

News



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Sidevalve



Features this issue

AGM Report

Siva and the Harris Tweed Connection

The Inaugural Historic Sporting Trial

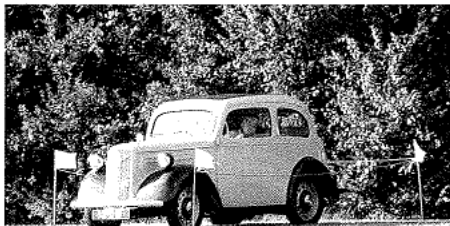
The AGM this year was at Spadework in Kent, and as the distance was so great from the Midlands and the weather so unpredictable, we took the Siva on a trailer for the first time ever.

In case you are unaware, Spadework is an independent training organisation which undertakes tuition in a number of subject areas, mainly horticultural, for Adults with Learning Disabilities (www.spadework.net). The centre was ideal for the AGM, with an area to display the cars and suitable room to show the FSOC DVD to those that have not seen it yet, before the meeting. (On the subject of DVDs, I am gathering together any video copy for the next edition, so if you take any footage of FSOC events please send a copy to sv1172@aol.com.)

The Kent Group (headed up by Richard and Trish Greenaway) were the perfect hosts, arranging an extensive spread at lunchtime for the members to sleep off through the AGM. Richard and company had prepared a road run to a well-manicured field for a barbeque and Sidevalve driving test.

It is quite some time since the FSOC members were given the opportunity to engage in field sports and it was an activity that was enjoyed by all. The event was won by a Mrs Jill Bradbury who had never driven a 100E at all and was heard to proclaim that she 'wanted one of these' – go on Mark, make it so!

If any other local groups can find a dry moment during our summer then why not give it a go? I am sure that Richard will be happy to advise [REDACTED]



Anglia belonging to Anthony Creese-Smith attempts the reverse into the garage.

New MOT regulations – an update

Just as the last issue of *Sidevalve News* was ready for printing I became aware that the MOT test requirement for some of our cars was to be stopped on 18th November 2012. This was a bit of a surprise as I had just explored the effects of the new MOT regulations, as I wrote in the article. The so-called consultation that was held earlier in the year indicated there was a strong feeling that enthusiasts did not want a MOT test annually. Since the Minister announced the withdrawal of the requirement for cars built before 31st December 1960, many enthusiasts and classic car magazines have expressed concern over this relaxing

of the regulations. Many questions remain unanswered such as what happens to your insurance now that no one is checking the condition of your Sidevalve? Some say (as Jeremy Clarkson would say) that there will be a requirement for some kind of engineers' report to confirm that the vehicle is fit for the road and therefore is safe to be insured. Premium rises on the way?

Other commentators fear that once our cars are 'different', i.e. no MOT, then restrictions may be placed upon their use on UK roads and in the EU. We have no idea about future legislation and we await comment and advice from the Federation of British Historic Vehicle Clubs in due course.

Will it be a good idea to get the car checked over by your classic-friendly garage to assure your insurance and yourself that the vehicle is safe? It has been suggested that the electronic system will allow tests on vehicles that do not need a MOT. My local test centre knew nothing of the removal of the requirement to test most Sidevalves.

What is clear is that the present MOT test has many areas that most certainly do not apply to a Sidevalve and the revised requirements mentioned in the last issue of *Sidevalve News* highlight this situation even more. Many testers are now not really able to test and apply appropriate judgements to our cars – one area being kingpin wear as well as play in the steering box. A tester that is dealing with modern cars will always note the apparent excessive wear in your kingpins – some would have you replacing them every year! Some would fail your acceptable play in the steering box because they are used to only testing rack and pinion systems ... Is it worth having the relevant pages of the MOT test manual handy or would it enflame the situation? Some tact and diplomacy would be advisable!

Going back to the removal of the requirement for an annual test, applications for an age-related registration number require a MOT test (on the chassis number) so how will that work? Will un-roadworthy cars just be given a V5C? Which brings us back to the insurance companies. What about the Hot Rods on Historic status? They are not classics as we know them, having modern underpinnings and mechanics, but because they may have a date of first registration of the donor they will be allowed to be exempt from the annual test.

Whatever the future may bring, it will be essential that we all maintain our cars in the best possible state of repair so that the general public, civil servants and the rest of the state regard us and our activities in a favourable light.

Any comments would be appreciated, as well as actual experiences at the testing station.

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Events & Regional News

Events

My Sidevalver's top tip for summer 2012: make sure that you rain proof your old Ford. I recommend that you use a water repellent product for your windscreen, especially if you own a 103E or E83W, with a single wiper fitted. I found this can work really well! In addition a tube of windscreen sealant is a good idea as well, to plug up any leaks. I hope you enjoy the rest of the season, without getting wet.

Below are just some of the events with area group activity. A more comprehensive and updated events list can be viewed at www.fsoc.co.uk.

4th & 5th August, Northern Sidevalve Day, Hebden Bridge. Vintage Weekend. Sidevalve day on the Sunday. Book early. Details from Joe Wheatley.

11th & 12th August, Southern Sidevalve Day, The Bluebell Railway, East Sussex. Vintage Transport Weekend. Sidevalve day on the Sunday. Book early. Details from Mike Jillians, Richard Greenway or David Pickett.

12th August, Historic Specials Day, Cotswolds Wildlife Park, Burford, Oxfordshire. Free entry for the driver of the historic Special or its tow car. Details Ian Woodrow (Specials Registrar).

18/19th August, Tatton Park Car show, Knutsford. Club stand. Details from Joe Wheatley.

18th August, Capel Classic Car Show, Nr Dorking. Club stand. All Sidevalves welcome. Details from Mike Jillians.

25/26/27th August, Southport Town & Country Fayre. Club stand. Details from Joe Wheatley.

14th-21st September, The Annual Sidevalver's Holiday. Take your old Ford on a long run to Lowestoft. Details from Robin Thake or Richard Greenaway.

Cambs, Lincs & Norfolk

Eastern Sidevalve Day

With the forecast of another rainy day ahead, it looked like support for the event could have been very disappointing. However, I am pleased to report this was not the case, with six local Sidevalvers meeting up for a convoy drive in front of the George Hotel. It was a great start, but on the run heavy rain soon developed, making it necessary to test the real efficiency or lack thereof from your vacuum



Eastern Sidevalve Day

15th September, Steeple Morden Harvest Fair, Steeple Morden, nr Royston. Details from David Heard:

All FSOC members are welcome.

23rd September, York Historic Vehicle Group Annual Rally, York Racecourse. Club stand. Details from Nigel Hilling.

7th October, Cambs Group End Of Season Drive It Run. Starts from the George Hotel, Whittlesey at 09.30, meeting up with the North London Group at The Wood Green Animal Shelter, Godmanchester. Contact Brian Cranswick for further details.

14th October, Popstalgia Show, Bosworth Water Trust, Market Bosworth, Nuneaton, Warwickshire CV13 6PD. All Ford sit-up-and-beg Pops, Anglias, Prefects, Fordsons, E83W, Pilots and 100Es. Can be stock, rodded, modified, hill climb etc. There will be trophies for best of the above. Camping facilities. Details at www.bosworthwatertrust.co.uk.

wiper(s). Guy and Colin both experienced problems. Also this gave me a chance to check out a very annoying small water leak in the fabric roof section of my 103E: finally a result, sorted at long last with no drips found.

As the convoy was getting close to the railway, in the distance could be seen another 103E approaching from the opposite direction. It was Rob Marshall, who drove across from Nottingham. This increased the numbers to a rather splendid sight of 7 Sidevalves, all arriving at the station together, followed quickly by Robin, David and Stuart from the North London group, along with two more local members.

21st October, National Restoration Show, Stoneleigh Park, Coventry, Warwickshire. FSOC stand requires volunteers to show their Sidevalves and even do something with them! Contact Geoff Hammond.

28th October, Kent Group End of Season Meet, nr West Malling. Contact Richard Greenaway for further details.

3rd November, Classic Sporting Trial for 1172cc Ford engined cars, Stroud, Gloucs. Organised by the Stroud and District MC. Details from www.hsta.co.uk.

16th, 17th & 18th November, NEC Classic Car Show. Club stand. To display your Sidevalve, contact Geoff Hammond or John Porter.

If you are arranging a Club event, please send full details to the Events Co-ordinator so this can be logged for the purpose of the Club's Insurance cover.

The rain soon stopped and the rest of the day was relatively dry. In all we had a grand total of 12 cars attending: 5 x 103Es, 2 x E494As, 1 x E04A, 3 x 100Es and 1 x 300E. Despite the damp start this was a very enjoyable day and many thanks to everyone who came along.

End of Season Drive It Run

Please make a note of 7th October for an End Of Season Drive It Run. Further details are in the Events column, or just give me a call or send an email.

Regional News

North London

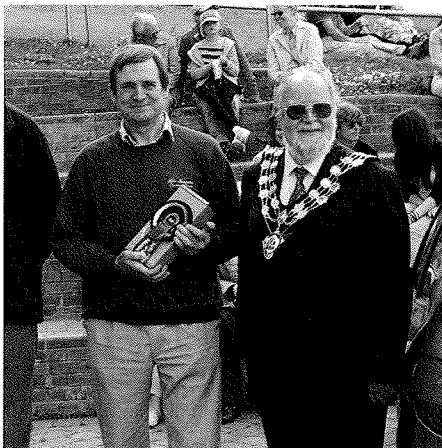
With several shows cancelled due to waterlogged fields it was great to have very good weather for the Enfield Pageant, where we had up to 12 cars on the Club stand on all three days. On the Jubilee weekend, David Heard and Ken Finch went to a show at Hatfield with Ken picking up a Best in Class award and David Best in Show – well deserved by both. Jen and I went to a fifties-style day in a small village in Suffolk which had all the old traditional races and stalls and prices from the 1950s.

Our next show was at Hatfield Heath where we had a Club stand. After a week of heavy rain I had a phone call from the organiser to say that he had to make a change of plan because normally the event is held on the heath, which is also the cricket pitch; and not only were there *ducks* swimming on the wicket but there had also been travellers on the area so we had a different area to park up on. We had 10 Sidevalves and one Humber on the stand.

The next show was the Eastern Sidevalve Day at Nene Valley Railway where three of us met up with Brian Cranswick. We had a good day out and due to the rather cool weather we enjoyed a nice beef stew in the restaurant followed by a very pleasant journey on the steam train. On the same day three of our group went off to Leighton Buzzard where there is a nice narrow gauge railway.

The first Sunday of July we paid a visit to Maldon, to a large Classic Car Show, where Andy Westwood picked up an award for the top commercial with his 300E van. As the awards were being given out Andy was getting quite excited as the trophies were large cups, piston or spark plugs on boards and one of these would look good in the lounge of his new house; but the commercials class had been judged by the Maldon Sea Salt company and so the cardboard box he received was not bits of an old vehicle but two packets of sea salt and some black pepper! Sara, his wife, was delighted with the award and one of our group

suggests that the salt could be very useful on Andy's drive in the winter.

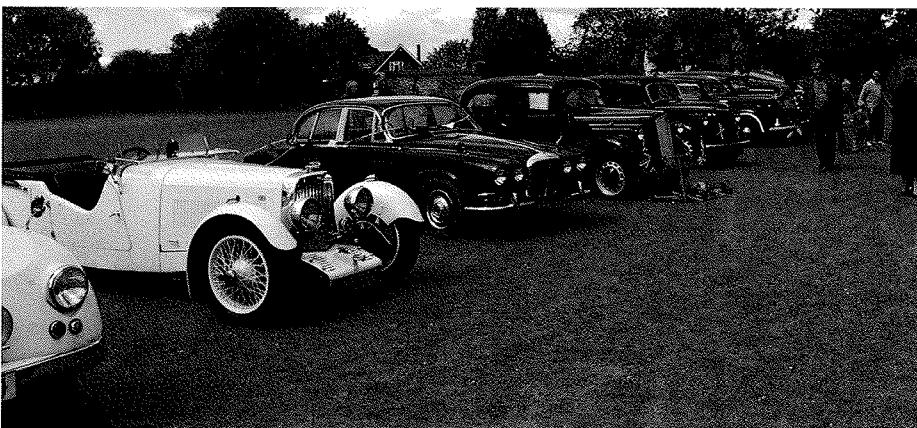


Andy Westwood receiving the award for Best Commercial at Maldon.

On a very soggy and wet morning we met with David Heard and headed off to the Hollowell Steam Fair. The two uprights just slowly rode over the mud, trundled down the field and into another very muddy area, and slid to a halt facing down hill in the car display area. After a good few hours when the sun came out we were deluged with a very heavy shower and the ground was waterlogged again. The show was closed an hour early and we gently made our way down the hill and out of the bottom gate safely, David with a certificate and bottle of wine as his car won second prize.

Jen and I along with Stuart and Laura, John Swade in posh mobiles and David Heard in his 103E went to the AGM organised by the Kent Group and had a very good day out in lovely surroundings. We arrived home at 10pm after attending the BBQ and were rather chilly as we had the top down on Jen's MGF.

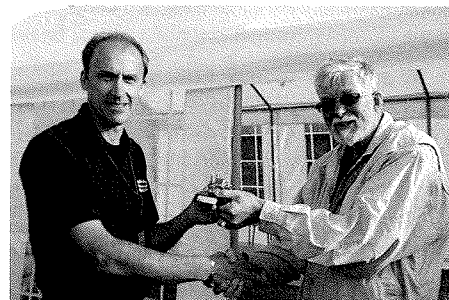
In the April magazine the book *The Lane Via Benghazi* was mentioned, about an Upright Prefect that the owner hoped to drive to New Zealand. This book is an excellent read. I purchased one off the Internet and read it very quickly while on holiday, and it is now being passed around the North London Group members.



