

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

AGM 2014

Vehicle Condition for Original Number Claims

MoT Inspection Checklist

'Lost' Jeep's Dagenham Connection



www.fsoc.co.uk



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John Porter

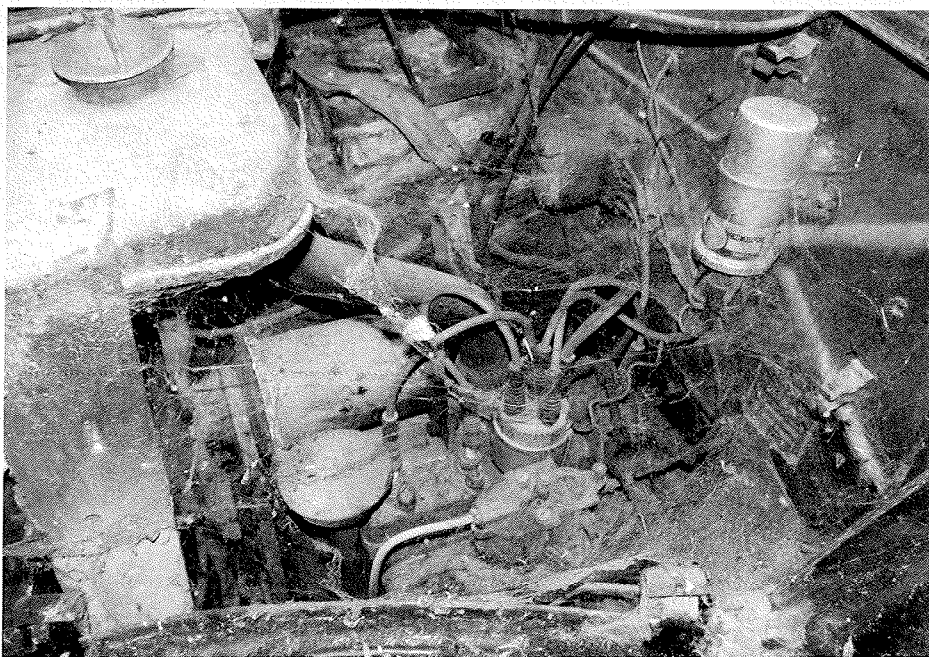
Editorial

This was probably my twentieth Classic Car Show at the NEC (although it seems like a long time ago) and also one of the most rewarding. The three-day show under those lights can be tiring and some of the traders and exhibitors looked very tired by the Sunday evening breakdown. The show encompassed eight or nine halls and it would certainly have taken a day to do it justice. It was good to meet up with many of you and catch up on restorations and the past summer's sidevalving. I am always surprised at the distance that some visitors travel to visit the UK's premier club-based classic car show. Most countries in the EU were represented and some visitors were from further afield.

One thing was noticeable and that was the application of modern technology to our old cars. I was intrigued by the 3D mapping of components and the subsequent solid printing of an ABS part that could be painted and fitted straight to the car. For metal parts, a total loss wax buck to make a mould could be printed. I was informed that a solid metal printing device was in the pipeline which will also have many potential uses. Certainly this will be a means of producing small runs of items such as door handles, body mouldings and other cast parts – if the cost is reasonable. What was noticeable was that there were fewer parts for the older Sidevalves for sale at both the NAC Restoration Show and the NEC. More and more parts will have to be remanufactured and the small runs will be a challenge balanced against cost per item. Engineering businesses are happy to

produce thousands of one part but not so keen to make, say, a hundred. Naturally this can make the remanufactured part seem expensive but may well be the only choice.

One item that has been a concern is the upright steering box as fitted to the 1937 to 1959 cars – the most common of which are the Popular and Prefects. These steering boxes are at least 50 years old and in most cases are exhibiting noticeable wear. What to do about it has been a problem in that the parts – the worm and nut – have been in short supply. Recently a commercial engineering company has remanufactured the parts needed to recondition the steering boxes. The service offers three solutions: the parts themselves, the parts with the worm welded to the column, and finally a re-conditioned steering box. Given that the steering box is a safety related item the Club will only be stocking the woodruff key and multi-spline types of steering boxes. The woodruff key type was used from 1937 to the early 1950s after which the multi-spline version was used. Either type may be fitted to any of the upright models (watch the length and different type of steering wheel though) as invariably what was available at the time, whether new or second hand, would get the car on the road. I remember in the mid-70s buying the last steering box from Bryan Brothers, the main Ford dealer in Bristol, for the princely sum of £5! The dealers in those days were selling off quite a lot of the old stocks to make room for the parts for the new Fords. What was a concern was that by the end of



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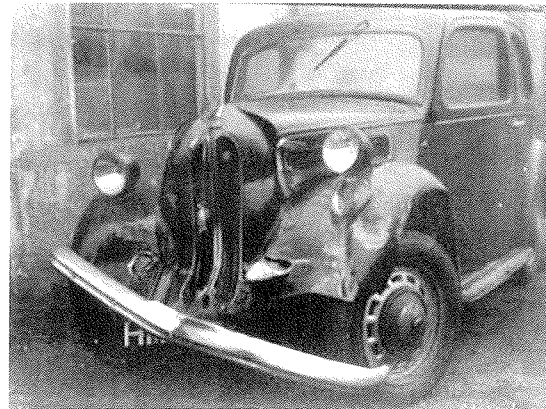
one year the play was the same as before! Modern metallurgy is much improved so the rebuilt steering box should be a good long term investment.

If you are interested in steering box repairs, please register an interest with the Upright Spares Secretary.

As you read these notes your Sidevalve has probably been wrapped up since late November. Some two and a half months have passed and some basic maintenance would make the spring wakeup a little easier. Periodic charging of the battery is essential, or use one of those maintenance chargers that can be left connected through the lay-up period. Make sure that the battery is topped up by the charger before removing the plugs and spinning the engine to get some oil distributed around the engine internals. Some oil or upper cylinder lubricant down the air intake will help the valves stay free. To lubricate the wheelbearings and the final drive, push the car out of the garage and back in a few times. If you decide to fire the old thing up then run the engine for at least 20

minutes or you will do more harm than good. Depending on the type of garage, leave the car windows open to allow air to circulate around the interior. Should the garage be a little on the damp side, then get some desiccant crystals and place on the floor of the car to absorb some of the moisture.

If you drive a modern car with ABS all winter then do bear in mind stopping distances when you do venture out in the Sidevalve come spring ...



John Crowe

Weaver Wander 2014

An invitation to Sidevalve owners in the Nantwich area

On Saturday 5th July 2014 there will be a 100 mile navigation run for a maximum of 100 cars. The cars will assemble from 8.30 a.m. at Reaseheath College (breakfasts will be available for purchase) before the short drive to The Square, Nantwich for the start from 10.00 a.m. where a band will play the cars away on their journey.

This non-timed navigation route of approximately 100 miles includes a halfway lunch halt where the crews can enjoy some splendid surroundings, before returning to Nantwich for the presentation of the 'Tub' Reynolds Award for the best 'spirit of the event'. Period dress to match your car is encouraged but is not required.

A minimum donation of £20 per car is required for the navigation run to enter and early entries are encouraged as the last three events have been over-subscribed.

On Sunday 6th July a static display of vehicles will take place on Mill Island, which is alongside the River Weaver in the centre of Nantwich, from 11.30 a.m. to 5.00 p.m. Car clubs and groups are particularly welcome but as space is limited, pre booking is essential. A minimum of £5 donation per car is required for

the display area.

Two awards will be presented on Sunday, one for the best display by a car club or group and the other for the best car in show.

At the same time as the static display on the Sunday, an autojumble will be held with trade and private entries in The Square, Nantwich. This is a great opportunity to de-clutter your garage and recycle parts that other enthusiasts may need to complete their project. The format of the sale will be 'car boot', with the use of a small display table being accepted. All entries will be asked for a donation, £5 minimum for private individuals or clubs and £15 minimum for trade entries. Again space is limited and pre booking is required.

For those not too interested in the cars, the Rotary Club of Crewe & Nantwich Weaver will organise a walking tour of historic Nantwich at 2.30 p.m. on the Sunday.

You can download your entry form for any part of the event at our website at www.weaverwander.com.

All donations received will be paid in full to the charities which have been chosen as the beneficiaries of this year's event: The Teenage Cancer Trust, Cheshire Academy of Integrated Sports and Arts, and The British Heart Foundation. No profit, costs or expenses are deducted from the donations we receive.

Brian Cranswick

Events

What a wet start to 2014. Hopefully things will improve and we can look forward to enjoying our old Fords in the sunshine again this year. For many members, Drive It Day is a really good opportunity to give your Sidevalve a run after being stored up over the winter months. The Drive It Day event was originally launched and promoted by the Federation of British Historic Vehicle Clubs, to commemorate the 64 cars that left London on a 1000 mile trial in 1990, and aims to encourage owners of eligible old vehicles to be driving out on the road for this special day.

