worry, if you get stuck, we've got a tractor to pull you out". Only about 18 cars braved the conditions to attend this year.

Adrian Leveridge gave his Falcon Bermuda a good long run with its new high ratio back axle installed (3.88:1); travelling from near London, Adrian was extremely pleased with his latest modification. John Plant brought along his newly acquired Martin, currently being restored. Three generations of the Speariett family brought along Adam's immaculate Ashley 1172 and a work in progress Ashley MkVI chassis.



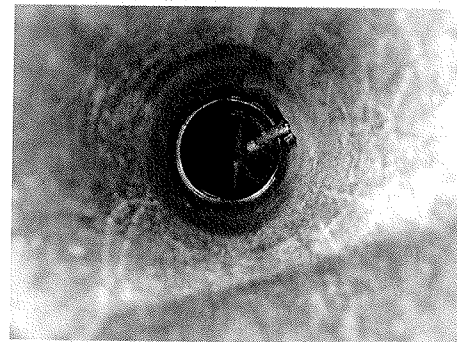
Ashley chassis

Ford Sidevalve powered cars also included two Bucklers, a Tornado Tempest, my Super Two and a very well engineered Dellow Mk2 complete with super charger, an alternator built into the dynamo and a modern pre-engage starter motor. The other cars present – Turners, Rochdale Olympics, Fairthorpe and Lotus – were fitted with overhead valve engines. Alas, no Austin Sevens Specials braved the weather this year.

A different approach to stop fuel evaporation

At Ardingly Vintage and Classic Vehicle Show, John Tuppin showed how he had overcome a fuel evaporation problem. John has fitted a fuel

recirculation system to his Ford Popular that consists of a conventional feed from the fuel tank to the mechanical fuel pump. From the pump the fuel is fed to the carburettor via a Fuel Vapour Separator (from a Fiat Regatta).



Fuel evaporation fuel filler with return connection



Fuel evaporation separator from Fiat

The separator has three connections: infeed from the petrol pump, outfeed from the bottom of the separator to the carburettor, and a take-off from the top of the separator returning to the fuel tank via 170 jet fitted into the tank filler pipe. Under normal conditions a constant trickle of fuel can be seen being circulated back to the fuel tank. If any fuel evaporation should occur, the vapours are taken away to the tank.

Finally

Although summer 2014 has been a particularly busy time moving house, I have still managed to attend a lot of rallies. With rally season over, perhaps now I will be able to get my newly acquired workshop in order and catch up with some long overdue work on the Ford Specials website.

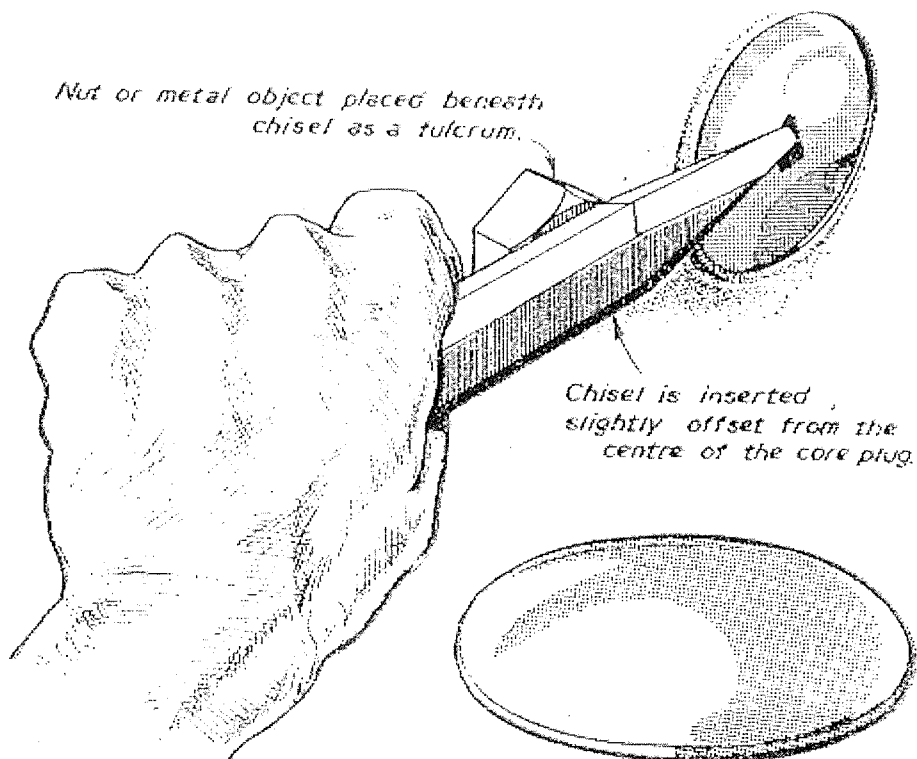
Defective Core Plugs: Types Discussed and Method of Replacement