Village fete celebrating Diamond Jubilee.

Scandinavia

I attended this year's AGM, and I was even awarded a prize for 'Furthest Travelled Member'. I was lucky that the member from Sri Lanka did not turn up. I also had the pleasure of participating in an Obstacle Driving Challenge, for which I was allowed to drive a 100E Prefect. This was the first time in 55 years that I was driving a Sidevalve, and it was really great fun, even though the result of the challenge was nothing to be mentioned. Out of courtesy it was not published.



Håkon receiving his Furthest Travelled Member Award (photo by Richard & Trish Greenaway)

As Regional Contact of a vast area I have tried for the first time to gather some of our members together this summer. The idea came to me when I was invited to an autojumble at Falun, which I have been told is one of the biggest of its kind in Sweden. Most of the Scandinavian members live in Sweden so I took a chance and invited those members who had agreed to exchange addresses to come to this event. So far a few have said 'Maybe'. I wish by no means to exclude the rest of the Scandinavian members, but I had to start somewhere.

As for the progress of U 5347, there is not so much to be told, but I keep on with the welding. My nephew, whose garage I borrow for the restoration, mentioned the other day that it really was a pity that most of what I have done so far will not show when the car is presented to the public.

As for my mishap in trying to buy spare parts via the Internet, I have luckily been compensated for the loss of money. I have now really got the spare that I previously paid for without getting what I hoped for, and even another item that I was in the market for.

I hope you all have a busy sidevalving summer, and hopefully it will be much better than the Scandinavian one: this being written at the beginning of July.

Regional News

Merseyside

Glossop Car Show, Manor Park, Glossop (19 May)

The weather was more like November than May. We met up with Bernard Ellicott (100E), Dave Rothwell (E493A), Alan Tomlinson (E493A), Ian & Shelia Sidebotham (103E) and Mike Brocklehurst (100E Squire) at the end of the M67 so we could all process together to Glossop. The show is in a park that was once the grounds of the manor house with a reservoir, model train, pavilion with shop, proper loos and even a jazz band to try and warm us up. However, warm it was not!

In addition to our little convoy Julian Ashworth and Neil Wildbore soon arrived with Julian's green E493A (he has two) and his E93A. Steve McKenna gave up on his decorating and also joined us in his 103E so we were nine in all, which was not bad considering the forecast. There was good number of cars on display and a very good feel to this event. The sun did peep out in the afternoon but we were all glad to set off back home at 16.00.

Chipping Steam Fair, Nr Preston (26 May)

A completely different weekend from the previous week at Glossop. The sun shone (more than one individual was caught out by the breeze: Steve McKenna should have joined us instead of falling asleep with no shirt on and then having to sleep on his finger tips for several days) and the rain stayed away all weekend. This should have been the Bank Holiday weekend but some damn fools moved it to the next week where the weather was once again like November!

I met up with Dave R and Bernard just off Junction 32 near Preston and we proceeded through the lanes to the site so we could park up together. Bruce and Carol Alan joined us in



Glossop

their Y and Julian & Neil in the E93A. This is an excellent show with varied stalls and exhibits, a good mixture of cars, trucks, tractors, steamers etc. I even had my picture taken in a real WW2 Spitfire, though sadly looked more like an ancient mariner than a dashing pilot. I would encourage all FSOC members to visit a steam fair or two, especially if the sun is shining.

Tatton Park Classic Car Show (2-3 June)

Because this was the Bank Holiday weekend the weather was the worst I can remember at Tatton. Setting up on Friday afternoon was very pleasant and we had no shortage of helpers. Bernard set up the gate and bunting, Peter Tinsley came all the way from St Asaph with his mower and Mike, Julian, Neil, Steve McK and I erected the marquee. All looked set for a good weekend.

Saturday was overcast, but we hoped would be dry. In the event we had very light drizzle most of the day and it was cold enough to require several layers and gloves. The exhibitors and punters made the most of things and it could have been worse. Sunday *was* worse with proper rain most of the day and even lower temperatures. Everybody was flippin' freezing and very glad to break camp before 16.00 and get off home. How I envied those other clubs whose cars had heaters! At least the field did not cut up too badly and the ground did not get muddy.

Despite the inclement weather we managed 17 cars on Saturday and 10 on Sunday. We even

got an award on Sunday – sixth club stand in the 'Highly Commended' class. Not sure it made up for the frostbite and trench foot but many thanks to all who turned up, especially those who made it on both days.

Prestatyn Classic Car Show (Static) (4 June)

A much better day all round! Overcast at home but a nice sunny day in Prestatyn. Jill and I met up with Bernard and Dave & Sue Rothwell at the services at Junction 14 on the M56. Dave & Sue were in a Rolls Royce Silver Cloud but we still spoke to them. On arrival Jill and I were directed to a side street reserved for 'Jubilee' vehicles (those registered in 1952) so we could not park up with Bernard, Dave & Sue, though we were joined by Julian and Neil in Julian's Maroon 1952 Prefect. Peter Tinsley was displaying his 7Y which is a very similar colour to Julian's but I think is an original colour for the 7Y models.

Also parked on the 'Jubilee' street was Freddy's younger sister. Norman Scott's grey E493A was also displayed last year but on neither occasion was I able to speak to him. His car's registration is FDY 904, which means there were only 773 vehicles registered in Hastings between 1 April 1952 when Freddy was registered (FDY 130) and 1953 when Norman's was registered. Obviously an active Ford agent in Hastings in the early 50s!

Jill and I enjoyed a good meander through the town, visiting any charity shop that had old books for sale. I enjoyed a good wander around the extensive display of vehicles while Jill had a read in the sun. Julian of course won a prize (second in the post-war saloons to 1960) but so did Peter with his 7W (second in pre-war saloon class). A very pleasant day rounded off by an uneventful journey home.



Tatton Park



Prestatyn prizes

Yorkshire

General information

A reminder that our August meeting on Tuesday 28th will be at the Electra Palace in Elsecar, S74 8DB, hosted by Trevor Miller, from 7.00pm. This will celebrate 100 years since the opening of the venue in August 1912. Trevor's hot plate will be on so bring something to cook or some snacks and drinks. Parking will be round the back with the entrance track between the cinema and railway station. Contact me if in doubt. The September, October, and November meetings will be as normal at the Reindeer Inn and then we should be back at the Electra Palace for a Christmas Do sometime in December.

It would seem that the water companies were either having a laugh or tempting fate by placing hosepipe bans early in the year. It appears to have done nothing but rain in recent months with many events being either very muddy or cancelled. The Friday gathering in early July at Thornes Park, Wakefield was cancelled the day before the event which was just as well as it poured down all that day. As I write this in early July there are many events to come with no obvious sign of improved weather. Northern Sidevalve Day is one such event at Hebden Bridge, which has been on the news recently with serious flooding. Here's hoping that the weather will have improved and that we will have had a good day.

The Ilkley Trial

This was very close to being cancelled due to the amount of rain preceding the event, but



Photo 1

a dry and windy Friday and Saturday were enough to improve the mainly grassy sections sufficient to allow them to be used. Sunday, the day of the event, also thankfully remained dry, allowing a good day to be had by all the competitors. Stan the Anglia was running well and put up a decent performance including clearing one of the more difficult sections, Watergate. David Child in his Popular was not so lucky, failing this section but with worse to come. On the next section his front end took off and landed on a rock which broke the front axle beam in half. This is a failure I've never heard of before but later inspection revealed an earlier crack and this event was the last straw. We managed to get the car moveable so that he could get it off the section and get it trailered home. Photos 1 and 2 show David's car near the bottom of the Watergate section and Stan further up.

Tatton Park

In keeping with most of this year the Saturday was wet, but only slightly so, whilst the Sunday

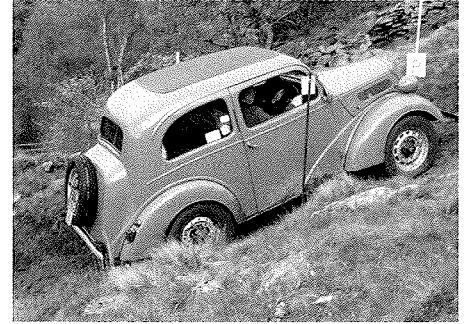


Photo 2

was very wet and very cold. Fortunately the Merseyside tent offers welcoming shelter from the weather and a sociable time was had by all. Despite the weather there was a good turnout on all stands and the autojumble had plenty to offer.

The Hope Motor Show

This event is held on a Monday evening and attracts a good few hundred entries including performance, competition, and classic cars. David Manterfield again got us parked together, the highlight this year being the E83W furniture van (photo 3). This was one event where the sun shone for part of the evening and it stayed dry.

David Brown Motor Show

This is a small pub car park gathering on a Wednesday evening that I organise for the David Brown Motor Club. Despite heavy rain during the day it was sunny at the beginning of the evening and stayed dry all night. Photo 4 shows a couple of Sidevalve-powered F-type 3-wheeler Morgans at the event: the front one races in the Morgan Challenge.



Photo 3

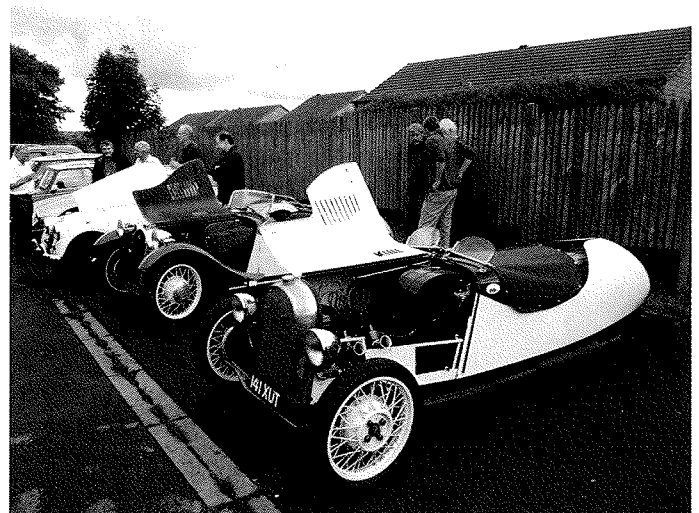


Photo 4

Regional News

Kent

Drive It Day

We finally went out on our Drive It Day Run on Sunday 13th May. Eight of us – Jim, John I, Glen, Tony Y, Ian, Kevin and ourselves – all met up at Ightham Mote for a coffee break before heading off to Penshurst Place. We were able to park up in front of the main entrance which was good as people going in took an interest in our cars. After a rare picnic in the sunshine – ‘not had many of them this year so far’ – we all took a look around the house and grounds before all going our separate ways at around 4.30.

Meeting round-up

This year's Wrotham Steam Rally followed the recent trend of dodgy weather. Our planned Sunday meet-up was spread a little thin as several members decided to go along on the Saturday instead, as the weather forecast looked better. On the Saturday we had eight regulars in attendance and on the Sunday we had five, plus two returnees from the previous day, so had we all turned up on the Sunday as planned we would have had 13 which would have been our best attendance of the year so far. Of those that turned up on the Sunday it was nice to see for the first time (I think to Kent) Mark Steedman, who came down from Crystal Palace in his nice looking and unusually painted Anglia 100E. As predicted, during the afternoon the showers started so most of us made an earlier than planned exit.

Then there was a three week break before it was our turn to hold the AGM in Kent (I think for the first time). In the days leading up to the AGM we were praying that the weather would be on our side for a change as a good part of the day's activities were to take place outside. Come the day we were in luck as we only had a brief shower first thing to be followed by a completely sunny and warm day. We started the day by

meeting up at Spadework, which is a charity-run plant nursery helping adults with learning/physical disabilities towards independence through training and work experience. As well as members from all parts of the country we also had Håkon and his wife Emily, who came over for a long weekend from Norway. Håkon was presented with the Furthest-Travelled Member Award during the evening at the barbecue, one of four awards that the Kent Group provided.

On the vehicle front we had 16 Sidevalves in attendance with the Furthest Travelled Sidevalve Award going to Mike Capps, who came down from the Wisbech area, I must just say the furthest travelled could have been chairman John Porter but unfortunately he was spotted unloading his Siva in a neighbouring field: this in actual fact made him the shortest travelled Sidevalve, as in his words he only drove 150 yards to attend, although he did take part in the road run later on in the day. Also a special mention to David Heard, who came down in his 103E Pop from the Hertfordshire area.

With the buffet lunch over we all gathered together outside where our official photographer for the day, Suzanne, took a group photo.

Once all the official business of the AGM was over there was a special award presented to John 'I don't do that' Farrer for his long and loyal membership to the 100E/Sidevalve Club, spanning over 42 years.

After the AGM several of us headed off on a road run to Colliers Green where we had a barbecue waiting for us, as well as a driving challenge course set out in the field for anyone who wanted to test their skill in a Sidevalve. Luckily for us the sun stayed out well into the evening, which made for a very pleasant end to the day – probably one of the best we've had this year. Winner of the Driving Challenge Award after the three disciplines was Jill Bradbury (wife of Mark, the Club's Webmaster/Pop Shopper): not bad, as I'm told it was Jill's first time driving a Sidevalve. We understand now that Mark's lookout for a Sidevalve has been pushed further up the list of priorities!



Group photo at the AGM



John Farrer receiving his award at the AGM

During the evening we also presented John Farrer with an award from fellow members of the Kent Group. John is now into his eighties and still driving around in his 1956 300E, which he's used on the road every day since 1958. He will always be there, whether it's for a show, monthly meeting or just to share with us younger members his knowledge of the 100E.