Please advise any Club-related events to the events co-ordinator, to ensure these can be covered for insurance purposes.

Below are just a few of the events. A more comprehensive list can be found under www.fsoc.co.uk.

Ivor Bryant has sent in details for sidevalvers in the South West about an informal gathering of classic cars, every 2nd Sunday morning at the Queens Square, Bristol.

21st-23rd February 2014: Race Retro show, Stoneleigh. Details from Martyn Halliday: [REDACTED]

16th March: The Golden Valley Historic Light Car Club will be running its inaugural Sidevalve Trial, at Chavenage Farm, Tetbury, Glos. The event is open to Sidevalve saloons, sports cars and Specials and will be held entirely on private land. No MOTs, tax or insurance required. The trial will comprise at

least six sections, non-damaging and run under a 'not-stop' ruling so safe for elderly diffs! The trial will be run under a MSA Clubman's permit so competition licenses will not be required. The entry fee is £25. For details contact Julie Short 07961 012161, or email julieshort@tiscali.co.uk.

5th April: Heritage Show, Detling Showground, Maidstone. Club stand. Details from Richard Greenaway.

20th & 21st April: Medway Festival of Transport, Chatham Dockyard. Club stand. Details from Richard Greenaway.

27th April: Drive It Day Run – Three Counties group – Colne Valley Railway, Castle Hedingham, Essex. Details from Robin Thake.

27th April: Drive It Day Meet up – Cambs, Lincs & Norfolk group – Lakeside Lodge Golf Club, Nr Huntingdon. Event subject to interest shown. Further details from Brian Cranswick.

27th April: Drive It Day – Coventry & Midlands group. A drive through the Warwickshire lanes. Further details from Colin Pudge.

27th April: Drive It Day – Bristol & South West group. Drive starts from the Horton Social Club. Details from Ivor Bryant.

27th April: All Ford Show, Aylesford Priory, nr Maidstone. Club stand. Details from Richard Greenaway.

4th May: Abingdon Air & Country Show.

Event to include an All Ford Section, which is a memorial to Bob Tredwell. Details from www.abingdonandcountry.co.uk.

24/25 & 26th May: Enfield Pageant of Motoring. Club stand. Details from Robin Thake.

7th–14th June: The Annual Sidevalver's Holiday, Shanklin, Isle of Wight. Details from Robin & Jennie Thake. (A question: 'How many years have Robin & Jennie been going on the Sidevalve holiday in their E04A?') The first Sidevalve holiday they went on was in 1989, to the Isle of Wight. They started organising the holidays in about 1995, and have personally arranged about 15 with some other Club members also taking a turn organising as well. The holidays have been in: Isle of Wight (6), Bournemouth (3), Swanage (2) and Scarborough (2), along with Hastings, Eastbourne, Dawlish, Minehead, Broadway, North & South Wales, Cromer, Bognor Regis, Lowestoft and Margate.)

22nd June: Southern Sidevalve Day, Aylesford Priory, nr Maidstone. Club stand. Details from Richard Greenaway.

28th–29th June: Blue Force, Newark Showground. Hoping to do themed displays: lorries, vans, tractors of a period to show how life was. They hope to make the overall view look better than just lines and lines of tractors or vehicles. The FSOC could present a great display of 5, 7 and 10cwt vans and pickups – the support vehicles for the Fordson tractors. Interested? Please contact John Porter.

6th July: Darling Buds Classic Car Show, Bethersden, nr Ashford. Club stand. Details from Richard Greenaway.

27th July: Old Ford Rally, Gaydon. 9.00am–5.00pm. To enter: www.heritage-motor-centre.co.uk/event/old-ford-rally



Brian Cranswick

Cambs, Lincs & Norfolk

Guy's E494A gets the Rolls Royce treatment

Guy Wakelin has just finished a full bodywork and interior restoration/makeover of his 1951 E494A (affectionately known as Alice). The Anglia was taken to a Rolls Royce & Bentley Classic Specialist. Guy had visited the garage through connections with his work and was taken aback by the very high standard of restorations undertaken on old Rolls Royces and Bentleys: he decided if it's good enough



for a Roller then it's more than good enough for Alice the Anglia.

Once the work commenced and the paint started coming off, a true picture of the last sixty odd years of injuries and battle scars was uncovered. This was no surprise to the lads at the garage and surgery to rectify all these issues soon took place. Three weeks

later the work was completed, Alice now looking totally resplendent with her lovely new black paintwork and minus all the old dents, dinks and rot (a truly Rolls Royce finish). New indicators were fitted and the headlights modified (so more than one cat's eye at a time can be seen), together with a completely new bespoke interior, and to finish off a smart set of chrome 17 inch wheel trims.

Colin Pudge

Coventry & Midlands

After a busy end to the 2013 season, with a Club stand at the Restoration Show at Stoneleigh Park and a long three days on the Club stand at the NEC Classic Car Show, it was nice to see all the area members and partners for a social evening at our Christmas meal get together.

With Christmas and New Year out the way, it's shaping up to be a busy 2014 on the show front.

We are lucky in our area that we are centrally located for many shows in all parts of the country, and I for one attend a lot of shows and race meetings in my Pop.

We have two new events planned for 2014 and local to us. The new Practical Classics Restoration Show is at the NEC, for which I am looking into getting a Club stand. There is also a new two day event based in Coventry called, surprisingly, Coventry Moto Fest. I'll let you know more details about these when I know them.

We also have Drive It Day coming up and there is talk of a mass meeting point/stop off at Gaydon Motor Museum. So, that may well be incorporated into our trundle around the lanes of Warwickshire.

Apart from the larger events, there are many smaller ones which may be of interest. I am compiling a list of these which should be ready for the next report.

Happy motoring!



Photos by Ian Sabell of the recent Club stand at the NEC.



Richard & Trish Greenaway

Kent

May we start by wishing all members a Happy & Prosperous New Year. Let's hope this year is as good as last year weatherwise. Talking of last year, down in Kent we had our best year since starting up the group, with the greatest number of members in a year; our best ever attendance at both shows and monthly meetings; and our best attended Christmas meal. So if we can top just a couple of those achievements this year we will have another really good year.

Christmas meal

Unfortunately three people had to pull out of the Christmas meal at the last minute, due to a knee replacement which was bought forward and a sudden hospital admission due to a bout of pneumonia. Hopefully by now they are well on the road to recovery. Even so, 28 of us met up at the Fox and Goose where we all enjoyed a lovely three-course meal and get together.

Future events

Looking ahead to this year, at time of writing (early January) the show dates are only just starting to materialise, but here is a quick look at the shows coming up throughout the first

part of the year.

We start off with the **Heritage Show** (Club stand) which takes place on Saturday 5th April at the Detling showground near Maidstone. For anyone who's not been along before, it's a good show to start off the year: always plenty of exhibits plus plenty of stalls to look around, as well as all the free bus rides around the showground on numerous buses of all shapes, sizes and age.

Next up we have the **All Ford Show** (Club stand) at Aylesford Priory. This was one of our best attended shows last year so let's hope this year we can do even better (target 25 cars). As well as several hundred cars on show there are normally several stalls as well as the Priory itself to look around. If you are planning on attending then a word of advice: it's best to get there early or approach from the northern end of the village. If you are entering through Aylesford village then you have to go through the traffic lights. I know last year it was taking people up to an hour to get through and into the show: certainly worth getting up that hour earlier for.

A couple of larger events taking place later on in the year that we have dates for are the **Friars Rally** (Club stand) which is also held at Aylesford Priory. It also doubles up as

the **Southern Sidevalve Day**, the premier Sidevalve event in the south east. As last year, we will once again be doing bacon rolls, tea & coffee for all Club members (FOC) arriving before 10am, so if you are one of those members who only attend a couple of shows a year, this is one you should mark down in your diary now. The date is Sunday June 22nd. From all the shows we attended as a group last year, our best three attendances were all shows held at the Priory, so obviously a lot of people like the venue.

The Kent Group would like to take this opportunity to invite members from all parts of the country, especially those from neighbouring counties, to attend to help make this the best attended Southern Sidevalve Day so far.

Finally, for now, we have the **Darling Buds Show** (Club stand) on Sunday 6th July which is held in Bethersden (near Ashford). The show is held on the farm which played host to the filming of *The Darling Buds of May* all those years ago.

We will be attending plenty of other shows throughout the year which we will let you know about in the 2014 yearly Kent Newsletter/April magazine; alternately keep an eye on the Club website for future events. If anybody needs any info on these or other events throughout the year, please get in touch either by phone or email.

One event taking place this year which isn't on our patch but might be of interest to members is the 100E Day taking place at the Ace Café, which is on the North Circular, north of London, on Saturday 12th July at 11am.

Joe Wheatley

Merseyside

Well, after a bumper report in the December edition I have not got a lot to report in the bleak month of January, as we have not attended any shows since last September. Having said that, 22 members and wives/partners enjoyed a pre-Christmas meal at the Bottle and Glass on 9th December. As usual the food was very good value and all had a convivial time.