Originally printed in *Practical Motorist and Motor Cyclist*, August 1957

A defective core or expansion plug is indicated by a slight leakage of coolant at this point. A replacement should be made at the earliest possible opportunity as there is a danger that the plug will suddenly collapse, and by draining the cooling system of water may severely damage the engine.

Convex Type of Plug

The type of expansion plug fitted to many engines is of a convex shape, as shown in Fig. 1. The method of replacement is as follows. The engine should be started up and allowed to run until thoroughly warmed up. It is then switched off and the coolant drained from the entire system, not forgetting the cylinder block drain tap if one is fitted. The latent heat that still exists in the block metal will then effectively dry out the faces and seating of the expansion plug. The plug is removed by inserting a small



Figs 1 and 2.— (Right) A typical expansion or core plug that is fitted to many cylinder blocks. (Left) The defective core plug is removed by inserting a chisel as explained in the text. A fulcrum point is established by placing a nut or metal object beneath the chisel.

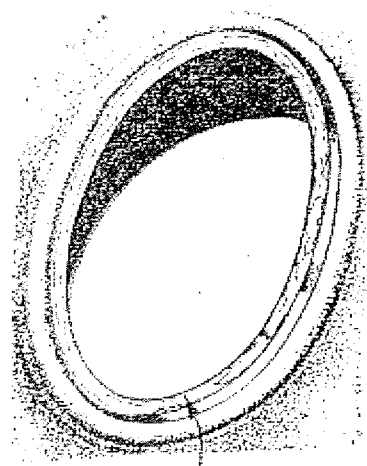
cold chisel, slightly offset from the centre, then placing a piece of metal, such as a large nut, on the underside of the chisel as a fulcrum, then levering the core out (Fig. 2). Care must be taken not to damage the core seating during removal, otherwise difficulty may be experienced in making a watertight joint when replacing the plug.

Inserting a New Plug

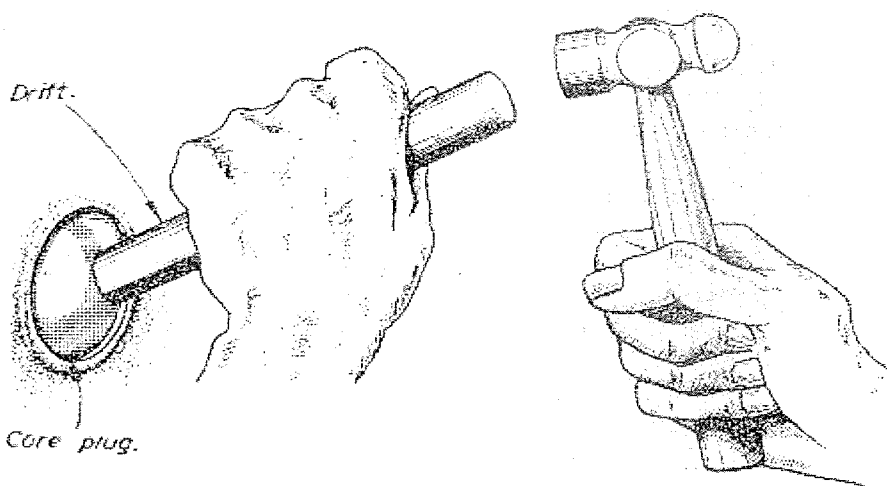
Having removed the plug, all rust, etc., must be removed from the seating and a little gasket jointing cement carefully applied (Fig. 3). The new plug is then inserted with the convex side outwards. It may be a close interference fit, and

a light tapping slightly offset from the centre, with a hammer and punch around its periphery, may be necessary to seat the plug. When the plug is in position, it is slightly flattened with a fairly large drift to ensure a watertight joint (Fig. 4). It should be noted that the plug still retains its convex shape and is not flattened with the drift. The cooling system is then filled with water and the plug carefully inspected for any leaks which, if evident can be stopped by retapping the plug with the drift.