May I take this opportunity in thanking all those that attended the AGM: also to Glen, Andy and Tony plus partners for helping to plan the day.

The following day six regulars plus Mike Capps went along to the Groombridge Place Show, which wasn't as good as I thought it would be, partly due to the weather which certainly wasn't kind to us. One part of the show which was good was the aerial display by a Spitfire down from its base at Biggin Hill.

The following weekend we had the Darling Buds Show which, yes, you guessed it, gave us even more showers. Even so, five Kent regulars were joined by first time John Furber, over from West Sussex in his 1960 100E Pop. On wandering around the showground we came across an E493A Prefect which was owned by new-to-the-Club 'last week' Mathew Jagger, so hopefully we will see more of him out and about in the future. We also came across Mark Steedman who had ventured down from Crystal Palace again in his two-tone 100E Anglia. Hopefully the next time he comes our way we will greet him with some dry, sunny weather.

Southern Sidevalve Day

As you probably read in the last issue, this year we are holding the Southern Sidevalve Day at the Bluebell Railway Vintage Transport Show which takes place on Sunday 12th August. We are looking to get as many Sidevalves together as possible, so if you are planning on attending and don't normally go as part of a local group we would very much like you to join/park up with us for the day. Could I ask you to contact Richard



Cars at the AGM

REGIONAL CONTACTS WANTED

If you are interested in becoming a Regional (or International) Contact for the Club and would like to find out more, please get in touch with John Duckenfield, Regional Co-ordinator,

on

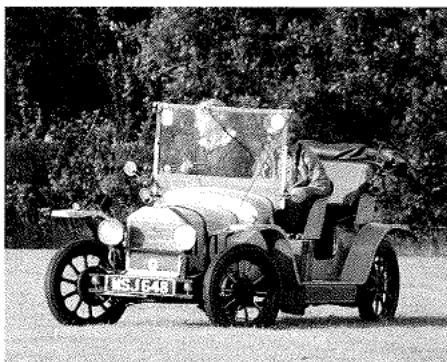
Greenaway by phone or email (details on page 2) so as to give us some idea on numbers attending.

Bits & pieces

Not much to mention this time around: just to welcome a couple of new members to the Kent Group. Firstly, Derek Warner, who joined the Club after coming along as a guest with fellow member Bernard Gardiner when we had our May monthly meeting visit to Jack's Toy Cupboard. I'm sure most of those that attended will tell you it made for a good evening out: as

well as his lovely collection of cars he also had a great collection of late 19th/early 20th century jukeboxes, which like his cars were all in perfect working order.

The second new Kent member is Bernard Hull who I was notified about days after the last magazine went to print. At the time of writing this article I haven't yet met up with Bernard but I understand he is the owner of a 1950 Prefect.



On the driving challenge. Clockwise from top: Glen, John F, John P.



Groombridge Place Show

The topics that have occupied the Federation's time for the past several months finally came to a conclusion shortly after publication of the last edition of *Sidevalve News*, but it will do no harm to repeat the findings for those members who have not heard the good (or perhaps bad) news.

As regards testing of the stability additives to counteract the effects of ethanol in petrol, those products which passed the test are:

- VSPe Power Plus, VSPe and EPS from Millers Oils
- Ethomix from Frost A R T Ltd
- Ethanolmate from Flexolite.

The results however have caused some controversy. Simply because the tests needed to be more transparent, it is still not absolutely clear whether fears over increasing ethanol content are unfounded. Under the terms of the contract entered into with the Federation it cannot be divulged exactly how the tests were carried out. Watch this space!

The Department for Transport has announced that vehicles registered before 1960 are to be exempted from annual MOT testing. Having attended several rallies since the announcement and spoken to the owners of 40s and 50s vehicles, I could not find anyone who was wholly in favour of the new rules, and the majority of them said they would continue to have their cars checked over by a professional for peace of mind. The main question was what the insurance companies were going to do, as many of us benefit from low premiums for our babies, and the feeling was that without that slip of paper, costs would undoubtedly rise.

Just where the 1960 date came from is uncertain but there is a school of thought that as the changes were first mooted in 2010, an arbitrary 50-year time line was then decided upon. As far as our members are concerned there will be a number of owners of late 100E Pops and 107E Prefects who will still have to submit their cars for MOT: for the rest of us, I would urge those owners who do not take part in local group activities to get in touch with their Regional Contact, because that is where you will find a bottomless pit of information concerning our cars, and willing hands to help.

From a personal point of view, while I am prepared to have a go at changing oil and filters and plugs and points on my Squire, the vagaries of brake imbalance, suspension faults and steering problems are and will remain a mystery to me; but I know that there is a 'Mr Sidevalve' that I can contact who will be able to point me in the right direction. This applies to all our groups and there is always someone who will have been there, solved the problem and got the T-shirt; so, if you have any doubts as to what to do, contacting other owners is the way forward.

Pre-War Register

Registrar's Comments:

It looks as if 2012 will be quite an interesting year, with the Queen's Jubilee and the Olympics, despite the inclement weather. Unusually we seem to have fared better up here in Scotland than the rest of the country with more of the sun, better conditions and less of the watery stuff.

The recent decision of no MOT for classic cars up to 1960, as far as I am concerned, is a bad one. At a minimum there should have been an MOT required every 2-3 years, even with minimum mileage. Regrettably I can see the insurance industry taking advantage of the situation with an increase in costs, should there be incidents in the next few years, with legislation eventually clamping down on usage of our vehicles to certain periods of the year and times, similarly to most European countries. It is most important for members to take an MOT prior to the November date if they are not sure of their ability in assessing their vehicle's road worthiness.

In past years I have certainly seen vehicles that should not be on the road, with bad steering, poor brakes, cracked tyre walls and corroded chassis areas that can only be seen if one endeavours to look underneath the car. I certainly will be taking a harsh view if I see any cars that appear to have such defects.

My trusty Renault packed up with a blown gasket so, given the tip of a classic in Paisley, I headed for the address. After some haggling and getting certain mechanical/chassis works done with a new MOT, I am now the proud owner of a Hillman Super Minx. It's a bigger car than the Pop and the C van, the latter doing sterling service in transporting heavy logs to Cliff Lodge for the winter after a number of trees fell down earlier in the year. The battery in the C is now on its last legs, but a turn on the starting handle still works wonders.

DVLA

Julian Shattock dropped me a line on his restored 7Y Deluxe (photo 1) that required much work initially to clear the surface rust and paint on the bodywork to the surface metal underneath. Several coats of primer paint and four coats of black cellulose restored GHU back to pristine condition with no welding being necessary on the bodywork, apart from the odd areas that required a small amount of filler paint.

The story on the mechanics however was more interesting, as the engine was in many pieces and located on the back seat together with the front wings and bonnet. A 30 thou rebore has sufficed for an engine with some 60,000 miles of use. The car's gearbox could not be found, but eventually one was sourced and installed. With all the bodywork now in



Photo 1

order the next step was the roof and interior, including panel work to be renewed. New wiring loom, replated chromework, new shackles, kingpins, wheelbearings, brake shoes, trackrod ends, draglink and tyres have given Julian's car a new lease on life.

The 7Y had been stored under cover between the years 1962 to 1980, a quite substantial length of time, until purchased by a garage in Bath. Julian purchased the vehicle in 1982, alas with no log, but with the old excise licence he was able to keep the original plate after inspection of the vehicle by a lady from the DVLA. Chassis number at the time could not be identified and the Briggs body number was allocated to the log and remains on the log to this date.

A further complication was the date of registration in the UK, with the 1982 date being applied at that time, although the vehicle is registered as an Historic Vehicle. Browsing through an issue of the Sidevalve magazine where the whole subject of locating chassis numbers and Briggs body numbers was identified, Julian was able to locate the chassis number on his car. Somewhat faded but still decipherable, the number was noted as being the same as the engine with the car, hence a letter to me for assistance as today's DVLA bureaucracy is far more difficult than in the 1980s and earlier. So, what we have is a car that is identified as an Historic Vehicle, but with the Briggs body number identified as the Vin number for the car and with its registration date noted on the log as 1982. Strictly speaking this is not a problem, but in this day and age it has the potential to become one. Hence I would ask members to check their registration document and MOT for any anomalies as these days the DVLA do not take prisoners. The Register can assist to confirm corrections required. Now is the time to have such situations corrected before any further rules are implemented by the DVLA.



Photo 2

Welcome

A welcome goes to Derek Warner of Ashford who apparently has a Model T of 1926. The registration is SV 7395, which is most appropriate for any Ford with a Sidevalve engine. No info at present but further detail could be interesting for these pages.

Anthony Newnham has joined us with a Model Y, chassis number [REDACTED] as indeed has Kenneth Clarke with a Model Y, chassis number [REDACTED] (photo 2). Kenneth's car has a brown painted bodywork with black wings and looks very presentable as shown. At 98,000 miles it is approaching the magical 100,000 mark, where at one time the Ford Motor Company presented a special sticker to the owner to place in the back window. Work has been carried out over some years with the engine rebuilt three times over.

Historywise, the car was purchased many years back as an everyday car for the paltry sum of £38, with the car sufficient to run just about to work and back. With more work the car, being more dependable, was taken to and toured France and was still capable of getting over the Alps into Italy in 1972. (Having just visited Rome recently, try that in Italy now, although the traffic is saner than London.) In 1973, the next year, the Model Y was taken to the flatter parts of the globe with a visit to Holland and back again the next year. Most daunting was a trip to Switzerland in 1975: it just goes to show that our cars can still make it to these far off places and back safely if you do the necessary simple checks and maintenance. Nowadays Ken's car has a more restful time but it is still used. Now, can anyone beat the exploits of Ken's Model Y?

Under the bonnet

With so many vehicles being catered for under the umbrella of the Pre-war Register, from the Model Y to the pre-war E04A and E93A, it can be difficult to identify what specification is deemed correct for your car, especially if they came in Deluxe or Standard form. Model Y owners certainly need to know, and thankfully there are now plenty of books around today to assist, especially as so many component parts were altered during the period 1932 to 1937. Models 7Y and 7W owners can similarly

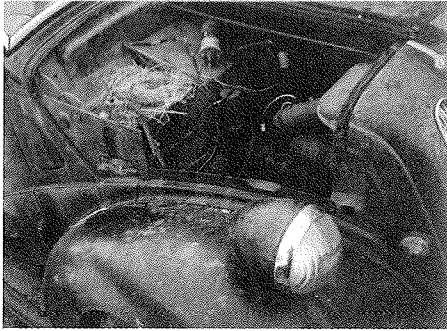


Photo 3

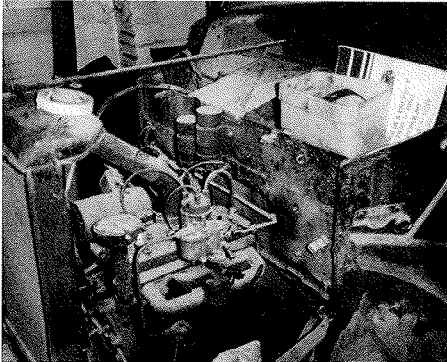


Photo 4

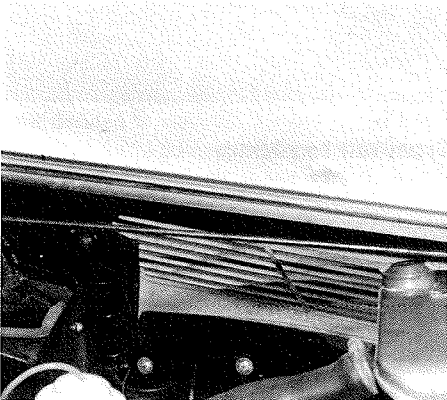


Photo 5

have a few headaches as most component parts are similar to the later cars (1937-1959), and not surprisingly, some cars have adopted some post-war body fittings and mechanical components besides specialist parts outside the Ford Motor Company when under restoration.

Alec Edwards, who owns a 7W with Buckler suspension and brakes, has therefore prompted me to prepare this article as he quite rightly notes that there are no pictures in brochures or handbooks that adequately show the engine compartment in sufficient detail to indicate where certain ancillaries should be. Pre-war cars were provided with a larger panelled area at the bulkhead that included a tool box. A lid was provided with some standard 7Y models, as

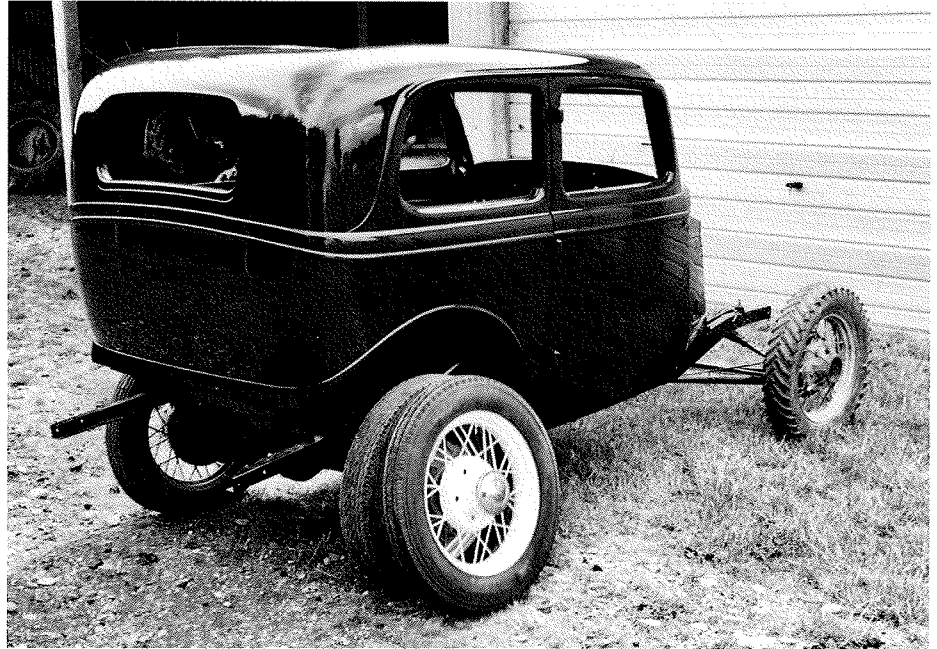


Photo 6

with the 7Y Deluxe and 7W class. The starting handle was carried on this front panel (held by three clips) and followed the earlier cars' example with the coil inverted downwards so as not to foul the electrics. Yet some cars have the coil mounted on the central panel, à la Model C and CX, but again with the starting handle carried in this area.