Welcome to new members David A. French and Edward Spollin who joined the Club in

December. I have tried to send you both emails, but the email addresses I have appears to be incorrect. If you would like to drop me an email I can correct my info and add you to my distribution list. Alternatively we will be delighted to see you at the Bottle & Glass on the second Monday of each month!

I am now preparing a list of possible and probable events in the north west for 2014. Most are individual entry but I will be organising Club

stands at **Culcheth Community Day** (5th May), **Tatton Park** (31st May–1st June and 16th–17th August), and please don't forget the **Northern Sidevalve Day** at Hebden Bridge Vintage Weekend (3rd August), though this latter is individual entry. Please drop me an email or give me a call if you would like my full list of events or if you have any suggestions for shows we could attend this year. I will eventually have application forms for most of the individual entry events but I find that most shows now have forms available via the Internet.

Let's hope the weather in 2014 is as kind as it was in 2013, or even better! I look forward to meeting members new and old at our meetings and shows during the year.



Shugborough 2013

Stuart Battersby

North West Midlands

A very busy autumn for me meant that I have missed a couple of reports, but thankfully the craziness has now calmed and I can start to catch up.

In July I finally received my 'cut' of the membership database and was pleasantly surprised to see that we have 75 members in the region. I have been sending regular emails to the list but I am still getting a number of 'FAILURE' messages in return, so if you live in the area and haven't received any of my emails than please drop me a line (stuart.battersby56@sky.com) and we can correct the situation. If you are receiving my emails, then a quick 'Received' message back would be much appreciated.

We still meet regularly on the 1st Tuesday of each month at 7.30PM in The Peacock, Nantwich, CW5 6NE and would be delighted to meet any new members who fancy dropping by.

As a group we managed to attend a few late season shows, many for the first time as a club.

Shugborough Hall

I do like these 'country estate' shows. Shugborough is a fine location and we managed to put together an interesting stand with two 100Es and Peter Richard's delightful

E83W pickup, supplemented by a trio of black uprights from the Coventry group. I think we'll do this one again.

Audlem

This is another great show. Cars all meet on the village green at Hankelow for coffee and bacon butties and then move off in convoy into Audlem, winding our way through the town, past the church and onto the sports field. Lunch in the 'Shroppie Fly' on the banks of the Shropshire Union Canal completes the perfect day.

Tatton Park

Thanks again to Joe Wheatley for hosting a few interlopers at this huge event. There were some amazing cars on the stand, but as is often the way, visitors were mostly attracted to Dave Broad's unrestored, trailered Squire project. I think we all wished we'd owned it and had time to do it justice. I think it's important here to emphasise that your car doesn't need to be concours to be at a show. The public are often more interested in seeing a work in progress than the finished article. I'd personally love to see a few projects on trailers at some of our shows next year.

Uttoxeter Racecourse

Just over 100 cars attended this mixed show, parking along the front of the stands and paddocks at this famous course. We had three 100Es: Ken Latham's pristine Popular, Gary Roberts' black 1955 Prefect and my Prefect really looked great together.

Our first season as a group we ended up attending seven shows, which wasn't a bad start. We met lots of members who came along and introduced themselves and certainly impressed the public. Hopefully next season we can get a few more cars on the road (or trailers) for these shows.

Look at the size of that turbo!

I was lucky to be invited onto the Club stand at the NEC in November, and very enjoyable it was as well. Our stand was close to the Ford100E.com stand (mostly amazing modified vehicles). A couple of teenage petrol-heads made their way from that stand to ours, looked in the bonnet of my 1956 100E, and on spotting the original tubular air filter exclaimed 'Look at the size of that turbo!' I didn't bother to reply.

Søren Palsbo

Scandinavia

Address: 101E Memory Lane

The picture of a group of young boys, a mature lady and a cream-coloured 1957 Ford Prefect 101E in front of an old Danish country cottage is not the sharpest picture you have ever seen. The camera (Agfa Click with a fixed shutter speed) was not fast. Neither was the old film with 12 shots, nor the 13-year-old photographer. And the picture cannot be taken again. Two of the persons in it are watching us from Heaven above and the Prefect is most likely parked somewhere among the clouds.

The address of the country house, which once belonged to my grandmother on my father's side, was certainly not Memory Lane, yet such a picture sends you precisely there. The photo was quite unexpectedly sent to me recently from an old school classmate who had stayed in my family's holiday house for a few days together with me, my mother (the mature lady and owner of the 101E) and the other young boys. Nearby was – and is – the wide beach with its white sands and a sea, reminding us that we are sons and daughters



of Vikings who took a dip in the ocean without any complaints regardless of the temperature. Good for the health, they say.

My mother chose the Prefect as the first new car after the war as she had had driving lessons in a 101E Anglia. Her previous driving license had expired during the war. The Anglia was assembled in Copenhagen but not the four-door Prefect, which was therefore imported from England. The round thing near the front bumper is not a lamp but a brass plate saying that the car belonged to a member of the Danish Press, issued by the Danish Journalists'

Organisation. It should make it possible to pass police barriers on a news job, though that was not my mother's journalistic field at all.

I learned the secrets of clutch and gearshift in the sidevalve Ford on private grounds by the little country house. We said goodbye to the Prefect in 1963 when Sir Alec Issigonis' new low Morris 1100 with 'Hydrolastic' became too great a temptation. The latter car was very smart indeed but was soon badly corroded by the Danish road salt.

Robin & Jennie Thake

Three Counties

Wishing everybody a Happy New Year and hoping that the summer is as good as last year so that we can enjoy our Sidevalves to the full.

Our group Christmas meal was at our normal pub and we asked if we could eat in the same corner as we have our meetings which was away from the busy restaurant area. The evening was made even more Christmassy by some carol singers from a local church group – the FSOC Girls Choir joined in but there is no hope of Gareth Malone signing them up! (Gareth runs amateur choir competitions on the TV.)

Boxing Day was fine so we met up with Richard and Shirley Healy at Sarret classic car meet. This is an annual meet when about 100

cars, lorries, tractors, military and motor bikes turn up on a casual basis. Richard was there in his Humber as it has a heater and we went in our modern Ford car, and we had an interesting journey going through some flooded roads and following some very large American Army vehicles that met up with a top of the range white Range Rover. We were not sure who was going to give way and back up but the Army won!

On the last Sunday in December it was off to Whitewebbs Museum Autojumble, and although there was not a lot of Sidevalve parts for sale it was a good chance to meet up with fellow enthusiasts for a chat and to catch up over a cup of coffee and a sausage roll.

The show invites are slowly being delivered so it is time to work out which shows we will be attending this year. We have already booked into Colne Valley Railway on Drive It Day and Rushden Cavalcade at the beginning of May, and we will be attending our regular events at the Enfield Pageant, Hollowell Steam Show, Banbury Steam Show and Little Gransden Air Show at the end of August. If anyone would like to join us at any of these shows and other occasions, please get in touch either by phone or e-mail.

I enjoyed the December issue with the updated design when it finally arrived on Christmas Eve thanks to the rather over worked postal service; it was a good read.

Nigel Hilling

Yorkshire

General info

Our December meeting as usual took the form of a Christmas party at the old Electra Cinema owned by Trevor Miller. Attendance was a little poor this year with last minute cancellations due to illnesses and other issues. However, a pleasant evening was had by those that did make it. Thanks again to our host Trevor and also Bert Marshall for bringing loads of bread and pies.

Meetings will continue this year on the last Tuesday of the month at the Reindeer Inn: please come along and join in. One of the first events of the year will be Drive It Day on the 27th April, although I have no details of events of the day at this time. The York Historic Vehicle Group organise a run from York to Sherburn Aerodrome which is open to all but there will be a number of other events around the region. I will try and put details of any events on the member's pages of the Club website. If you have access to the internet

then have a look (the up to date information will be on the editable pages); if not then give me a call nearer the time. We could be more adventurous and have a longer trip to somewhere like the Lakeland Motor Museum (about 90 miles from Huddersfield). Let me know if you have any ideas.

The Exeter Trial

Stan the Anglia is still undergoing a bit of repair work so I did another stint of marshalling on the Exeter trial this year. I must say it's more civilised than competing. We travelled down on the Friday and rather than driving through the night, as if we had been competing, we stopped overnight in a Travelodge. This gave us plenty of time for a full English in the morning before heading for our section at Pepperdon near Moretonhampstead. This was only being used by the 70 odd Class 0 competitors rather than the 240 in the main trial, so we were on station for only a few

hours rather than the six or so if we had been on a main trial section. This left us time to go across to Simms Hill to do some spectating in the afternoon. Despite all the rain prior to the trial, and overnight, the day remained mainly dry and the sections, whilst wet, were not waterlogged (rain generally just runs down hills!).