100Es and 107Es are the only models in the Club that feature core plugs which are not the common size, but may be obtained from the Club stores – Ed.



A little gasket cement is applied to the core seating.



Figs 3 and 4. — (Left) The core plug seating must be carefully cleaned of rust, etc., and a little gasket cement evenly applied. (Right) The new core plug is reinstated by applying a drift and gently tapping with a hammer. It should be noted that the plug is not flattened, but still retains much of its convex shape.

Letters & Emails **Special or what?**

Sidevalve Editor, [REDACTED]
 Abingdon S.O., [REDACTED]
 E-mail: editor@fsoc.co.uk

Thanks and thermostats

Dear Sidevalve,

I would like to say a big thank you to the Club member who responded to my wanted ad for a 19 tooth speedo drive gear. The telephone call caught me unawares and I didn't think to write his name and number down so that I could thank him for sending it in the post. I think he said he was from the Midlands, but whether from the Coventry or East Midlands group I'm not sure.

On a completely different subject, I was at a classic car meet near Tewkesbury last Saturday and saw an immaculate 1956 De Luxe 100E (black). I started talking to the owner, a Club member. He said he had an engine heating problem and was going to modify the fan. I asked him if he'd checked the thermostat, and to my amazement he replied 'I've been in the motor game all my life and I always take them out as they only restrict the flow.'

I could see that he wasn't up for a conversation so I made a sharp exit.

I just thought it might be worth an article in the mag to reinforce the importance of keeping the cooling system in tip top condition as per the maker's specs.

Yours,
 Maurice Wilby

Swedish Sidevalve

Dear Sidevalve,

You may be interested in these photographs of a Swedish registered car. It runs well with a reconditioned engine. MOT is the next hurdle.

Yours,
 Otto Freudenthal

Dear Sidevalve,

Maybe another for Ian's Specials page? (Right) A bit different but nothing really special about it: I would call it a bit Mickey Mouse.

I saw this at a show in Essex and was a bit surprised that the car was being used on the public road. It looked fine to be running around the field, creating a bit of interest. When it pulled up near to the live band playing country music, they stopped and changed to the Beverly Hillbillies music.

I did get to talk to the owner but he could not tell me much about the car as he had only had it a few weeks. It was a barn find. He had done nothing since purchasing it other than putting some glue on the cab structure to make it more rigid; new plugs and points; and some second hand tyres off eBay, that had very good tread but were also very perished on the sidewalls. He said it was taxed and it was MOT exempt.

I mentioned to him in the nicest possible way that a car still has to be in a roadworthy condition and that he could still be stopped and fined if pulled over by the police.

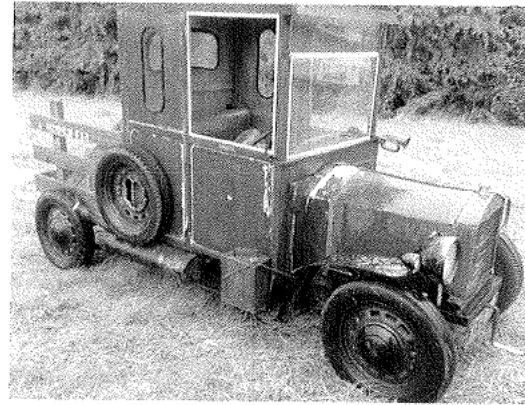
He said he was aware and that everything was working okay. This may well have been the case but it was certainly not road legal. Should we re-think the MOT system? But then again, even with the MOT there are always the ones that run their cars on a shoe string.

The chassis/running gear was mainly Upright Ford, with a T radiator grill and steering wheel.

It would make a very good special project and the idea was very good. I would like to have had a go at it but I think the owner wants to keep it the way it is.

I thought this might be of interest to the Club.

Yours,
 Ray Gibson



The Model 626 Marshall Combine Harvester

Dear Sidevalve,

Please find attached information from Marshall showing the 626 trailer combine which used the Ford 10hp engine. Reprinted from

Power Farmer:

"The Marshall Model 626 combine harvester, manufactured at the Gainsborough Works of Marshall, Sons & Co. Ltd, is notable for many new developments. These contribute to maximum threshing of the crop and dressing of the grain. The design especially caters for work in sidling and undulating ground.