1938 saw a modification to the cut out and dynamo: whereas before the dynamo carried the cut out piggy back, the post-38 dynamo took a harness back to a new cut out that was placed on top of the central flat surface adjacent to the tool box. Some standard 7Y models carried the starting handle directly onto the bulkhead with the grip part of the handle dipping into the tool box as no lid was current.

The photos of some of our older cars prior to restoration give you some idea of where the starting handle clips are, although the holes should be easily located. (Photos 3, 4 and 5.)

Finally I would mention that on post-war cars which are provided with a simple bulkhead with no toolbox, as with the Ford 103E, the panel prior to where the accelerator pedal and rod are situated takes much stress every time the accelerator is depressed. In time this panel weakens and will flex, with the need for heavier pedal movement. This will affect the amount of movement at the carburettor and acceleration will be impeded.

Buckler suspension

Coming back to Alec and his 7W, Alec has the Buckler independent suspension system including brakes that operate through two swingle trees. The system is quite a substantial set-up and well thought out. I remember my old Special, a Watford Cheetah that had a rather flimsy central pivot. The steering mechanics for the split axle suspension system really were a joke and certainly not up to a standard to place on my car, which could easily do 90 with the speed equipment fitted. I took a more solid and heavy duty commercial vehicle spindle that was welded rather than brazed to a similar heavy duty plate that utilised commercial kingpin bushes etc. With its much heftier kingpin it was still strictly speaking a Spartan steering set-up against the Buckler and Ballamy system. (More info on Alec's set up in the next issue.)

Ian Scobie

From New Zealand Ian Scobie has sent across the latest photos of his Model Y restoration via Sam Roberts of the Y and C Register. I note the same interesting tyre remains on the vehicle. From the photos forwarded, the restoration and paintwork looks superb. (Photo 6.)

E83W Register

Registrar's comments

Over the years I have placed my telephone number with the title above as initially there were complaints about no contact direct to officers of the Club. This facility has not been used much – in some years not at all – and I have now decided that with such little contact it be removed from the titles of the two registers. I am still on email and letters can still be posted to me with SAE. The register is still climbing to greater heights and copy is still coming through on restorations and queries relating to mechanicals.

Racing transporters

John Skinner dropped me a note on racing car transporters. Interestingly there are two internet sites that show the transporters with their accompanying trailers. The E83W site is worthwhile as it shows historic photos of the Cooper, Elva Redex and Buckler companies: all are shown with their trailers and of note is that all are used with the E83W van. Models of some of the companies identified above are available together with their E83W transporters to buy.

Anthony Hoists steel trucks

Looking at the same E83W site there also appear to be another three trucks with steel bodies of this type noted to exist in Cyprus. (Condition is variable and two at least appear to be in working order.)

Restoration with DVLA application

John Wilson of Old Leake, Lincs is the proud owner of the E83W Utilecon noted in photo 1, which is looking quite sound in respect to panel work, interior and mechanics. It has been converted from 6 volt electrics to 12 volts with an alternator instead of the usual 6 volt dynamo. This updated arrangement with the alternator should see the battery last for a fair number of years. John is looking at a DVLA



Photo 3

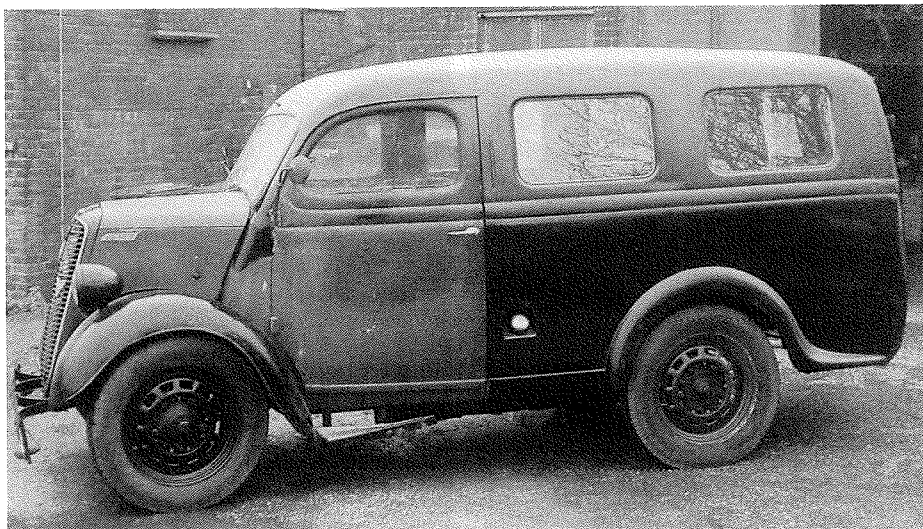


Photo 1

application in the near future and hopefully it will be on the road in the near future. A video of the car being driven out of the garage for the first time was shown on the Boston Classic Car Club's site in early 2012. (Photos 1, 2.)

MFY 867: a further insight

Broderick Rogers of County Durham acquired MFY in 1989. His young son, shown at the front of the bonnet in photo 3, is probably now in his late twenties or early thirties. The E83W was registered with Holland Motors Ltd on 1st August 1956 and sold to the Richmond Sausage Company of Liverpool in December 1956. After a time with Richmond, the van was purchased by Broderick's friend Robert Dixon of Rose Tree Garage, Shuchliffe, Durham, in July 1962. Robert also purchased at the time two older E83Ws from Doggarts Department Stores in Bishop Auckland and made two good vans out of the three, scrapping the third. He sold the second good van and kept MFY. It was then turned into a garage breakdown van with the following modifications: 16 inch wheels, lower body panels replaced with fibreglass, back doors thrown away and new ones made to fit horizontally (with one opening upwards and acting as a rain shield and the bottom one used as a workbench with a vice). 12 volt electrics were fitted using Lucas F700 headlights fibreglassed into the wings, plus indicators and reversing lights. The vehicle was finally finished off with a 100E engine.

As mentioned, Broderick purchased the van in February 1989. In the years after, for approximately four years, it was used as a mobile welding and breakdown van. After that time Broderick's wife became somewhat concerned that the children might fall through the floor due to the dry rot that had commenced over a period of time in the floor timbers. The E83W was duly stripped down ready for rebuild, and that rebuild was started in January 2004. Do we have an updated photo 3?

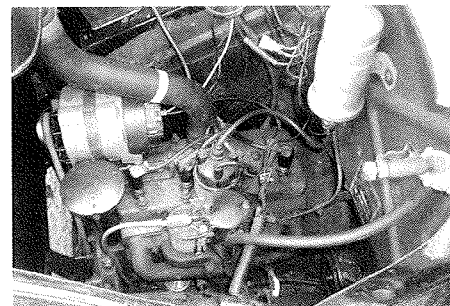


Photo 2

From van to pickup

From the archives we have GVX 28 (photo 4), purchased by William Phillips, Isle of Wight in July 1985. From the information, the van body was in such a poor condition rustwise with much of the metal non-existent that it was decided with some trepidation to make it into a pick up. Here the only reference to it historically being a van would be the Briggs body number: so, you can see why it is important for your registrar to see this information together with the chassis number on your register form, or at least to be informed, for record purposes.

From the history, the van was rescued from someone's back garden, at the time strictly for spares, especially as the van had lain in its position for some 30-odd years. The original log book identified that the vehicle started life with an oil company: The Petroleum Board,

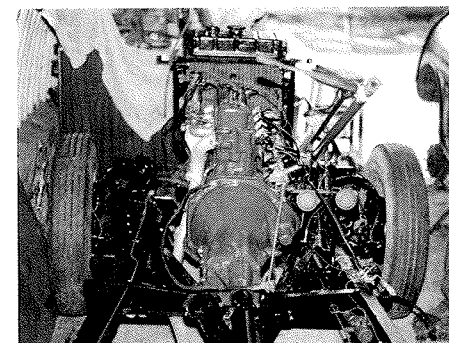


Photo 4

Continued on page 21

Continued from page 12

Shell Mex House, The Embankment, London WC2. William is the third owner.

From Canada

Les, our Canadian contact, now owns just one E83W from what was once quite a collection. This is E83WF/A, ██████ Briggs Body Number 528 B 41. It is a steel-boxed pickup, LHD. It is registered as a 1951 but was probably constructed in 1950 before being exported to Canada.

Sourcing spares can sometimes be a problem, but resourceful Les has identified the correct door seal rubber for his E83W at a local firm that specializes in vintage US Fords and hot rods. The correct rubber is made in the USA by Dale's Manufacturing, item # V43-55350-010, and replaces the US Ford Part # 48-7043724-AS for 35-36 Ford Coupe and Tudor. The E83W part # begins with 62 which was the British version of the model 48 body. A bonus for Les was that the rubber door seal only cost him \$14.95 Canadian.

Another snippet from Canada via Les is the E83W pickup belonging to Jill Wagers of Alberta, Canada. It was her grandfather's truck and was still running when it was parked about 30 years ago. Being in good condition when she decided to resurrect it about a year ago, it required fairly minimal restoration. Jill details that while the vehicle is not perfect, it is in good condition and that she intends to enjoy Sunday drives in it. The truck has been newly painted in 1951 Ford Blue. The headlight trims and bumper are out to be re-chromed and will soon be replaced on the pickup. She found Les's name through the FSOC website and contact was made regarding information, advice and parts.

On another note, Les is usually the one dispensing advice to me and many others but this time he is seeking advice as he is restoring his E83W pickup's cab. The roof fabric is held in by a rubber seal that is forced into a roof channel. On the pickup, however, this channel has only three sides – the rear end of the roof fabric being secured to the cab's rear wood wall structure or the narrow sheet metal lip that bends over the cab framing at the top rear edge. There is an aluminium strip that screws across the top rear edge of the roof and there is a quandary on whether the fabric goes under the cab sheet metal lip, or on top of the metal lip to be pinned down by the strip. What exactly is the sequence of operations?

My only information as registrar is on my C van, which has a similar wooden rear. Initially I have had to nail the fabric to the wood but at times of heavy rain, water did get into the cab, whereas at the van rear, where the van bodywork fabric was pinned over the top edge, no water was visible even at times of much soaking. Les not surprisingly does not want to nail the cab's metal lip down to the wood roof

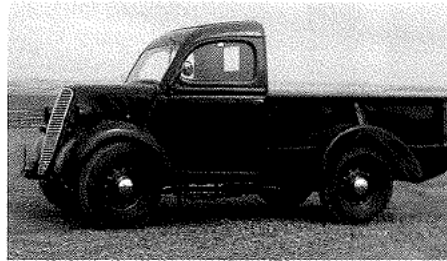


Photo 5

support until he knows if the fabric is involved or not. Although the matter should have been resolved by the time this is printed, can we have your ideas on the subject, as such items are not

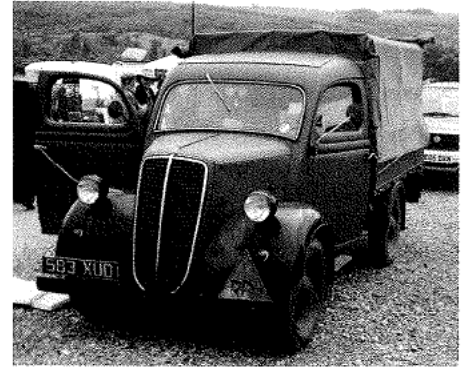


Photo 6



Photo 7



Photo 8

printed in the manual and can only be based on the correct sequence and experience (photo 5).

583 XUD

David Ross of Cheltenham (not a Club member, but he did suggest membership) took these

photos of 583 XUD at a recent car boot sale in the town (photos 6, 7, 8). Importantly it shows how E83W vehicles are just as versatile today as in yesteryear. The vehicle is a truck, with more likely a made-up canvas roof to protect the saleable goods.

100E Register

Does your car need an MOT or not?

By the time that you read this, you will have seen that from November pre-1960 cars will no longer need an annual MOT.

The whys and wherefores of this will no doubt be discussed at length elsewhere. As I understand it this will apply to cars manufactured before 31st December 1959 and for a small number of 100E and 107E owners it will be difficult to date their cars accurately. If your car was registered in 1960 but made in 1959 then you will not need an MOT. As I say, this is as I understand it at present and things could change.

As you may know the Ford Motor Company issued mid-month engine numbers during the production run of the 100E and 107E. The Club has used this information roughly to date, to within a month, when the vehicles were manufactured. This has always been accurate enough for original registration and age related DVLA applications. Until now. For cars manufactured between 16th December 1959 and 15th January 1960 it is impossible at present to date their manufacture accurately to 1959 or 1960.