Simms was not stopping too much this year although I expect the Anglia would still have struggled. One poor chap videoing the proceedings got hit by a flying stone, from a Peugeot spinning its wheels on the hill, and started bleeding profusely. The marshals were quickly in attendance and a 4-wheel drive picked him up and took him to the local village hall to rendezvous with a paramedic. The chap had suffered a broken nose and was taken to casualty. You can watch his video of the hill including the drama of the flying stone and hospital on YouTube: www.youtube.com/watch?v=6WB1wCnGfA0.

Jennie Thake

Membership Secretary's Report

Happy New Year to all members and thank you to all who sent Christmas cards (which I put on display), greetings and thanks, with your renewal forms or by e-mail. It is nice to know that the Club and officials are appreciated.

We had our usual busy Christmas with all the family coming to me on Christmas Day this year; we had a lovely meal for all nine of us. It was a bit hectic dishing up and we were half way through when we realised the Yorkshire puddings were still in the oven, but everyone made room for them.

The grandchildren are all growing up fast now. Charlotte and Ella are 9 and so they were embarrassed that I sat at the dinner table with my Christmas apron still on – how could grandma do such a thing! Harrison is now 5 and refused 'Russell' Sprouts – they will be known by that name forever now in our family but he did show how clever he is by reading out the jokes in the crackers. As it was a fine day we all went for a nice walk which ended going across the local football pitch, which was OK but I had a pair of light gold coloured shoes on that I had forgotten to change; they will never be quite the same again!

In finishing, can I appeal to all members that when making out a cheque to the Club, make it out in full to **The Ford Sidevalve Owners Club Ltd**, as I have had problems at the bank after all these years when paying in some cheques.

Happy Sidevalving in 2014 from Jennie and Robin.

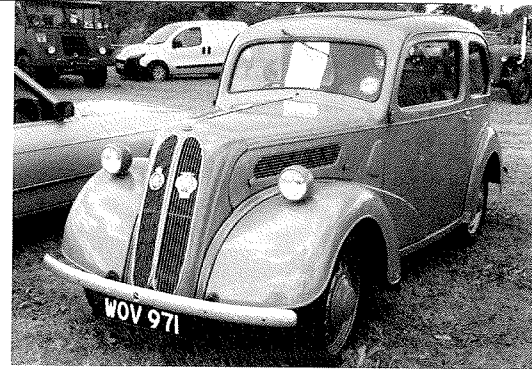
Liam Cotton

East Midlands

Before we start I must thank both John Duckenfield and John Porter for their help and support in starting the new East Midlands regional group. Also thanks to Colin Pudge and the Coventry & Midlands group for their offers of help and management.

John mentioned in the December issue that I work as a mechanic. This does not make me a Sidevalve expert. Occasionally we see classic cars at work; however the last Ford Sidevalve was a 103E Pop that belonged to an old gentleman in Uttoxeter many years ago. I try to do all my own repairs and I will do my best to help and advise local members. One of the benefits of joining a local group is sharing knowledge (has anyone changed 100E rear axle seals?).

It may seem daft to start a local meeting in wintertime; however it is at this time of year (dark nights, short days and cold weather) that we need to keep our enthusiasm up. We also need to plan ahead for events in the summer. The best argument for starting a local group meeting is that it's a blinking good excuse to go to the pub! N.B. wives, husbands, partners etc. are all welcome. I have a couple of choices for venues (pubs) for a local meeting; however I need more feedback from you. There is no point in organising a meeting in Ashby-de-la-Zouch for three or four members when there are 20 living in Burton on Trent, for example. Please get in touch – tell me where you want to meet! Call me on 01283 219508 – it's always good to have a chat about old motors – or



email liam.cotton@btinternet.com. (I cannot guarantee a quick reply by email.)

After over 12 months of trying (one new digital camera and two new printers) I have finally managed to print some decent photographs. I was tempted to submit one of my beloved 100E Prefect, Rosy, but instead here is a beautiful 103E Popular, WOV 971, in immaculate condition. It was taken last year at Edwin Tipper's car show at Orgreave, near Alrewas, between Burton and Lichfield. I didn't have the opportunity to speak to the owner or to find out if he or she is a Club member. I particularly like the grille badges of both the AA and the RAC; I doubt that a car in this condition would need their services!

John Duckenfield

Regional Report

New contact in South Wales

Dave Langrish, from Bridgend, has offered to become a Regional Contact for the Club. His association with the FSOC spans some 30 years and he firmly believes the Club should be represented in South Wales. At the end of 2013 there were some twenty four FSOC members with CF, LD, NP and SA postcodes and Dave would very much like to meet up with as many as possible. Ideally, a small Regional Group will be established and this, hopefully, will encourage more Sidevalve owners to join the Club.

Until the next Committee meeting in March, Dave will be Regional Contact in an 'Acting' capacity.

If you are interested in being part of this new Regional Group, Dave would be delighted to hear from you. He can be contacted by email at david.langrish14@gmail.com or by telephone on 01656 744291.

Make the most of your membership in 2014!

Members in South Wales now have the opportunity to get even more out of their FSOC membership through a Regional Group. Somewhat surprisingly, most members fail to take advantage of this great Club facility even when it is available to them. Membership of a Regional Group can offer benefits including the companionship of likeminded enthusiasts, mutual support, and the introduction to a wealth of knowledge about Sidevalve vehicles. Contrary to what some members believe, you do *not* have to pay an additional subscription fee, go to meetings in your Sidevalve, or attend each and every meeting.

As 2014 gets underway, I would encourage all members at the very least to go to two or three meetings during the course of the year! Alternatively, get in touch with your nearest Regional Contact and find out what's

happening in your area. If you can't because there isn't one near you, then become a Regional Contact yourself! There are no application forms to complete or interviews to attend. If you believe you are suited to the task, just get in touch with me. It's as easy as that!

Getting involved

The Club has a number of vacancies this year: **Publicity Officer**, **Archivist**, **E83W Registrar** and **Specialist Applications**. Publicity Officer is naturally involved with promoting the FSOC to the motoring press as well as highlighting new spares and services available to club members. The Archivist is responsible for sifting through all of the Club archives and general research about our cars, and presenting findings to the Club through the magazine. The E83W Register has been caretaken by Yvon Precieux for some years and as he also looks after the Pre War Register he would like some assistance. Lastly, those Specialist Applications, which is looking after the non-motoring use of our engines whether they are in boats, trains or planes (yes, really!). In addition to all of these opportunities, the committee is also looking for a volunteer to look after the younger members of the Club. For more details of any of these opportunities please contact Shirley Wood or John Porter to find out more. Don't be shy, step forward!

Yvon Precieux

Pre-War Register

Registrar's comments

Welcome to 2014. I'm having a rest for this magazine issue as Graham Capel has provided me with an interesting article on his 'vintage' Sidevalve Ford, which via a 1930s Ford 8 chassis I can sneak into this register! Back to normal in the next mag. In the meantime, for those new members, please take the time to process your register forms and any history with me to start the New Year.

Graham Capel: Farm Cart Car

Well, this is it! The completed Farm Cart Car – and it actually works! Eight horsepower of Ford sidevalve engine is a lot more that it was used to with one horse! But, now that it is rebuilt and running, let me tell you what I have found out about it and what I did in its rebuild from the derelict wreck which I dragged back from the Fens.

To start with, all I really wanted was a veteran car that went better than most veteran cars I had previously experienced. In fact my experience was very limited! Three Brighton Runs in a 1901 3hp Pierce, when even my lawnmower was 5hp! It was quite fun. We completed the Run twice but only after perfecting the technique at any hill worth calling a hill when it dropped from its top speed of 12mph (measured from an orbiting satellite by GPS) to walking pace – not very much of a reduction. To get to the top of the hill the passenger would jump out and push, and when this was not enough the driver would also jump out and push alongside, holding on to the tiller to steer, sometimes assisted by several bystanders as well. It even took half an hour to take to our local pub for Sunday lunch, so it did not go out too often! We sold it to a chap called Rodney and the following year he fairly whooshed by at Redhill where we watched the run, with his daughter Cressida on board who was obviously not going to do any pushing. When I saw him at Brighton, well before lunch – when we had only just made it by 4pm on our two successful runs – I asked him what he had done. 'Just pushed a broom handle up the exhaust, old boy. Knocked out about 100 years

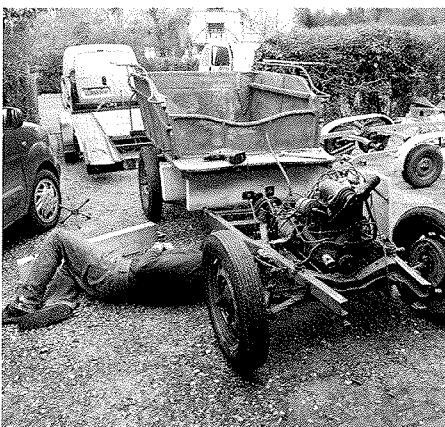


of carbon, and she went a lot better then.' Why did we not think of that!