The machine is tractor-powered and because of its moderate weight can easily be handled. Two men are required for operating it, one to drive the tractor and the other for work on the bagging platform. Alternative

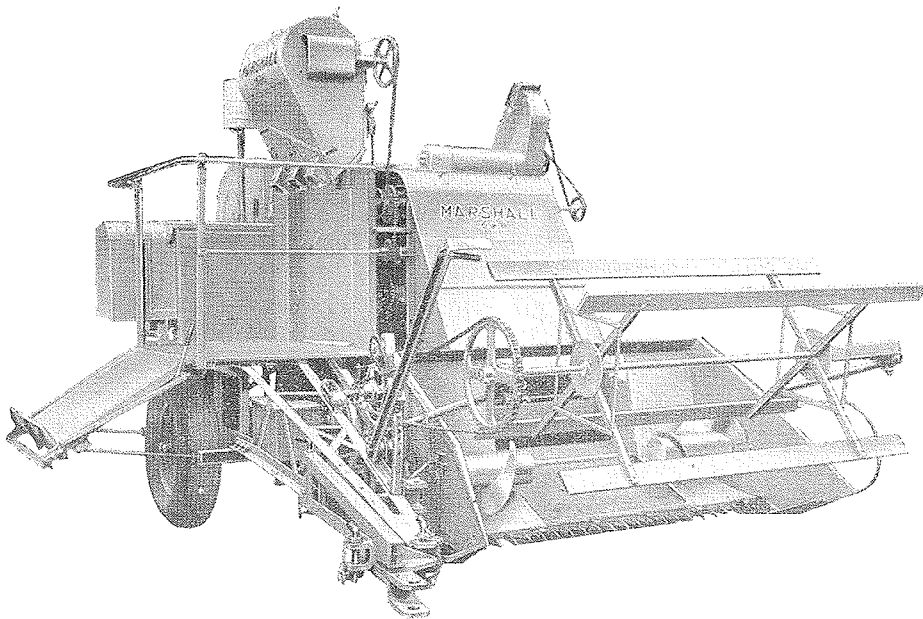
field and road haulage positions are provided for the drawbar coupling to the tractor.

Power for driving the threshing mechanism is supplied by a Ford petrol engine developing 22 b.h.p. at a governed speed of 2,500 r.p.m. The combine's capacity may be gauged from the gather of 6 ft. 7 in. at the header divider points and the cut of 6 ft. at the knife bar."

I am afraid the machine was not a great commercial success and this, linked to the financial problems of the Marshall company, meant not many were made.

There is however one restored and this was in operation at the Little Casterton working event. It was being towed behind a Field Marshall tractor, also made by Marshall.

Yours,
Joe Paget



Cherry picking an engine out

Dear Sidevalve,

I just discovered this old photo whilst clearing our lounge in preparation for decorating.

It shows me and Ken Howat having an engine removed from a scrap 100E in about 1982-3, outside my former premises in Kirkstall, Leeds. At that time I was spares officer and we stored the Club spares on the top floor of this building.

We roped in the services of a Leeds street light repair team, who used their hydraulic inspection unit to help lift the engine out of the car.

Yours,
Steve Waldenberg



Wedding bells

Dear Sidevalve,

Bumpy Herbie was at work again for our granddaughter Louise's wedding to Steven, 5th April 2014. She was proud to have her Granddad to chauffeur them.

Louise used to ride in the car with her sister and two brothers. When they were children, they named the car. Owned 37 years, still unrestored and going well.