I am in the process of trying to find out more information about this and will obviously let you know when I know more. In the meantime, however, I would be grateful if owners of all cars and vans within chassis numbers 100E 815358 to 100E 823295 and 107E 50325 to 107E 66208 would contact me with the car's details, especially the date of first registration if known and the body numbers. This is so that I can find out the rough numbers of vehicles involved and to perhaps build up some sort of picture of what was going on in December 1959/ January 1960.

There are three other numbers that may be significant. The P Olyslager Motor Manual for the 100E mentions that the 1960 models started to be manufactured in January 1960, starting with chassis number 817300 (300E van), 819750 (Escort) and 819800 (Popular). These numbers are obviously before the mid month number and may be the closest that we can get to the cut off. Again, I will let you know as I learn more.

It may be that the cars could be dated using the body numbers but at present I have no information for these, so if anybody has any information about when the bodies were made I would be most happy to receive it.

The changing 100E: body and interior

In October 1954, from chassis number 39800 (Anglia) and 39770 (Prefect), some modifications were made to the body. These included stainless steel inserts into the front and rear screen rubbers, chromium plated wiper arms, accelerator pedal rest, interior light, inside door pull handles, tip-up driver's seat, and the rake of the rear seat squab was increased.



In October 1955 ...

- The Deluxe was introduced for the 1956 models. For these the instrument panel was modified to go almost right across the width of the car. Strips were applied to the body sides. The stainless inserts to the windscreen rubbers were retained as were the chrome plated wiper arms. Bumpers were chromium plated and for the Prefect chromium plated head light surrounds were added.
- The standard models were simplified and the stainless screen inserts were omitted. Bumpers were painted and no body side strips. As reported earlier the rear light cluster was redesigned to incorporate separate amber indicators.

- The Escort (chassis number 157603) and Squire (chassis number 155392) were introduced. The Escort trimmed as the Anglia and the Squire as the Prefect. The Squire had wooden strips applied to the body sides instead of the metal car ones.

To be continued ...

Where are they now?

Here we try to find out what has happened to cars that have not been heard of for some time.

1960 Popular XMR 175A was last heard of in Cheshire in 1990.

1959 Popular UJN 151 lived in Essex in 1983.

If anybody recognises these cars or knows of them in any way, please let me know.



Anglia, Prefect & Pop Register

Registrar's comments

The dry south east has had more than its share of rain these last few months along with the rest of the country. After some brief showers, the sun welcomed members both local and from further afield to the first AGM to be held in Kent. It was again enjoyable to meet members new and old, including Andy Rayfield – the first meeting since I purchased a Sidevalve from him 30 years ago. The under-the-bonnet challenge was not part of the planned entertainment: see below.

Caught out

My first attendance at an AGM in Pops, my 103E, for many years ended with us both going home on a recovery lorry after engine problems developed on the outward journey. I am a big advocate of carrying spares for just such cases. Whilst I had a spare set of plugs and fan belt, the other spares were in the garage at home! We then had to borrow another member's distributor cap and leads as part of the elimination process. I will make sure before she returns to the road again that the following spares are carried: distributor cap, contact set, rotor, condenser, ignition leads. It is always worth having a spare radiator cap, top and bottom hoses, and bulbs too (read Dick's article below). All spares are obtainable from the Club. **Don't forget that the price you see is the price you pay: there are no hidden extras like postage and packing plus VAT.**

1960s with a Sidevalve Ford, Part 3

1960s petrol and oil

Dick Eburne: One of my weekly tasks on my Fords was to check and clean the fuel filter. With modern petrol that isn't necessary but then petrol stations' tanks weren't as clean as they are now. If I had topped up in a rural petrol station I would expect to find a partly clogged fuel filter at the end of the week. Most motorists never let their fuel tank drop below a quarter full because otherwise the sludge at the bottom of their car's petrol tank would clog the fuel filter and/or the carburettor jets, leading to fuel starvation. Cleaning the petrol pump and carburettor was a routine task.

Oils then weren't as good or as flexible as they are now. The optional bypass oil filter was often neglected and even if changed regularly was not as effective as a full flow filter. Although multigrade oils were available they were expensive. Duckhams 20-50 was considered the best available. Otherwise you had to have summer oil, and then winter oil with a thinner grade. Of course, when changing oil it was recommended to use flushing oil in between. The amount of muck that came out on a flush was startling.

Decoking

Spark plugs became fouled with carbon, especially if the piston rings were worn, and needed to be cleaned or changed every few months. Once a year it was a good idea to remove the cylinder head and decarbonise the cylinder head and the tops of the pistons, leaving a ring of carbon around the edge. The cylinder head was easy because that could be removed and worked on elsewhere. The pistons were difficult on the Prefect because the high sides and low set engine made reaching difficult. I had a stool to stand on so that I could access the pistons.

At the same time as the decoke, I would check valve clearances and for evidence of poor seating. Each time I would curse Henry Ford's insistence on non-adjustable valves. However, the Sidevalve Fords were easier than the Sidevalve Morris Oxford MO. When I tried to adjust the valves on the Morris the split collets would drop into the sump. Eventually I had to ask my local Morris dealer to replace the valves. They found nine split collets in the sump and I'd only dropped three!

Grease

The Fords, as with most vehicles designed in the 1930s, had multiple greasing points. Neglecting to grease them could be disastrous, especially for the brake linkages which might seize up. In the 1960s the grease wasn't as long-lasting as now, and the greasing points frequently became blocked with road grit. I kept a supply of new grease nipples and would expect to change one or two on every major service.

One of my friends had a pre-war car with 'automatic greasing'. What was supposed to happen was that every time the car's steering went on to full right hand lock a pulse of grease would be sent down the lines from the reservoir to all the greasing points. It never worked because the grease would solidify in the lines. He spent more time sorting out his 'automatic' system than I spent greasing the Fords.

Tool kit and spares

The jack and tyre levers were standard. I carried a full set of spanners, screwdrivers, pliers etc. and a range of spares. I had a foot pump and a pocket tyre pressure gauge. Apart from a set of new spark plugs, new points and condenser, light bulbs, fan belt and water hoses, I had Gun Gum bandage and paste for the exhaust, various pieces of wire both electrical and ordinary, insulating tape, gaskets for the fuel pump and usually a decoke gasket set. In a sponge bag I had a small tin of Swarfega, soap and a flannel. If I had to work on the car I would clean my hands in a public toilet.

Larger spares included: fuel pump, carburettor, inner tube and rubber repair kit,

sometimes a dynamo, and of course a properly inflated spare wheel.

Even carrying all that didn't prevent disasters. After a particularly deep pothole the ammeter showed a discharge. I checked under the bonnet and the fan belt was very loose because one of the dynamo brackets had broken. I found a piece of scrap wood beside the road and banged it in between the dynamo and the engine. That held long enough to get me home and to my friendly scrapyards for a replacement bracket.

Although I belonged to the AA at my parents' insistence, I considered that calling them out was a failure on my part. Apart from the first long run to Plymouth when the fuel pump had failed, I had to call the AA more often when driving my parents' modern car than when using the Fords.

All Ford dealers carried most parts for the upright Fords at reasonable prices including reconditioned engines and gearboxes. If you could afford it, the cars could be serviced by any Ford dealer. You would be out of luck if you wanted a part on a Saturday afternoon or a Sunday. Apart from some petrol stations that might have spark plugs or a contact breaker, for everything else you would have to wait until Monday morning.

Almost every scrapyards had numerous Sidevalve Fords in all states, from nearly driveable to a bare chassis. Everything was available but you had to remove it yourself, sometimes from the bottom of a teetering heap of cars. Seats, carpets, door cards, and even doors were available and cheap. The parts that wore out such as carburettors and petrol pumps were a gamble because the scrapyards' one might be worse than yours.

Driving

In 30mph limits the Fords were practical vehicles for daily use, accelerating nearly as fast as more modern small cars, and their limited lighting wasn't too much of a problem after dark when there were street lights.

After dark in rural areas the Fords' lighting, especially the Populars, was inadequate. If there were no vehicles around then the headlights would show the road but any 12 volt car's lights would swamp the Ford's. A following vehicle's headlights might throw a darker shadow than a Popular's lights could illuminate.

The rear lights were dim and might not be seen. I fitted two large ex-army reflectors above the rear bumper to each of my Fords. They showed up better than the rear lights. Reflective tape was a popular accessory for older cars but soon dimmed with dirt and general wear.

By the late 1960s trafficators were ancient fittings and although mine were soon
Continued on page 24

Continued from page 23

operating smartly they might not be noticed in daylight or poor weather at night. The Highway Code still included hand signals and my Populars, without trafficators, ensured that I had to continue to wave my hand out in the cold for left and right turns. In the winter I wore driving gauntlets, a relic from my motor cycling, that had reflective strips on the back. I always intended to convert the trafficators to flashing indicators but my electrical skills weren't good.

Wet weather was a strain. Apart from the perennial problem of the wipers slowing when accelerating, misting of the inside of the car's windows was common. I had a plastic oval fitted to the rear window, and used dilute washing-up liquid to demist the inside of the windscreen and front windows. If the rain was heavy it was safer to pull over to the side of the road and wait.

If it was really cold and icy yet still raining the visibility became almost impossible. The electric demisters that could be fitted might keep a small area of the windscreen clear at the cost of flattening the battery. It was easier to stop frequently and de-ice the windscreen with a scraper or a can of de-icer. That would keep the screen clear for a few minutes or until a passing car sprayed the screen again. When it was very cold, driving was unpleasant. The cold wind came through around the pedals no matter how well I had tried to draught-proof with foam rubber. I wore cycle clips on my trousers to stop the draught coming up my legs.

My attempts at heating the Fords were ultimately unsuccessful. Apart from wearing a warm coat and gloves, and providing a sleeping bag for a passenger, the cold just had to be endured.

In cold weather I fitted a piece of plywood across the lower part of the radiator to ensure that the working temperature was maintained. Although radiator muffs were available for Ford Populars and Prefects, they were expensive, and although fitted closely, they weren't as effective as covering part of the radiator core.

In hot weather the risk of overheating in traffic was real. There were two major trouble spots in Kent, getting through Tonbridge on the A21 on the way to Hastings or Camber Sands, and through Strood and Rochester on the A2 on the way to the Isle of Thanet beaches. Unless I left very early in the morning I would expect to take an hour or more to get through Tonbridge. The A2 approach to Strood was notorious for summer traffic jams even in the 1930s. By the 1960s the A2 became impossible on sunny weekends. If stuck in traffic I would turn the engine off if I could. Whether I did or not, I watched the temperature gauge carefully. If it began to creep up then I would pull to the side of the road and wait for the engine to cool. If the coolant boiled it usually meant a blown

hose, or if really disastrous a holed radiator core.

In May I would flush the radiator, removing the winter's antifreeze, and use a hose to wash away dead insects and grime from the radiator core. Throughout the summer I carried at least a gallon of water in case the radiator boiled. My original Prefect had a Ford dealer's modification to the fuel line to avoid vaporisation. The petrol feed was routed well away from the engine block and ascended in a coil from the petrol pump to the carburettor. I changed the fuel lines on my Populars to match.

The Prefect's opening windscreen was pleasant when it was really hot and I missed it on the Populars.

Driving in London

Apart from daily commuting I used to spend time in the West End, Pimlico and Chelsea in the evenings. Parking was usually fairly easy with few parking meters or traffic wardens, as long as I avoided places such as Oxford Street or Trafalgar Square. It was quicker to get around London in a Sidevalve Ford than by bus, if slower than a direct Underground route.

I used the Embankment frequently as a route across London, passing the Houses of Parliament several times a week, and the Tower of London on the way to the Blackwall tunnel, although my usual route home was across Blackfriars Bridge.

My use of routes through Central London, although not as comprehensive as a black cab driver's knowledge, was enough to take me around most of South and East London, up to Enfield and out to Loughton and Epping using rat-runs if necessary.

The Prefect frequently passed through Whitehall and Trafalgar Square, around Piccadilly Circus and through the City of London. There were no speed bumps, no complicated one way systems (except later in Pimlico), no Red Routes or Clearways, no Congestion Zones, and no Bus Lanes.

The only time I had a problem was during a rail and underground strike. My preferred bombsite was full. I had found a space on the Embankment that was almost long enough for the Prefect but not quite. My rear wheel was six inches outside the marked area so I was issued with a summons by the City of London Police. It cost me two pounds and ten shillings and I'm still annoyed!

Distance driving

I went to Plymouth and back several times loaded with camping gear. If I managed better than an average of 30 miles in an hour, excluding stops, I was satisfied. I considered that 250 miles in a day was the absolute maximum I could manage in an Upright Ford

because that was nine or ten hours actual driving.

I visited my brother in Suffolk several times travelling via the Blackwall Tunnel. Once past the tunnel the driving was fairly easy because traffic was light except at summer weekends.

When I first started using the Ford Prefect a speed of 40 to 45 mph was normal for most traffic on open roads. On country roads, few cars exceeded 30 to 35 mph. The Prefect preferred to cruise at 35 to 40 and driving faster than 45 required increasing the momentum downhill to get up the next hill fast enough. I was happier with a lower average speed.

Anything over 50 mph was uncomfortable because I had to concentrate hard to steer delicately and not be thrown off course by uneven roads. As traffic speeds increased in the later 1960s, on A-class roads that weren't dual carriageways, I might have to pull over to let faster cars pass. The Populars, being slightly lighter than the Prefect, were easier to drive faster. I never drove any of my Sidevalve Fords on a motorway.