So, now you can see why I wanted a faster veteran, but I knew that I could not afford the £30-50,000+ for what I wanted. So that is where the Farm Cart Car came in. The Farm Cart bit is real veteran. From various 'experts' on carriages, all wearing anoraks, the general opinion was that the body dates from the late 1800s, just when cars were in their infancy, and some of the real early veteran cars are little more than motorised farm carts – remember the 1898 Holly? Mine is somewhat better. It is a veteran farm cart on a more modern, but still vintage, motorised vehicle, so it obviously goes a lot better. On the body there was a cast iron plate which read: 'Charrington, Gardiner and Lockett (London) Ltd of Tower Hill, No 460'. What research I have done indicates that Charrington Gardner, etc. were coal

merchants near Tower Bridge at the turn of the century – not the last one a few years ago, but the one before that. So, maybe it carried coal but I found no coal dust in my cleaning and varnishing of the body, so who knows? Maybe it was a market cart. There were lots of markets in East London in the Victorian times and there still are today. So, that is about all I have been able to glean so far.

How did it get to be dumped on top of a 1930s Ford 8 and end up in the Fens? I have no idea. I don't even know if it was a 'utility', or 'ute' as the Australians call them, with a flat back sort of thing. If it was, it would have been quite easy to drop the farm cart body on and off you go to market, but the body was sitting on substantial wood cross bearers which rested on the chassis, which did not look very original Ford to me. Maybe it was an ordinary saloon that someone took the body off when it rusted,



as many Fords did, or maybe a bomb dropped near it in the Fens when the Germans were aiming at one of the many American bomber airfields in the area? If that is what happened to it then the whole body would have come off, leaving no scuttle or bonnet. Certainly there were no remains of these parts so maybe that is what happened.

The local from whom I bought it did say that he had never seen it with a bonnet when it last ran in the 1950s. That means that the driver would have sat on the front of the farm cart bit where the driver would have sat to drive the horse and that is still there today – very uncomfortable.

The front bulkhead seems to have been made from an old pine door of considerable vintage to which the steering column is fixed on a metal cross brace. The floor was rotted so I have replaced that as well. Bonnet – no idea. I don't even know if the original Ford radiator had been used. It would have been pretty high to see over! So, presumably the farm cart ended up in the Fens after its days in London, and was probably used for some time up to World War II and then someone needed a cart for local produce so cannibalised an old rusty Ford 8 and off they went to market?

I have spent hours cleaning up the farm cart body and giving it at least three coats of varnish, and it looks great. The tailgate drops down and all the chains are still there along with the blacksmith's forged high wheel mudguards from its days as a cart. The bulkhead was largely salvageable and had the same treatment of cleaning and varnishing, but the floor is now all new. My friend and Lotus builder Tony Weale rebuilt the engine and overhauled the brakes and installed new cables, etc. He made up a wiring loom and installed old switches which I had acquired from various sources. He made up a really nice hand operated throttle system and he relocated an Austin 7 handbrake on the gearbox. He cut down a Ford Model T windscreen in width which I thought was appropriate and will now give a little wind protection. I bought an old motoring coat from the Ardingly Antiques Fair which will keep me a bit warm; it smells and Barbara will not let it in the house, but it does look the part!

I made up a bonnet from some old Dexion shelving and riveted this together with aluminium angle to make a square engine cover, and for authenticity I added two Ford Perfect side opening vents to let engine heat out. In order to get the siphon circulation for the engine we had to mount a header tank above engine height and this involved building



a scuttle extension in front of the windscreen, which seems to work. The radiator was not a problem. In order to keep down to the new bonnet height a Vauxhall Viva radiator fitted well, but really did not look the part! So, in front I have built a veteran style horizontal finned cooling tube style radiator. The tubes were hugely expensive but luckily joined by simple soldered 22mm copper central heating connections.

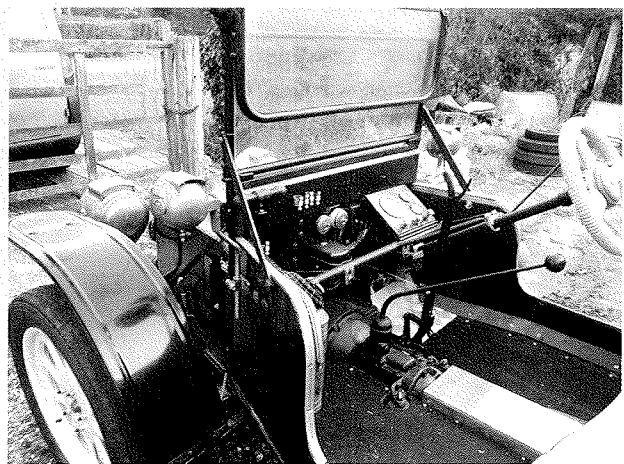
I tried to buy some 'proper' veteran headlamps on eBay but needed to re-mortgage first. Luckily, Nick who looked after our old Pierce had a slightly battered pair left over from a previous restoration and I bought these. After some restoration new 7 inch sealed beam headlamp units were fitted inside, so I should be able to see my way home in the dark! Dave Abbott made up some really nice stainless steel headlamp mounts in veteran style which look the part. Nick also provided some genuine acetylene side lights which fit either side of the screen and are still in acetylene format as the headlights have sidelights built in.

The biggest problem was the wheels. It came with Ford pressed steel wheels which were a) only 17 inch and b) did not look right. Tony Russell sold me some Ford 18 inch which he told me were very rare – hence expensive – but these still did not look right! I managed to buy two artillery wheels in Leicester and another two from

Tonbridge via eBay.

I needed hub adapters which would not only amend the wheel stud fitting but also widen the track, so that the farm cart body fitted better. The drawings were made by Dave Abbott and the adapters were machined up by Marden Engineering in Crawley, and amazingly they fitted perfectly. So, it now stands on 19 inch artillery wheels which look just right, with veteran style mudguards, also from eBay and Ford Model T guru Neil Tuckett.

That's about it. It has taken most of the winter to rebuild, restore, fabricate and put together, but it is now up and running. With all the bits and pieces I have used maybe I should call it a 'Bitsa'. It is a bit old and a bit newer with lots of extra bits. Fords of the 1930s had a top speed of maybe 55/60mph with a following wind. With 19 inch wheels my Farm Cart Car should go faster, so maybe I should only use 1st and 2nd gears! I hope it holds together.



Yvon Precieux

E83W Register

Registrar's comments

It's 2014, so let's have your register forms and photos. I also refer to my plea in December for information on earlier E83Ws. The more knowledge we have of the variances in E83W bodywork and component parts, the more this assists in those restoration projects that are still taking place. There are many simple examples of factual evidence that have been gained via members' register forms, history data and photos that, collated together by your registrar, can now provide a more accurate dating and spec. Such scrutiny can be looked upon as being of minor importance but some can have a major bearing on the type and size of body carried on an E83W; hence some E83W vehicles can be broader, the track can be wider and some chassis can carry an official repair chassis patch that is authenticated by the Ford Motor Company. Such minor detail can now be qualified by a proper date.

Some of you may think little goes on behind the scenes of the register but we are constantly reviewing the material we have; yet, there is still very little information in the archives on – for example – the steering lock, lighting switch and horn button, with no photographic evidence whatsoever. You know as well as I that it is far easier to identify the information in a simple snapshot than it is to explain the situation in writing. The Club relies on its members as equally members rely on the committee, registrars and local groups. Please help us to help you and take time to fill in your register forms properly, with photos and history etc., to start 2014 in a great fashion.

New member

New member Simon Smith from Carnforth, Lancs has joined us with his Thames Exide batteries van. No particulars on the chassis or Briggs body number, which is a shame as this vehicle is not on our register. I would ask members to forward their register forms as we do need to keep up records, especially as the Club and Club vehicle records are being relied on now to deal with all forms of additional paperwork and bureaucracy by the DVLA. The vehicle is well sign painted in a maroon lower panelling and cream upper. (Photos 1 and 2)

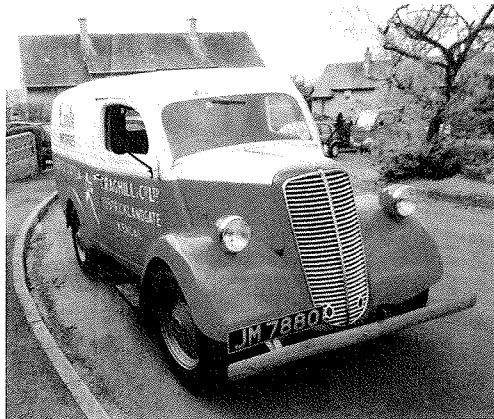


Photo 1

Those English Cars – Ford Times, 1950

This article from the Ford Times via our Canadian contact Les Foster gives a good perspective view of the American market from 1950 and proves that the British cars could compete with our friends across the water.