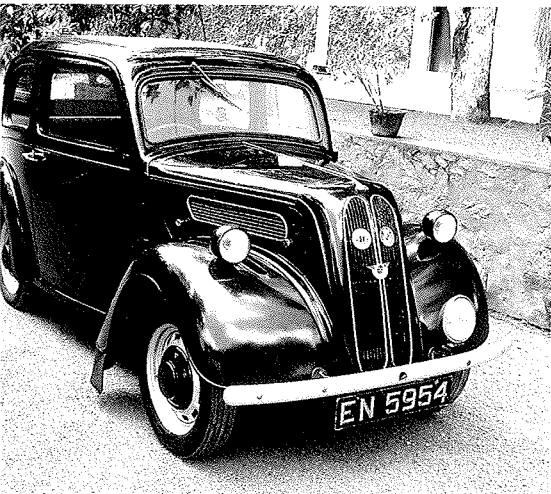
Yours,
W. Doyle



Lankananda Dela Bandara

103E Ford Popular in Sri Lanka

In 1973 my father bought a 103E Ford Popular from the Chief Accountant of the Richard Peris Company. Richard Peris was then the main dealer for Ford vehicles. The car was in good condition except that the wipers were converted to the electric motor system from the original vacuum system.



A few years later, my father completed an overall repair of the engine and then repainted the vehicle black, preserving its original colour. He used this vehicle continuously for a period of seven years, from 1973–1980. In 1978 Japanese cars such as Toyota, Mazda, Mitsubishi and Nissan were introduced into Sri Lanka and came flooding into the country. This had a tremendous negative impact on other vehicles, such as those manufactured in the UK (Austin, Morris, Hillman and Ford), leading to a rapid drop in their usage. However, contrary to the norm that prevailed in Sri Lanka following the introduction of the Japanese vehicles, my father continued to use his Ford Popular for a few years, after which he too shifted to driving a Japanese brand.

When my father gave up driving the Ford in 1986, it was left unused in the garage. I took the necessary measures to repair it to the best of my capabilities. I take pride in being able to reap a fruitful outcome.

I'm extremely glad to be holding the ownership of this prestigious vehicle which is now in excellent condition under my careful and enthusiastic maintenance. In fact I recall how I took my first driving lesson in this very vehicle as a young man. I've been the registered owner of this car since my father presented it to me in 1973. I believe that the vehicle commenced a new chapter in its life when I took it into my hands. As of now, I've painted the car three times, replaced eight valves and changed the big end bearings and pistons (the present piston size being +40). I take great care of the vehicle and maintain a driving speed of 20–30mph.

I have had the opportunity to travel to the UK on several occasions because of my Ford and I have met many personalities of the FSOC. I have visited the Club twice and in fact feel privileged to have participated in the Annual General Meeting in 2005. I have also purchased spare parts such as carburettors, a steering box, wind shield beadings and many more from the Club.

I've been a proud member of the FSOC since 2001 and my position there will be followed by my nephew, Ashmika Guruluwana.

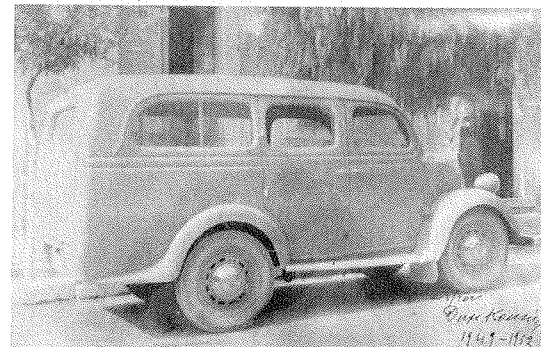
Heat conditions

When I drive for over 10 miles in the car, the interior of the vehicle usually starts to heat up from the engine. Nevertheless, so far it has not reached the point of boiling from the radiator even after running a distance of more than 40 miles. So, I believe this condition is normal. At the end of the journey I find that about 1.5 bottles of water are missing from the radiator. I intend to fix a small electric fan inside the engine bay. Most sidevalve cars which were imported to Sri Lanka were factory fitted with four blade fans. Although it's said that many encounter a problem with fuel vaporisation in the carburettor, I never took any notice; but when I try to start the engine the following day, the pump needs priming. I guess this is because there is a defect in the pump valves.

Colm O'Neill

Sidevalves on Crete

On a visit to Crete in June, former Ford 100E owner and Club member Patrick Hemphill and I visited the impressive club house of the local Cretan historic car club PASOE. There is an impressive display of framed black and white photographs recalling motoring in Greece of decades ago, and among those I spotted a picture of an E83WF (LHD) minibus. The bodywork is considerably more modified than the Martin Walter/Utilicon minibuses, with well-styled rear side doors which complement the standard front door design. Of note, too, are the rear side window shape and a roof drip rail extending to the rear of the vehicle. There is a single rear window which would suggest one wide rear door instead of the usual Ford twin doors. I could not find out who the coachbuilders were.