Very early one summer Saturday morning I set out from West Wickham to drive around the Kent coast, starting at Gravesend. I went through Strood and Rochester before 8am. I tried to stay as close to the sea as I could even though that meant using some very minor roads. I returned home at 9pm having extended my route to Hastings and the A21. My recorded journey length had exceeded my 250 mile limit.

When I got up on the Sunday morning I had to service the Prefect. The greasing interval had passed on the Saturday and I needed the car to be ready for commuting on the Monday.

Conclusion

As the 1960s turned into the 1970s my Upright Fords became less feasible as daily transport. Traffic was faster, parking was more difficult and spares weren't as instantly available as they had been. I moved on to more modern second hand cars that had electric windscreen wipers, heaters, demisters and a less bone-shaking suspension.

Register 25 Years Ago – Sidevalve News, August 1987

I started off the Registrar's comments with 'After a rather wet summer'. I mentioned my Prefect woody winning the Rentakill Woodworm Trophy; and in 2012 it is still dismantled, awaiting a major rebuild which I will never complete. 'Life Begins at Forty – Part II' concluded the E04A 5cwt body off Phoenix restoration.

Specials Register

Things seem very quiet on the Specials front; I haven't received much information on members' Specials but this may be due to some technical problems with the email, which should be resolved by the time you read this. If you have sent an email which bounced back, please try to resend it.

I have started working my way through the Specials' register, which is now stored as a spreadsheet. We have 220 Specials belonging to current members in the Club, so I aim to get accurate details of these vehicles. Although there are over 1,800 entries for vehicles recorded on the register, some registration details are duplicated with different owners and I haven't discovered who the current owner is yet. I have also found duplicated registration numbers but with different body shells. Add to this the fact that many Specials were built primarily for off-road use and don't have a registration number, and it all makes identification quite difficult.

Some members with vehicles that were fitted with Ford components such as Morgans, Lotuses, Dellows etc. may not like their vehicles referred to as Specials, but I hope they will still register them (even when their marques may have their own registrars) in order for as much information as possible to be built up and recorded. A list of numbers of makes, engine tuning, superchargers, rear axle ratio etc. could then be published for anyone interested in such statistics!

Don't forget: if you originally registered your vehicle as a box of bits and it is now a runner or even concourse condition, let me know.

The Super 2 gets a new bonnet

When I bought my Super 2 many years ago the bonnet was in very poor condition. The previous owner had kept the dynamo mounting on the cylinder head instead of mounting it on the right hand side of the engine as originally designed for the Super 2. Of course, to make the bonnet fit over the dynamo he tried to reshape the bonnet. He may have decided to mount the dynamo on the cylinder head for easy access or to save money: in the 1960s an Aquaplane engine mounting bracket to incorporate a Ford water pump and side mounted dynamo cost £2 5s 0d (now about £45).

The entire gel coat of the bonnet was cobweb crazed, there were major cracks in the fibreglass, holes had been cut for the header tank, and last year at a show a piece of fibreglass came off the bonnet as someone quite carefully tried to pick it up.

So, during last winter I adapted an engine mounting bracket to enable the dynamo to be mounted on the side of the engine and then set about redesigning the bonnet.

To make a mould for a new bonnet I first had to repair the old one to use as a buck. All the bits of bonnet were fibreglassed back together, holes patched, the dynamo carbuncle cut out and an aluminium panel temporarily attached to help with fibreglassing the bonnet back to its original shape. Strips of Formica were coated in release agent and clamped to the edges of the bonnet to enable an extra inch of fibre glass to be added; thus the mould could be made larger and the strength around the edges increased. The crazed gel coat was only rubbed down. After lots of layers of epoxy filling, with each layer being sanded down to get the buck back as close as possible to its original shape, it was sprayed with filler primer and finally gloss black. Gloss black was used to highlight the imperfections (I also had some black paint).

About eight coats of mould release wax were applied, allowing at least an hour between coats to allow the wax to harden, and each coat was buffed. I understand that the professional manufacturers just use wax, polished to a mirror finish to stop the buck from sticking to the mould; I took the belt and braces approach and also applied a coat of PVA release agent, which provides a thin layer like cellophane.

To make the mould I first applied gel coat over the buck. After about an hour, when the gel coat had set, I built the fibreglass, starting by applying glass tissue over the shape radius and then about four layers of 450gram/metre chopped strand glass mat, stippling and rolling each layer.

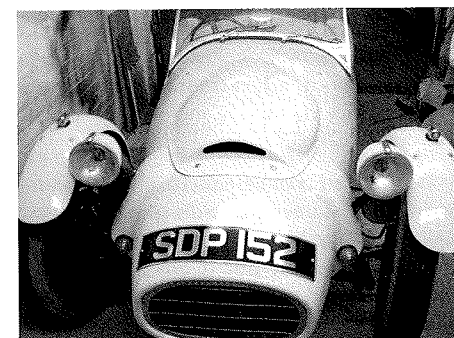
A day later, after the resin had set, it was time to see if the buck and mould would separate, or whether all my efforts would end up as one big lump of fibre glass. Starting with a putty knife the edges were released and then, using a thin strip of Formica, the buck and the mould were disengaged.

After washing the PVA release agent off the mould and checking for any flaws, the mould was polished with wax and coated with PVA release agent in the same way as the buck.

To make the new bonnet I was going to add colour pigment to the gel coat but the tin of pigment had gone a bit hard and lumpy so clear gel coat was used (I knew that I would have to paint the finished bonnet anyway). The fibre glass was applied to the mould in the same way as the mould was laid up. This time only three layers of glass mat were used. After releasing the new bonnet from the mould, the edges were trimmed. Because I had not added pigment to the gel coat I was able to shine a



Old bonnet.



New bonnet.

bright light through the bonnet to mark the bonnet for trimming accurately.

Cleaning all the release agent off the bonnet prior to painting proved to be quite a problem. This is the non-stick coating which prevents anything from adhering to the surface of the gel coat. One of the things it will prevent from adhering is a new coat of paint. The release agent is colourless and cannot be detected by simply looking at the surface. One method of finding out whether or not the release agent is still present is by applying clean water to the surface. If the water breaks into small globules, the agent is still there. If the water remains in a fairly uniform sheet, the surface should take fresh paint. The first paint I applied did not take, so I rubbed it all down, cleaned the gel coat with an abrasive cleaner (Jif) and washing up liquid, and started the painting again.

The original bonnet was attached using Dzus fasteners. I have attached the new bonnet with these fasteners but so far have not found any aluminium collars to fit into the bonnet.

This was my first major fibre glass body panel made from a mould and I am very pleased with the results. The materials cost about £40 but the bonnet would have cost a small fortune if I had been paying myself a reasonable hourly rate!

If any Super 2 owner needs a mould to make a new bonnet, just get in touch.

Letters and Emails

SVN Editor,

**E-mail:
editor@fsoc.co.uk**

What a couple of heroes

Dear Sidevalve,

In April's edition, David Manterfield reviews a book by Denis Logan: *The Lane Via Benghazi*, about an extraordinary journey through Africa via Europe and back in a E493A Prefect in 1962!

What a couple of heroes! This book is more fascinating than even David's glowing report suggests. I, like him, bought it from Amazon and also could not put it down, especially since when I had my Prefect, I went only a few miles without taking an overload of spares, breakdown insurance and the means to stop off knowing I had enough for a decent meal, fuel and all the other things we all take for granted these days.

They had none of these and yet drove all the way across North Africa and back! It puts us all to shame, when a journey in our cars, even a few miles to a show, is accompanied by nervous trepidation on the A-roads of Britain. Never mind sand dunes, mud, armed militia, wild beasts, and who knows what else could have happened!

Yet, they hardly had any problems with the car; no major faults; there is not even any mention of vaporization.

Strangely, there is little mention of the car's details, other than it was a two-door Prefect, which is rare for the E493A. Could it have been a E93A? (Yvon, please note!) Or was that a typo? There is no photograph in the book.

I won't say more: read it for yourselves, and think on't.

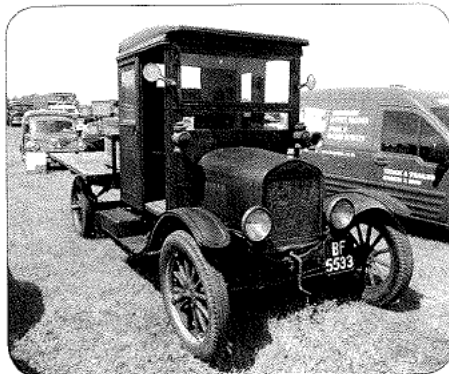
Yours,

Stan Bilous

Not strictly one of us, but ...

Dear Sidevalve,

These pictures were taken at a Steam and Vehicle Show in June 2012 at Canford Park Arena, near Poole in Dorset. They show a rare Ford Model Y Tourer, on a local club stand – my 10hp-powered Morgan F4 can be seen behind the Frog-eyed Sprite. There is also a very original looking 'patinated' Ford Model T flat-bed truck: not strictly one of us, maybe, but a Sidevalve Ford all the same.



Yours,

David Harland

Bumpy Herbie

Dear Sidevalve,

Our Pop is still going well, unrestored, and we have owned it for 35 years. Our granddaughter Carolyn used to ride in the car as a child with her sister and brothers and they named it Bumpy Herbie. Her wedding was on 5th May 2012 and she was proud to be in Grandad's car.

The photo was taken outside Barns Hotel, Bedford.

Yours,

W. Doyle



Jubilee Sidevalves

Dear Sidevalve,

As it's Jubilee Year, I guess quite a lot of members are receiving interest about their vehicles, especially if they were manufactured in 1952.

I took NLU 195 out during the celebrations and the pub landlady at Birdbrook, Essex requested a photograph as attached. My Prefect was registered in March 1953 so there is a possibility that it was built at the end of 1952?

I wonder if other members have Jubilee pictures – I would be interested to see them.

Yours,

Graham Behn



Olympic bride

Dear Sidevalve,

A bride had a surprise when her transport arrived.

I had been asked by a friend if I would take the bride in my 1946 EO4A to the Malvern register office. I was pleased to help out.

As we proceeded to Malvern from Worcester on a very hot day in May, all the flags and bunting were out for the Olympic torch, so there were lots of spectators waving as we passed through. As the bride was wearing a tiara I told her they were waving to her.

Yours,

Tony Marter



AGM Report

Minutes of the Twenty First Annual General Meeting of the Ford Sidevalve Owners' Club Limited

The Annual General Meeting of the Ford Sidevalve Owners Club was held on Saturday 30th June 2012 at Spadework, Teston Road, Offham, West Malling, Kent, ME19 5NA. Forty two members were present.

John Porter took the chair and welcomed the members to the twenty-first Annual General Meeting of the Ford Sidevalve Owners' Club Limited. He extended a special welcome to Håkon Øverland who had come from Norway for the meeting.

A representative from Spadework welcomed the Club to the venue. Spadework provides training and help for people with learning disabilities. It ensures that they receive training in the basic skills they require to live a normal life where possible.

1. Apologies for Absence

Apologies were received from Rex Berrecloth, Mike Brocklehurst, Ivor Bryant, Ted Corbin, Gordon Cowley, Brian Cranswick, Robert Freeman, Rob Goodland, Nigel Hilling, Angela Hume, Ian Maddams, Neil Patten, Tony Russell and Sylvia Wood.

2. Minutes of the Last AGM

The minutes of the previous AGM held on Saturday 18th June 2011 at the Museum of Transport, Boyle Street, Cheetham, Manchester, M8 8WU were accepted by the meeting.

3. Matters Arising

There were no matters arising.

4. Annual Reports of Directors and Committee Members

a. General Secretary (Shirley Wood)

Shirley Wood thanked the members who had taken the trouble to attend the AGM. She reminded the membership that the Ford Sidevalve Owners' Club was an organisation owned by the members and run by the Committee on behalf of the membership. The AGM was an opportunity to talk to the Committee both during the meeting and outside of it.

Shirley thanked Richard Greenaway and the other members of the Kent group for organising the AGM on behalf of the Club. She also thanked

Spadework for providing an interesting venue for the meeting and for the work they did in supporting those with learning difficulties.

The Club continued to provide a good service to its members despite the difficult economic climate. 2011 saw a small increase in the membership numbers and it was hoped that we see a further increase in 2012, as the membership fee is the main income for the year and has to pay for the magazine and other Club activities.

8 & 10hp spares continued to run well and would be reported on later. Neil Patten continued as 100E spares secretary as well as being involved in remanufactured spares.

The Club continued to pay for the services of a part time editor, Ben Jeapes, to put together the magazine on its behalf and Ben continued to produce quality magazines. The Committee believed that funding an editor was worth it as it was a service enjoyed by all members.

On the technical side John Pole and Jim Norman continued to provide technical advice on the various vehicles for the members.

The registrars for the various models continued to produce text for the magazine as well as dealing with DVLA queries over the year. During 2011 the registrars spent time on updating the Club processes for dealing with the DVLA when obtaining age related registration numbers and retaining existing registration numbers. It was important that the Club processes were consistent and fitted the guidelines from the DVLA.

Mark Bradbury continued to develop and maintain the FSOC web site as an interesting and up to date source of information. Godfrey Hands deals with the classic car press to ensure that the Club has good coverage of its activities. Mike Brocklehurst had taken on the role of liaison with the FBHVC during the year.

John Duckenfield continued in his role of liaison with the regional coordinators and encourage the excellent work done by the regional groups. The groups were at events throughout the year, advertising the Club and encouraging people to become members.