"When are you people going to bring out a \$1,000 car?" was the motoring subject of an article written by William D Kennedy, an American journalist in August 1950. Apparently everybody in the American automobile business was asking this question. However, much to everyone's surprise this very question was being answered in the British Ford products exhibited in the mid-April show in New York's Grand Central Palace that drew all types of manufacturers of cars, trucks, motorcycles and bikes. With Cobb's record holder car, the folding motorbike, the Astradome bus, and, last but not least, the snappy little sports cars, what really caught my attention was a sign pointing out THE LOWEST PRICED CAR IN THE SHOW. It was a four passenger car, bigger than the midgets, but smaller than the American standards. Too business-like looking to be called 'quaint' or 'cute', but with an odd little foreign cut to the jib. Fine workmanship. Bugs worked out. Road-tested millions of miles by thousands of owners all over the world, an American manufacturer probably would have had to gamble many millions in tooling and promotion to put a model like this one on the market, with no assurance that he could build up enough volume to get his money back. And the dealer's price tag said \$998, delivered in New York. It was an Anglia, made by Ford Motor Company, Ltd., of England, and sold in the US by the Ford Motor company, Dearborn. The Prefect, a deluxe companion car manufactured by the same company, cost approximately \$100 more.

Another item in the Ford exhibit that struck me was the Thames Estate Car – call it a station



Photo 2

wagon if you insist on being American about it. As shown in the exhibit, the two rear seats fold down flat to form a cargo space of 100 cubic feet with a 30-square-foot unobstructed platform so firm they carry sheep around in it in Britain – so we're told. This car is distributed by dealers handling the English cars. In New York it sells for less than \$1,400, placing it in a price class by itself. The passenger cargo combination (E83W) sells for \$1,400 in New York. The Thames Estate Car, 7-seater station wagon (E83W) with fold-down rear seats is also notable for its low operating costs.

The vehicles have enough of a history behind them to point up some interesting lessons in the economics of distribution. They were put on the domestic market months ago by a number of Ford dealers impressed by their fine workmanship and economy of operation. The experience of Russ Dawson, largest Detroit dealer, is typical of others in this area. The Anglia was then priced by Detroit dealers at \$1,400; this was before the devaluation of the pound sterling from \$4.03 to \$2.80. At this price Dawson found that it moved very slowly. The cost was too close to that of the American Ford. In spite of the fact that the cars gained high owner satisfaction because of workmanship and economy, it was difficult to build up enough sales momentum to promise a permanent market. Of course, as Russ Dawson points out, it was not quite a fair test, because Detroit, the biggest auto city, is probably the least auspicious place to launch a foreign car. The shop talk about local products among Detroiters, and their conflicting loyalties, leave little place for word-of-mouth publicizing of a newcomer, however meritorious. (Dawson has recently re-ordered twelve units (vehicles), significant of public response, even in Detroit.)

But there is another side of the picture, and quite a different one. Bob Heintzelman, Orlando, Florida, Ford dealer, started selling these cars after devaluation. In a phone interview, he says that the English vehicles are now selling in his market in the ratio of one to every five new

American Fords. If anything like this situation prevailed country-wide, you would soon see more British vehicles on the highways. Bob has sold many of these cars in his area – enough that present sales are being boosted by a sizable ground-swell of owner-satisfaction expressed in word-of-mouth publicity. He believes that the market is beginning to look like a permanent one. He says his competition is almost entirely \$1,000 used cars of all makes, and that owners are reporting that their operating costs – gas, oil, repairs, etc. – are running just about half what they would have expected if they had bought a used car in the \$1,000 price class. Weather and geography probably favour the newcomers in Florida, but as a matter of fact, owners have found that the English cars perform satisfactorily in snow and mud, on mountainous terrain, and under other unfavourable conditions.

All in all, it should be interesting and instructive to watch the progress of these cars over the next few years. At least we now have an answer to the people who have been demanding a \$1,000 car.

Worth a mention was the exhibit of a car chassis with engine and all ancillaries on the Show stand. The fact that the youth of America were into the hot rod scene meant that the chassis exhibit was the one most visited by the younger American generation. As an incentive, a cash prize of \$500 to help defray the cost of materials for the body work, was to be given to the club, team or qualified individual submitting the most interesting automobile body design by Motor Trend Magazine, Los Angeles 36, California. – Yvon

Coachwork bodies

By the 1950s many of the coachwork body companies had folded but few soldiered on independently, or were retained as sub contractors, relying on work via Ford and other company dealerships. The 'Luton' body that is still relevant today was particularly versatile on the E83W chassis, hence Ford dealership worked hand in hand with body shops to make up these in demand and very profitable vehicles. The photos show how the skeleton framework was fabricated prior to the metal skin being applied on a Luton body, made up in this instance as an ice cream van. Buses and vans were similarly made with the sheet metal shop working in close conjunction with the frame makers. As with most coach built bodies, no vehicle body matched another similar vehicle and this situation is still applicable today. (Photos 3-5)

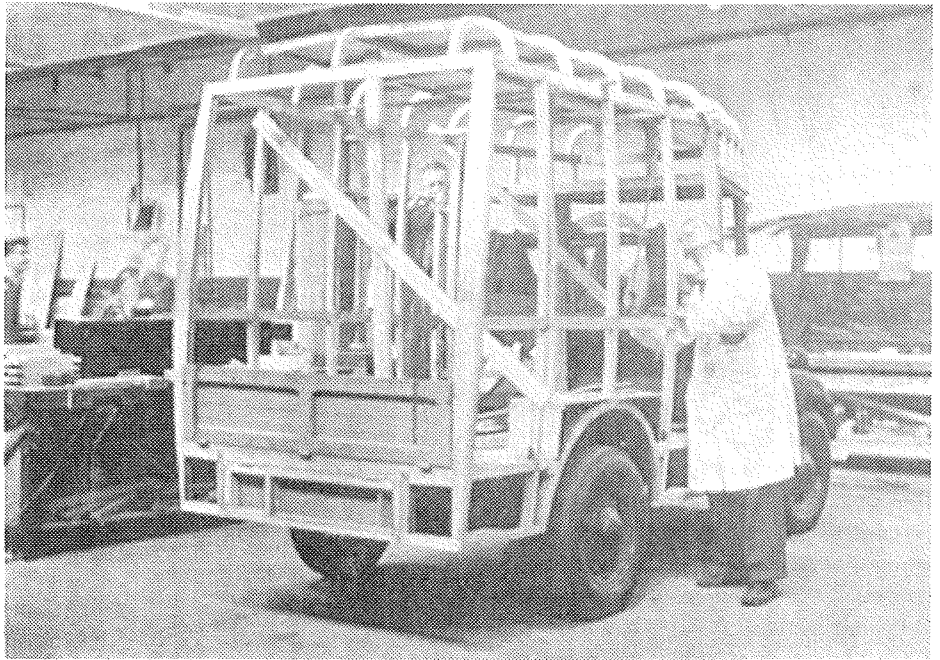


Photo 3



Photo 4

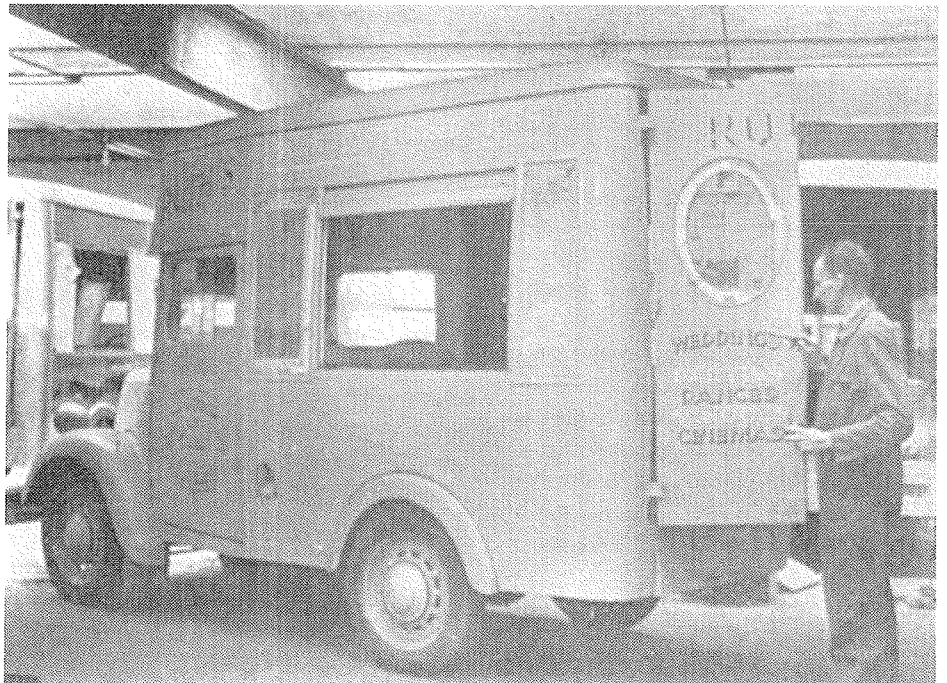


Photo 5

Tony Lloyd

100E Register

New Year, New Resolution

Well, here is another New Year, 2014 to be precise. A Happy New Year to everyone!