During one of our drives on the scenic mountain roads, I snapped this picture of an abandoned late model Thames 301E (LHD) van. The suspension and running gear were long gone, as well as the right front door. It has the late Anglia/Popular type grille but the front bumper was from another make.

As Crete is very mountainous, I wonder how these Sidevalves coped, and did they overheat or suffer vaporisation? I bet that they all had four blade fans for this climate!



Tony Young

A Tale of 267 BLC

Usually, *Sidevalve's* 'Tales of BLC' are the various escapades of Jim Norman's Prefect, but not this time. Sadly one of our members, Bert Jones, has died and he owned a 1961 Ford Popular, 267 BLC. Recently the Club was contacted by his solicitors to advise that Bert had left both his car and some tools to the Club in his will.

As the car was located in a lock-up in Dulwich in South London, I decided to 'volunteer' Richard Greenaway and Glen Woolway from the Kent group to help retrieve the car on behalf of the Club. Arrangements were duly made and the three of us met at Glen's house at 8.00am, one Saturday morning, to travel together to Maidstone to collect a car trailer for the recovery. We sensibly decided against using any Sidevalve for this work and went in Glen's Mazda 6 estate, which has a tow-hitch.

Having found the lock-up and met the solicitor who was waiting for us, we managed to prise the reluctant garage door open, which clearly had not seen much recent use. This revealed a rather dirty cobweb encrusted interior and a 'barn find' off-white/cream Popular 100E. Tools and numerous bits and pieces were scattered round the car including old wellington boots, a waterproof and general household stuff.

Glen immediately set about checking the points, condenser and timing. Using the Mazda we partially dragged the Pop out of the garage. With the help of another battery and some fresh petrol poured into the carb, it would start but not run. This took Glen less than five minutes!

The tax disc on the car ran out in January 1997, therefore the car had probably not been on the road since sometime in 1996 – about 18 years of inactivity. However, a quick inspection revealed that the

underside was sound, the strut tops had been welded and the car itself was complete. The records with the car clearly show that it had been much loved but that nothing seemed to have been done to it after the late 1990s.

Unfortunately, we could not back the trailer up to the car as the access road was narrow. This meant we had to winch, drag and bump the car sideways to eventually get it on the trailer. Finally we managed to get away.

We returned to Glen's house about lunchtime and unloaded the car. There was an interesting moment when Glen was rolling down his drive with no brakes, but otherwise all went well.

That afternoon one of Glen's friends, Howard Webster, arrived with his son Jamie who was looking for a 100E or similar. Howard is currently restoring an upright Anglia to a very high standard and was therefore an ideal person to help Jamie get the car fully restored and back on the road.

To show Jamie and Howard that the car would run, Glen disconnected the fuel pump from the carb and connected a spare fuel pipe to a spare pump. This he then connected to the carb, which he connected via a flexible pipe to his lawnmower petrol can. As Glen furiously activated the pump by hand, I pulled the starter knob and the car started and ran. Richard held his thumb hard over the old pump output pipe to stop the stale petrol from squirting out (almost achieving a personal fuel injection).

A deal was struck, and Jamie agreed to become a Club member and buy the car from it. We look forward to seeing him and hopefully Howard as well at future Kent group meetings. (The sale proceeds will go into the Club's central funds for the benefit of all members.)

Finally, I asked the solicitor to tell Bert's family that the car was going into good hands and would be brought back to excellent condition.



Kent's newest member, Jamie Webster, after purchasing 267 BLC.

Peter Gagg

My Three Sidevalves

I have owned three Ford Sidevalves: two long ago, and one since last autumn as an old man's trip down memory lane.

The first one was a 1954 Anglia, HB8052, black with red interior, which I bought from Colchester Motors, Cardiff in May 1962. Through some trick of my personal filing system I still have the original invoice. (See photo 1.)

This was my first car. I paid £245 for her and she gave me such fun that although I have had several quite fancy cars since (Mustang, Mercedes, Jaguar etc.) it was this somewhat rusty little car that transformed my life. I hailed from Cardiff, which was how she came to be bought there under the watchful eye of Mother and Big Brother, although I was living in Plymouth where the car was based for the roughly two years I owned her. She guzzled petrol and went through (remould) tyres like mad, but never gave me any serious trouble. I think I took the mileage on the clock from something like 50,000 to over 70,000 in the time I had her. It is interesting to note that on the invoice I had a wing mirror supplied and fitted for £1 5s.