Shirley welcomed a new member to the Committee who had become involved in the Committee at the beginning of the year. Ian Woodrow had taken on the role of Specials Registrar and she encouraged all Club members owning Specials to send Ian details of their vehicles.

Shirley thanked all the Committee Members and Club members who helped with the running of the Club in the last year for all their hard work on behalf of the Club. Finally Shirley thanked the membership for continuing to support the Club and the services it provided: without the membership there would not be a Club.

b. Increase of Membership Fee (John Porter)
John Porter reported that over the last few years the Club had seen an increase in the cost of producing the magazine, increases in postal charges and an increase in its running costs. The Club had last increased the membership fee to £29 on the 1st January 2011 and it was with reluctance that the Committee had agreed to increase the membership fee to £31 for members in the UK. This increase would take place as of the 1st January 2013.

c. Treasurer (Tony Young)

Copies of the Club accounts and the cashbook figures for 2011 were distributed to those present. Tony Young reminded the members that with the exception of the audited accounts, all the accounting details were confidential to Club members only. A copy of the full accounts could be obtained from the General Secretary.

Tony Young reminded the meeting that this was their opportunity to tell the Committee what they wanted. It was also an opportunity to comment on the Club's finances for the previous year. To maintain financial stability and allow enough cash for remanufacturing and purchase opportunities, the Club had a policy of always holding sufficient bank reserves. The Club therefore aimed to have at least £30,000 in the bank at all times.

Following the full implementation of the Companies Act 2006, it was no longer viable to have a full audit; therefore the Club now has a Chartered Accountant's Independent Assurance Report. The auditors confirmed in their report that nothing had come to their attention to refute the directors' confirmation that the financial statements gave a true and fair view of the Club's affairs and profit declared.

He reminded the meeting that the Club traded mutually which meant that the Club could not sell goods to non-members. By trading mutually the Club benefited by avoiding Corporation Tax on all the Club's activities except gross interest received on the deposit account, which was very little these days.

2011 had been another satisfactory year and the financial position remained strong with a retained surplus of £3,190 (2010 - £12,642). The gross surplus (i.e. profit before overheads and bank interest) had reduced from 83% to 62% during 2011 - £40,673 compared with £48,456 in 2010. The Committee believed that this reflected the current trading, increased postal charges and restocking costs, which were now higher.

Tony reported that the Committee had carried out an exercise during the year to see whether the Club should re-register for VAT. The calculations indicated that it would not be cost effective and advice from the FBHVC was that if the Club did not need to register for VAT then it should not.

The Committee continued to be very cost conscious and made every effort to minimise

waste and unnecessary expenditure. The Club accepted direct debit for membership renewals and credit and debit cards for both subscriptions and spares purchases. The cost to the Club was 1.95% on credit cards and 29p per debit card transaction. The net profitability was 5% of turnover (2010: 22%) but this figure should be treated with caution due to fluctuating stock values.

The Club maintained a significant stock of new, remanufactured and second hand stock for sale to members, the current valuation being £195,639 (2010: £193,386).

Key figures are shown in the box.

Tony went through the cashbook for 2011 showing the detailed spend for the Club. This document was updated prior to each Committee meeting and enabled the Committee to see where the major spend was being made. The Club began 2011 with £45,496.82 in the bank

and ended the year with £43,653.44 in the bank which was a cash deficit of £1843.

The Club income was made up of 53% membership subscriptions, 44% from spares and 3% from others. It was important that all costs were kept under control.

Tony Young went through the statutory accounts for 2011. He explained that this document is sent to both Companies House and the tax office (with the corporation tax return).

Tony Young proposed that the annual accounts were accepted. This was seconded by Shirley Wood. The motion was passed unanimously.

d. Membership Secretary (Jennie Thake)

Jennie Thake reported that the membership of the Club for 2011 had shown a small increase of 8 members which was excellent given that

money was an issue for many people. The total number of members for 2011 was 1197.

The majority of members continued to pay their membership fee by cheque with 189 paying by direct debit and a few paying by credit card, cash and postal order. There has been a decline in the number of overseas members paying by euros in the last year.

The current membership numbers remained close to last year and to date the number of members is just down 8 on the number of members at the end of June 2011. Unfortunately due to the awful weather a large number of shows, runs and village fetes have been cancelled and so the Club has had a low profile at external events.

In recent months a new credit card machine had been issued which is much smaller and more portable than the previous one. A new laptop computer for the membership records

FORD SIDEVALVE OWNERS CLUB LIMITED
A COMPANY LIMITED BY GUARANTEE
INCOME AND EXPENDITURE ACCOUNT
YEAR ENDED 31 DECEMBER 2011

	2011 £	2010 £
TURNOVER	65,777	58,202
Cost of sales	25,104	9,746
GROSS SURPLUS	40,673	48,456
Administrative expenses	<u>37,503</u>	<u>35,829</u>
OPERATING SURPLUS	3,170	12,627
Interest receivable and similar income	<u>20</u>	<u>19</u>
SURPLUS ON ORDINARY ACTIVITIES BEFORE TAXATION	3,190	12,646
Tax on surplus on ordinary activities	<u>4</u>	<u>4</u>
SURPLUS FOR THE FINANCIAL YEAR	<u><u>3,186</u></u>	<u><u>12,642</u></u>

All activities of the company are classed as continuing.

The company has no other recognised gains or losses other than the results for the year as set out above.

FORD SIDEVALVE OWNERS CLUB LIMITED
A COMPANY LIMITED BY GUARANTEE
BALANCE SHEET
31 DECEMBER 2011

	2011 £	2010 £
FIXED ASSETS		
Tangible Assets	<u>87,942</u>	<u>87,952</u>
CURRENT ASSETS		
Stocks	195,639	193,386
Debtors	5,856	5,596
Cash at bank	<u>44,055</u>	<u>45,898</u>
	245,550	244,880
CREDITORS:		
Amounts falling due within one year	<u>1,852</u>	<u>4,378</u>
NET CURRENT ASSETS	<u>243,698</u>	<u>240,502</u>
TOTAL ASSETS LESS CURRENT LIABILITIES	<u><u>331,640</u></u>	<u><u>328,454</u></u>
RESERVES		
Other reserves	110,589	110,589
Income and expenditure account	<u>221,051</u>	<u>217,865</u>
MEMBERS' FUNDS	<u><u>331,640</u></u>	<u><u>328,454</u></u>

has changed the way she processed the records and takes up far less space on her desk than the previous computer.

Jennie thanked all the members who renewed promptly as it made her life easier and she reassured those members who had paid a second time by mistake that all second cheques had been destroyed. Jennie had sent out 230 renewal reminder letters at the beginning of March for those members who had not renewed for 2012. To date 80 had replied.

e. Spares Report (Shirley Wood)

Shirley reported that 2011 saw total sales of the upright spares down on the previous year by about £1,200, with sales of about £1,350 per month. This year she expected the sales of upright spares to be down by about a third on 2011 unless there was a significant increase in sales over the remaining six months of the year. Unfortunately it is difficult to predict what will happen in the current economic climate.

During 2011 the Club held a spares day in April. It was good to see the few members who attended this event.

The Club was finding that parts were increasing in price quite significantly and becoming scarce. Some of the suppliers appear to have vanished while others had decided not to manufacture the parts the Club required. Generally it was becoming more labour intensive to obtain quotations and parts from suppliers. The Club had also to cope with the increase in postage costs which did affect the cost of the lightweight bulky spares where the cost of the postage could exceed the cost of the spare. In these cases the Club has taken the decision to reduce the profit on such items.

Shirley reported that spares were purchased using income from the sale of spares. There had been no membership income put into the purchase of spares for nearly fifteen years. The following spares were purchased during 2011:

- Speedo end gaskets
- Conversion gasket sets
- Distributors rebuilt
- Relined clutches
- Speedo cables
- Roof weatherstrip
- Rear brake dust covers
- Condensers
- Contact sets
- Ignition leads
- Spark plugs
- Rotor arms
- Spark plugs
- Head gaskets

- Starting handle tubes for both the 103E and the E493A
- Reconditioned carburettors
- Reconditioned starter motors
- Dipstick tubes.

Shirley reminded members to write clearly when they order parts and ensure that they included their full postal address on the form. It was surprising how many people managed to put an incomplete address on their form and then wondered why it took time for the parcel to arrive, or even worse sent in an order which she couldn't read.

Shirley thanked Neil Patten, who had spent a great deal of time and effort working on a number of items which hopefully would come to fruition in the not too distant future as well as dealing with the 100E spares.

Shirley stated that if members wanted to visit the store then she was quite happy for them to do so provided they made an appointment. A number of members had visited the stores on a Saturday morning to purchase spares and chat about their spares requirements.

Shirley thanked the faithful little band of helpers who worked behind the scenes to make the spares operation work. However on a personal note she thanked Neil Patten and Stephen Wood who provided invaluable technical support to her and without whom there would be no 8 & 10hp spares service.

Finally she thanked all the members who used the spares service. In the majority of cases they had been very supportive and understanding when sending in their spares orders. She hoped that the Club managed to provide a reasonable service despite it being run by volunteers.

Glen Woolaway asked if it was possible to tell members more about the other spares in stock in the magazine; maybe the regular spares list could be dropped in favour of an article on specific items. John Porter pointed out that the sales of spares does reduce when there is no spares list in the magazine. Articles on new items do occur in the magazine and other articles on other spares will be produced.

John Porter showed the members a prototype panhard rod for the upright models. These had been available from the Club in the 1980s. It was hoped to be able to report on the viability of producing this item in the October issue of *Sidevalve News*. Five members present showed an interest in purchasing this item.

f. Regalia Officer (Shirley Wood)

Shirley reported that the sale of regalia items in 2011 was £1,189 compared to £1,263 in 2010. A wide variety of regalia items continued to sell but the main items continued to be the workshop and parts manuals.

A member was keen to see the Club producing baseball caps as regalia items while another would have found it useful to have the regalia available at the AGM.

g. Chairman (John Porter)

John noted that it had been rumoured that pre-1 January 1960 vehicles would be exempt from the MOT process. It was expected that this would come into force in November 2012. It was not clear what this would mean in reality as it could impact on insurance cover, as insurance companies may insist on an engineer's report on the state of the vehicle. The Club would update the membership about this major change when it received further information from the DVLA or the FBHVC.

A number of vehicles had been produced in 1959 but registered after 1 January 1960. It was believed that the Club records could be used to confirm the age of a vehicle from the chassis number. It was vital for all members to send in details of their vehicles to the appropriate registrar to ensure that the Club built a definitive database of information about the vehicles and their chassis numbers for use when dealing with government bodies.

John Porter expressed the Committee's thanks to David Heard who had produced the latest version of the index for *Sidevalve News*.

6. Election of the Officers and Committee Members of the Company

John Porter reminded the meeting that the rules for electing the Club Directors were changed in 2007 which meant that one third of the directors came up for re-election each year. This year it was the turn of the Treasurer and the Anglia, Popular and Prefect Registrar to be re-elected. The other four directors continued in their current positions.

The following Company Directors were elected unopposed.

- Andy Main – Anglia, Prefect and Popular Registrar
- Tony Young – Treasurer.

The following directors continued in their current positions.

- John Porter – Chairman
- Yvon Précieux – Pre War and E83W Registrar
- Jennie Thake – Membership Secretary
- Shirley Wood – General Secretary.

The Management Committee members were elected unopposed and they were:

- Mark Bradbury – Web
- Mike Brocklehurst – FBHVC Liaison
- Brian Cranswick – Events Co-ordinator

- John Duckenfield – Regional Co-ordinator
- Godfrey Hands – Publicity Officer
- Tony Lloyd – 100E and 107E Registrar
- Neil Patten – 100E and Remanufactured Spares
- John Pole – Technical Adviser for Upright models
- Stephen Wood – 8 & 10hp Spares
- Ian Woodrow – Specials Registrar.

7. Re-elect Messrs Newby Crouch, Chartered Accountants, of Ember House, 35 37 Creek Road, East Molesey, Surrey, KT8 9BE to act as Independent Reporters for the Company

Tony Young stated that it was up to the membership to vote for the independent reporters each year. Messrs Newby Crouch had been very thorough in reporting on the Club's accounts and Tony was happy that the club continued to use them as independent reporters.

Tony Young proposed that Messrs Newby Crouch were confirmed as the Company's independent reporters for the following year. This was seconded by Shirley Wood. The motion was passed unanimously.

8. To authorise the Officers and Committee to fix the Remuneration of the Independent Reporters

Tony Young explained that this proposal authorised the Committee to negotiate the auditor's fee for the current financial year. The gross fee for the audit was £1,848. Tony Young proposed that the Officers and Committee were authorised to fix the remuneration of the independent reporters and Jennie Thake seconded this motion. The motion was passed unanimously.

9. To consider, and if thought fit, accept the following Special Resolution to change the Articles of Association of the Company with effect from the close of this meeting

THAT clause 7 of the Memorandum of Association regarding dissolution of the Club be removed in its entirety and be replaced by the following clause in substitution for, and to the exclusion of, the existing clause 7.

"If upon the winding up or dissolution of the Club there remains, after the satisfaction

of all its debts and liabilities, any property whatsoever, it shall not be paid to or distributed among the Members, but shall be given or transferred to some other Club, Museum or institution having objects similar to the objects of the Club, and which shall prohibit the distribution of its or their income and property amongst its or their Members. Such Club, Museum or institution shall be determined by the Members at or before the time of dissolution, and if a suitable Club, Museum or institution cannot be found any remaining property shall be distributed to some charitable object to be agreed by the Members."