There has been a lot of talk recently about the age profile of participants in the Classic Car movement and how it will affect the car clubs in the future. The truth is that it is not just the cars that are getting old. We need to recruit younger members if our clubs are going to thrive. My own view is that it will be difficult. A major component of the decision to buy a classic car is nostalgia. As time progresses then the cars that would bring about nostalgia to the general public, and to anybody with an interest in cars, will be newer. So, for instance, somebody say in their 40s who hankers after their first car would probably opt for a model from the 1980s. They would not even think about a Ford Sidevalve unless they had memories of their grandfather or some other relation owning one.

So, what do we do? I suspect that each club will come up with their own strategy that will be aimed at the younger audience. But what can the average member of a classic car club do to help remedy the situation? Well, we can all try to get our sons, daughters and grandchildren to take an interest in what we do. We can all try to get them involved in the classic car movement. Help us clean our pride and joy, check the oil and water level, adjust the points, come for a ride in it. This is what our resolution should be for this New Year; then, perhaps when we are too old to drive, our families will take over and continue to cherish our vehicles.

Is it a year already?

It is nigh on a year since Martin Hatfield wrote to the register about his cars! It was only his mentioning to John Duckenfield that he had not seen anything about them in *Sidevalve* that started a hunt for his letter. It also started some domestic discord. You probably know how it goes. You ask the fatal question "Have you been



moving my Sidevalve stuff again?" It is at that moment that time seems to stop and you realise that you have made a mistake, albeit in good faith. This, however, does not stop the sky from falling in on your head.

Anyway, to cut a long story short, the offending item was eventually found hiding behind the filing cabinet. How it got there is one of life's unexplained mysteries.

Those of you who live in and around Yorkshire will probably know Martin. For those who do not, Martin is a Sidevalver of long standing. What he does not know about the 100E is probably not worth knowing. He runs a business called Hundreds and Thousands. He will service and repair your 100E and even your Morris 1000 if you are that way inclined.

I was going to edit Martin's letter but then I thought, no! The story of each car is of interest to everybody, and as there are two cars I will include one this issue and one for the next. So, here is the first car, a 1959 Prefect (see photos).

Martin Hatfield: TSG817 is my Monza red 1959 Prefect, bought in a stripped down condition on 28th December 1982 in Yarn near Middlesborough. At the time I was in my first stint as North Yorkshire local group organiser and was contacted by member Graham Walker in Yarn to see if I knew anyone who might be interested in buying a 100E Prefect which he had inherited from his Grandad, who had bought it new in East Lothian in 1959. He and the car had retired to Filey in North Yorkshire in the 1970s.

I arranged with Graham to view the car on my way to do some Christmas shopping in Middlesborough and on seeing the red paintwork became interested. We had had 100Es in the family for most of my then 26 years and I had never seen a red one!

The car was partly dismantled but lots of replacement spares had been bought, including a new exhaust, brake cylinders, hoses, brake

shoes and a master cylinder. There was a little welding to do around the sills, but it was basically quite sound. Graham wanted £100 but we eventually settled for £50! My wife, who had been watching events, then said "50 quid. I will give you 50 quid, it'll do for his Christmas present!" So I never actually paid for it.

Once home, work progressed well. Welding done, mechanicals reassembled and resprayed in just six months. The car was christened Robert on account of it being a Redford! And the name has stuck.

I ran Robert for many years as everyday transport, as I could not afford anything else at the time. We attended events in the summer including the very well attended Sidevalve events all over the country.

Over the years I have replaced the engine four times, as usually it was cheaper to obtain another engine than to overhaul the existing unit! The old units have all been kept and a couple have since been rebuilt as spares.

When Robert was 30 years old I decided that I needed something newer as everyday transport. So I took him off of the road and bought a new Astra, with the intention of repainting him as the cellulose paint applied in 1983 had gone pink! It was back on the road in 1992 for wedding duties and just gentle summer use until 2005, when it became necessary to use it through the winter on the then daily 40 mile commute to Ripon. This took its toll on the bodywork and a complete overhaul was started in 2006.

The car was stripped and I replaced front wings, inner wings, suspension tops, both front chassis legs, floors, chassis rails, inner and outer sills, rear wheel arches (inner and outer), and to finish off a new rear valence and another respray, this time in two pack. A near pristine Robert emerged in early 2009, just ready for his fiftieth birthday, which was spent back at his home in Scotland attending an all Ford Rally in Stirling. Since then Robert has enjoyed a happy retirement, being regularly used but only on nice days, attending lots of events and the occasional camping trip to Scarborough.

To be continued...



Andy Main

Anglia, Prefect & Pop Register

Registrar's comments

Looking back at 2013, the cold winter gave way to a much drier summer when it eventually arrived and ended with much heavy rain and flooding. Brooklands Museum clubhouse and motoring sheds had up to 18" of flooding from the River Wey on Boxing Day. Cars were placed on axle stands and some exhibits moved. The first few days of 2014 have continued with heavy rain and flooding; one assumes there will not be a drought later this year?

One hundred years ago, with another event on people's minds, out of the reach of the pockets of most workers Lionel Martin and Robert Bamford registered Bamford and Martin and made the first Aston-Martin. Nowadays the marque is without the hyphen. Further commemorations this year include the 75th anniversary of the start of WW2 and the introduction of the London Transport RT double decker bus, entering service in 1939; the 70th anniversaries of both D-Day and Arnhem in 1944; and the 60th anniversary of London Transport commissioning the Routemaster (RM) double decker bus in 1954. Many bus photographs of the RT and RM classes depict sidevalves in everyday street scenes. In the

same year the 103E Popular had its first full year of production whilst the E494C 5cwt van production finished in July. Eddie Calvert playing his golden trumpet became number one in January for nine weeks with 'Oh, Mein Papa'

Fifty years ago in 1964 those four lads from Liverpool (now, if only one of those had owned a Ford Sidevalve and perhaps painted it yellow and made a song all about it?) had three number one hits, I expect helped by the pirate radio station Caroline, which began transmission at noon on Saturday 28th March and was anchored off Felixstowe, with the official opening being conducted by Simon Dee. On Monday 20th April BBC Two was launched as the UK's third national TV channel.

Forty five years ago in 1969 the 100E Owners Club was started by Roger Palmer, later changing its name to become the Ford Sidevalve Owners Club.

Late greetings

Nigel Hilling undertook a vehicle inspection for me in 2013 for which I am most grateful, and sorry that I missed him out in the December edition.

New and changing

Twelve new vehicles joined the Register in 2013, three down on 2012, whilst five vehicles changed owners, one more than 2012.

Regretfully only a small percentage of owners send me the completed register form supplied when joining the Club, or inform me when they move or sell the vehicle on.

New members

We welcome Enos Jackson from Darlington with a 1953 E493A Prefect, and Mr Cook from Cornwall with a 1956 103E Popular. Changing owners is a 1958 103E Popular purchased by David Smith from Kent.

Manuals offer

A workshop manual is a must for any owner and the parts manual is most useful too in identifying which is the correct part for your model. The Club has permission to reprint the original manuals for the 5 and 10cwt vans, Anglia/Prefect 1939-1953 and Popular 1953-1959. If you are undertaking basic repairs or rebuilding major components then the manual will show you how to, including any specialist equipment required. In case you did not notice, page 15 of the December edition had a special offer on the two manuals purchased together. Usually the two manuals if purchased separately would cost a total of £37.65 but they were being offered as a pair for £32.30, a saving of £5.35, which includes postage and packing for the UK only. Order quickly before the offer ends.

Member's profile

The Kent Group has possibly the two oldest club members? John 'The Sparks' Farrer is the only remaining founder member of the 100E Owners Club, and Olive Palmer (being a lady, I would not ask her age) I have known for around 30 years.

Olive owns a black 103E Popular and joined the register at the end of 1990. KJN 523 (left) was purchased new by her father on 2nd July 1955 after putting his name on the waiting list at the garage. When the Popular was in stock he went to the garage in Southend, Essex with a friend who had originally put his name on the waiting list too, but when the time came did not want it. The Popular was in constant use as Olive's father used to take her mother out in it, as due to her physical condition she was unable to walk.



Olive learned to drive in the Popular and passed her driving test in it at the Chatham, Kent test centre which was situated on the New Road. Along with the nearby Gillingham test centre it has long been closed and tests are undertaken by one test centre on the business park at Rainham Mark.

I had not seen Olive for a number of years but was aware that Richard Greenaway had visited her since forming the Kent group. Olive had some work undertaken on her Popular and it was now back on the road, but she no longer drives. Regretfully Olive is unable to attend the local meetings but it was a great surprise to me that a friend bought her along to the group Christmas meal, with time for me to catch up with her over turkey and trimmings.