The first year's comprehensive insurance with London Assurance was £20 14s. – well over half a month's pay for me at the time.

I sold her in spring 1964 as I needed the cash to get married. It is quite fitting that in the only picture I can find of the car, my (then) fiancée Carol, who became my wife in 1964, is standing next to her. (See photo 2.)

I remember spending long chilly late evenings in my father in law to be's garage,

filling rust holes in front wings and side cills with fibre glass to make her look respectable for sale. The jacking points had long since declined to function owing to corrosion.

The next car was a 1958 sit up and beg Popular, RMR944, which I bought in Bath in summer 1965 for £95. (See photo 3.) We always referred to this as an E93A although I don't seem to see that designation used in the magazine. Was it just the engine type? My wife always called her Bobbles because of her very bouncy ride. She served us well, making a daily 14 mile journey into work and the same back again in the evening, although the headlights were more like candles. She performed well in snow with snow chains on (we lived out in the country), although the drag of these got us down into first gear on any sort of steep hill and necessitated holding the gear lever in place as it was prone to 'drop out'.

This car of course had a starting handle, and as funds were very short (we had just bought our first house) a replacement battery was something of a luxury. My young wife quickly learnt the technique of getting her started with the handle. This isn't to say she liked the procedure and only did it when I was away.



Photo 3. 1958 Popular RMR944 trying to look like a big car.

We had Bobbles for about a year before trading her in for a Vauxhall Victor, as we were just starting to caravan, using an ancient pre-war van given to us by my wife's parents.

In summer 2012 I visited a small classic car show at Petworth House and saw a beautiful Ford 100E Prefect there. I think the (oldish)

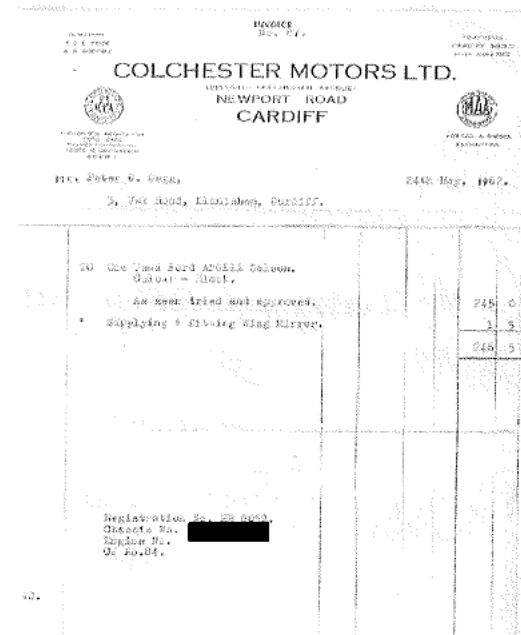


Photo 1. The invoice for my first car, the 1954 Anglia HB8052.

couple had owned it from new, and I am afraid the bug bit me. I tried to ignore it and remind myself of the trials and tribulations I had when I bought a 'classic' MGB, which just absorbed money and rarely managed an outing without some disaster or another.

However, I was bitten, and with rose tinted spectacles firmly in place I started looking on the Internet at 100Es. Last autumn I successfully bid for a 1960 Popular (103YUC) on eBay, sight unseen, down in Hampshire. (See photo 4.) She is in surprisingly good condition – although the photo rather flatters her – and I am enjoying having her. I'm trying to get rid of some of the rust on the bodywork and still have an unresolved problem over the battery not charging enough.

I am facing the same issue as all old car owners of having to decide how much money to put into her, as my own abilities and facilities are very limited. I have had both front wings professionally repaired as they really let the car down, but she probably really needs a complete re-spray which I just don't feel I can afford, and I will have to do something about the charging problem. Local auto electricians don't want to know!

However, I'm not disappointed with my folly, and my two sons just regard it as the foolishness of an old man which could have been much worse.



Photo 4. 1960 Popular 103YUC, my latest folly. Bought sight unseen on eBay.



Photo 2. 1954 Anglia HB8052 with my late wife Carol, on the road from Bournemouth to Plymouth. Note the front wing is dented.