Tony Young explained the reasons for this proposed change to the Articles of Association of the Company. The last revision took place in June 2007, when the Committee introduced the principle that one third of the Council (i.e. directors and not general committee members), should retire by rotation at each AGM. They are always eligible for re-election. All the general committee members retire at every AGM but are eligible for re-election. Previously all the council members (directors) also retired at every AGM but were eligible for re-election. The reason for this change was to ensure that there was at least two-thirds consistency of council membership, thereby retaining experience within the management of the Club that had in most cases been built up over many years.

The latest change concerns the very unlikely scenario of the dissolution of the Club at some future date. Currently the position is that if in the event of dissolution there remained, after the satisfaction of all debts and liabilities, any surplus, then it would be distributed amongst the members. Equally, if the assets were exceeded by the Club's liabilities, each current member would be asked to contribute up to £1 towards the liabilities.

Whereas the typical 'up to £1 member guarantee' has to remain as the Club is constituted as a guaranteed 'not for profit' company, the committee have decided that it would be advantageous to ensure that, in the unlikely event of dissolution, the assets would be transferred to a similar club or organisation sympathetic to our objectives. This would mean that there would never be a distribution of any surplus funds to members and that hopefully there would be sufficient funds to ensure that the Club's archives, tooling, spares etc. were held by an appropriate other Club, museum or institution, to be decided by the members at the time.

Since members do not join clubs such as the FSOC with a view to potential personal gain, the Committee recommended this small change to the membership.

Tony thanked the 126 members who had sent in their proxy forms to him for this vote. He had received 119 votes for the proposal and 8 against.

The change was proposed by Tony Young and seconded by Tony Lloyd. The motion was passed with 161 in favour, 8 against and no abstentions.

10. If the previous resolution is passed to amend 6.8 in the Ford Sidevalve Owners' Club Limited Rules and Bye-Laws to read:

6.8 Dissolution

The Club may be dissolved by an Extraordinary General Meeting convened by direction of the Committee, or by the requisition of twelve of the Members. If a resolution of dissolution be duly passed by a 75% majority, all items of Club property must be returned to the General Secretary, except for Club monies and financial records which shall be returned to the Treasurer. The Committee shall forthwith liquidate the affairs of the Club and if there be any surplus assets on realisation these shall be given or transferred to some other Club, Museum or institution having objects similar to the objects of the Ford Sidevalve Owners' Club Limited. Such Club, Museum or institution shall be determined by the Members at or before the time of dissolution, and if a suitable Club, Museum or institution cannot be found any remaining property shall be distributed to some charitable object to be agreed by the Members. Should the assets of the Club be insufficient to meet any debts, the Members of the Club shall be liable for payment of such debts as shall all persons who have held membership in the twelve months prior to the date of dissolution, such amount as may be required not exceeding £1.

Tony Young explained that as the previous proposal had been accepted then the Committee needed to amend the Rules and Bye-Laws of the Club as described above. The change was proposed by Tony Young and seconded by Shirley Wood. The motion was passed with 161 in favour, 8 against and no abstentions.

11. Any Other Business

John Porter presented a trophy to John Farrer who was the last remaining founder member of the Club from when it was the Ford 100E Club. He had been a member for 42 years.

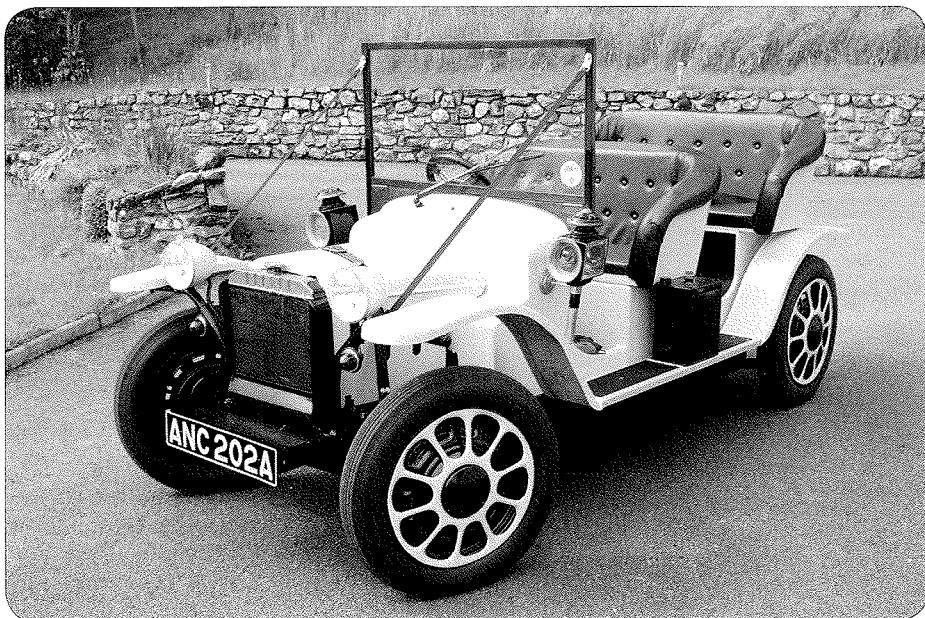
There was no other business. John Porter thanked the members for attending the AGM. He then closed the meeting.

Siva and the Harris Tweed Connection

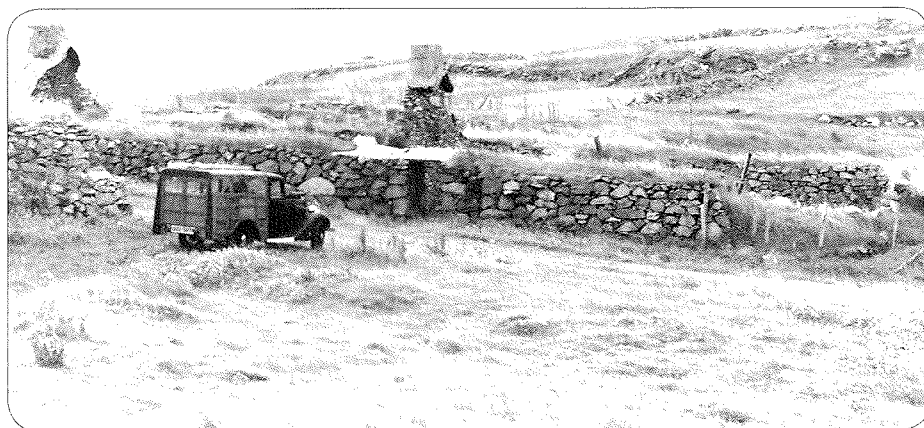
A Siva Edwardian Tourer has travelled north to Newtonmore in Scotland just south of Aviemore – probably not the best place for a Sidevalve with no roof or doors.

This Siva has been brought to Scotland by the Harris Tweed Store to publicise its extensive range of all things tweed, from jackets and matching trousers (known locally as trews or breeks) and waistcoats to deerstalkers and caps. Just the clothing for Siva owners in Northern climes. No doubt the Siva will feature in some publicity shoots shortly in and around the Newtown area. If you have need of some tweed, why not visit their website? See www.harristweedshop.com.

There is a connection between where some of the tweed is woven (the area around the village of Gearrannan on the west coast of the Isle Lewis) and my Siva. In another life her engine powered a 1934 Model Y shooting brake in which a friend and I travelled to the



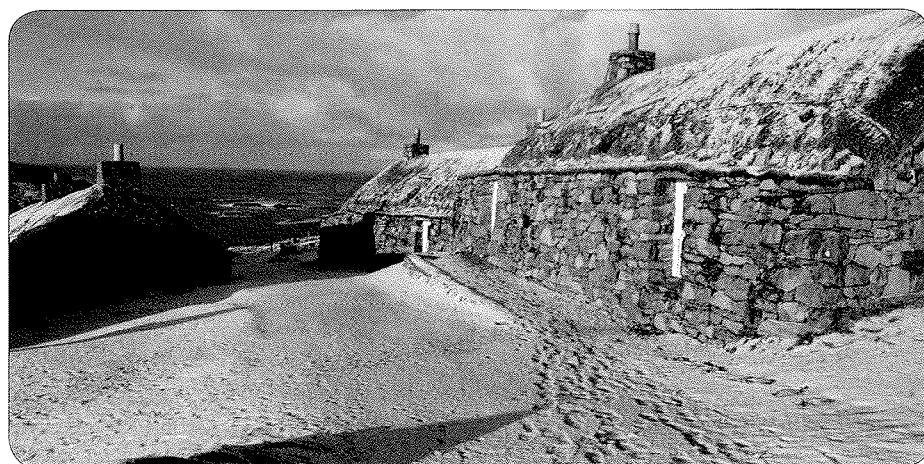
Bessy.



Gearrannan village in the early eighties.

Western Isles for a tour of the islands in early 1980s. Some 1,400 miles were covered with some breakdowns on the way! We camped in the ruins of the village illustrated here before the houses were renovated and rented

out to tourists looking for some solitude. If you are interested, a more detailed story and photographs will follow in another issue of *Sidevalve News*.



Gearrannan village in winter.

Tales of BLC

The last two issues of *Sidevalve News* contained no 'Tales of...', and they barely make it into this one. The car has had a somewhat easier life this year, having covered a mere 12,000 miles, but more on mileage later. The reason is that I, unlike the Prefect, was in need of major repair in January and had to have an operation. I was unable to drive for six weeks afterwards, and it was a further seven weeks before I returned to work, so curtailing the 40 miles per day commute.

Nothing much has happened to BLC since the last report: the MOT was due in May and a quick check revealed that the front brakes shoes were rather worn. Replacing these has been the only repair the car has had this year, plus a small service, oil and filter change.

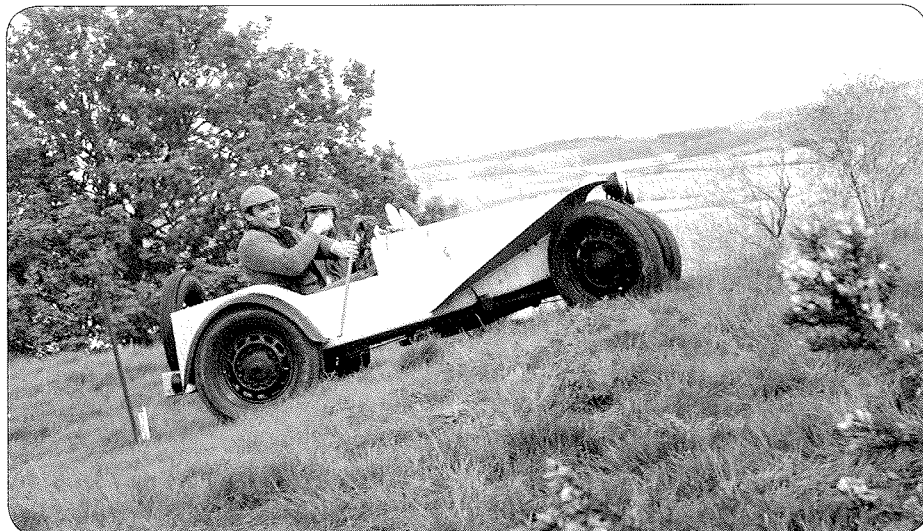
The major item is that, coming home tonight, the odometer recorded 23,796 miles. This is exactly 100,000 miles from when I first collected her from the NEC on 29th October 2006, and is hopefully our first 100,000 miles together. She is now in need of some attention to paintwork, which I intend doing during the summer break. So there might be something to read about next issue!

The Inaugural Historic Sporting Trial

**Long Compton, Oxfordshire,
12th May 2012**

The latest branch of historic motor sport – historic sporting trials – was established with the Inaugural Historic Sporting Trial taking place on 12th May 2012 at a superb site in the Cotswolds.

After the wettest April on record the sun shone for the first time in well over a month, leaving the site in prime condition for the first event under the banner of the Historic Sporting Trial Association. The organisation of the event was in the hands of SportingTrials.com, a club that has its roots in the famous old trials club, Kentish Border Motor Club.



1172cc Sidevalve-based trials car.



Dellow clears the section.

The organisers asked participants to wear period dress and there were many tweed sports jackets and flat caps on display. In addition the event had been promoted as a reunion for ex-trials drivers and they came in great numbers. Very quickly a gentle relaxed atmosphere came over the whole proceedings with people greeting old friends they had not seen for 20 years.

An excellent entry of 26 competitors had been received, driving 20 cars ranging from mainly Cannons and Dellos to an Austin 7 Special. Of the 20 cars competing, 13 used 1172cc Ford engines, 16 of the cars entered should have been in the pre-1970 NTF classes and 50% of the cars had proper fiddle brakes.

Many of the cars were being driven for the first time since major or complete rebuilds whilst others have been regularly used in classic reliability trials.

Photos by Charlie Wooding

Setting out the observed sections to cater for cars with fiddle brakes and those without was a challenge for the organisers, who had

introduced 'deviations' for the fiddle brake cars to attempt. The morning sections were made very wide but even so by lunch time only two cars still had clean sheets. After lunch the sections were altered to include muddy terrain with the result that the scores rose accordingly. The organisers reintroduced the old method of marking, in that a car failed a section when forward motion ceased: an interesting concept for those used to modern methods of marking a trial.

The premier award for best overall was the original Cannon Trophy, which went to Mark Milne from Cumbria. Second overall, Ian Moss won the original Duckhams Trophy.

When the event was over there was universal agreement that this was the start of historic sporting trials and the HSTA should do all it can to encourage other clubs to run similar types of events. The Association has already received offers from three well known trials clubs to host events. It was agreed that in the future the emphasis would be on providing trials that are primarily suited for the Ford 1172 or small BMC 'A' series engined cars using period 18" wheels.



Dellow takes stock of the next section.