KJN 523 is photographed in December 1990 parked on a single yellow line!

Auto Biography: British Motoring from Golden Age to Gridlock

A hilarious new book by Mark Wallington (ISBN 978-0749574710) chronicles his family's history through their cars. A grey 103E Popular is among those featured. It is described as being like a biscuit tin on wheels, with a windscreen wiper that only worked whilst going downhill and no having indicators. His father would wind the window down, stick his arm out and signal like a tic-tac man. A cartoon drawing depicts the grey Pop plus family inside.

Jigsaw

Jigsaws come in various sizes, shapes and number of pieces, and feature many different subjects. Whilst I have little interest in them, Linda usually has one on the go and our library service loans them out too. Often if it features a vehicle then it is usually a Morris Minor, MG or Volkswagen, but to my surprise one was being completed that featured a Sidevalve. It is a 1,000 piece Ravensburger called 'The Dry Stone Wall'. The tradesman is working on the stone wall and his business vehicle is a blue E83W pickup, registration MSK 947. Regretfully the business name on the cab door is illegible. An age related Caithness registration, is it known to the E83W Register or is it fictitious?

Register 25 Years Ago – Sidevalve News 1989

My first job of the year was to work out my year's Sidevalve motoring. In 1988 I covered

6198 miles in my 103E Popular, an increase of 439 over 1987. No one took up the challenge to beat 9,000 to 10,000 a year except our Club chairman Jim Norman in his 1961 100E Popular, which he bought for £50 in 1975 and which had then covered 32,000 miles. Since 1979 Jim's lowest annual mileage has been 12,908 and his highest (in 1982) 20,726!

The big news for 1989 was the rise in the mortgage rate; the number of vehicles on the road had risen from 14 to 19 million; insurance premiums were set to rise by 7-10 per cent; the clean air lobby group CLEAR wanted 2 star leaded petrol banned; and petrol was no longer required to be shown priced in gallons. The good news was that we were still

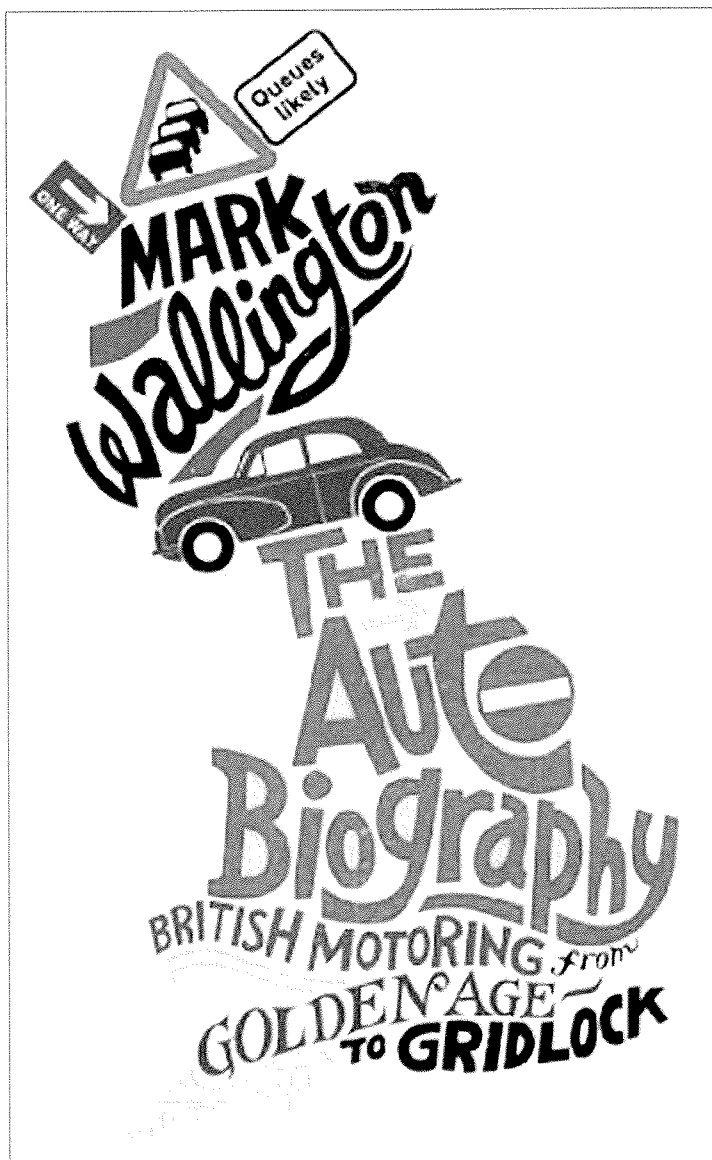
keeping our pints and miles, that the FSOC was 20 years old, and the 10th anniversary of the register.

The 40th anniversary of the restyled Anglia and Prefect was featured with a reprint from the Ford Motor Company press release of 6th October 1948.

Member's profiles featured Colin Smith from Brackley, Northants with his 1953 E494A Anglia 'Old Maude', purchased for £10 and which had many extras fitted including a roof rack. Secured to the roof rack was a spot light, an extra third light and a steering wheel and box!

Photographed at the 1988 Southern Sidevalve Day were an E04C and E494C 5 cwt vans. The 1953 E494C is now undergoing a completely stripped down restoration.

A Prefect feature had a 1953 E493A Prefect PTV 783 undergoing a body off restoration – when was it finished? Mark Hinkling from Birmingham's 1951 model was fitted with rectangular export sidelights. It was first owned



by the Traffic Manager, West Bromwich. Mark purchased it in 1985 and rebuilt her, but when the export sidelights were fitted was unknown.

T Withington, of Newcastle, Staffordshire, purchased in August 1983 a 1951 Prefect from a farmer at Cheadle, Staffordshire. It had suffered rear accident damage, been converted to a pick-up and been used for several years on his farm before being left on its side in a ditch at the bottom of one of his fields. It was recovered in 1981, and a new back cab and a Morris Minor window were fitted. Does LGC 209 still survive?

The youngest known E93A Prefect known to the register was JAD 441, registered in 1949 when the E493A Prefect replacement was in production. After lying in the open for 12 years, with a gallon of petrol and a new battery it was started and driven home

Ian Woodrow

Specials Register

Whilst looking through some old copies of *Sidevalve News* I noticed that back in 1982 the Specials Register was referred to as the Specials and Sports Cars Register, and in some ways this is a better description. However, although some members with Morgans, Lotuses and Dellows etc. may object to their cars being referred to as Specials, today's Specials Register covers vehicles using Ford Sidevalve components not produced on the Ford production line. Some very famous car manufacturers produced single prototype 'Specials' using Ford components initially. To own either the Lotus Mk II or the TVR Mk II (illustrated below) must be very Special indeed.

TVR

Trevor Wilkinson started the company in 1947 in Blackpool. TVR actually is derived from his name, TreVoR.

In 1949, TVR built its first original chassis with a live rear axle from a Morris Eight. The front suspension was of an independent trailing-arm design. The engine was a Ford 1172cc Sidevalve from a 1936 van, tuned to 35 hp. Even before the car was bodied, it was crashed by the man hired to create the bodywork, Les Dale. After repairs, the body was styled and built from aluminium, and painted British racing green. Although

Wilkinson didn't find the finished bodywork to be very aesthetically appealing, it was functional, and the first successful test drive was on the runway at Squires Gate aerodrome in 1949. Later that year, TVR Number One was sold to Wilkinson's cousin. It was later crashed and salvaged for parts.

TVR Number Two, after its body refresh, is the oldest survivor and only the second car produced. (Photo 1)

TVR Number Two began with the same chassis design found on the first car, using the rear axle, springs, dampers, brakes, and steering from the Morris Eight, as well as the same Sidevalve Ford engine. However, the front suspension design was changed to use wishbone control arms and a single transverse leaf spring. The bodywork was again constructed by Les Dale, and it was similar in appearance to the first car. An auto enthusiast local to Blackpool purchased the car for use in competition, although it was eventually registered for road use in 1952. Around this time, the car was refreshed: it received a new body style with a lower nose, and some different instrumentation and equipment.

TVR Number Three again used the same chassis and suspension design, but you don't want to know about it as it was fitted with the 1200cc 40 hp OHV four-cylinder engine from an

Austin A40.

TVR moved away from expensive aluminium bodies and became agents for the RGS Atalanta glass-fibre bodies. They also sold kits with Microplas Mistal bodies and at least two different styles from Rochdale Motor Panels & Engineering Ltd. The engines fitted were typically the Ford 1172cc Sidevalve or Austin A40 1200cc OHV. The Grantura series 1 was available with a Ford Sidevalve engine (Ford 100E-powered Grantura Mk1s have extra vents above the grille).

Lotus

Perhaps one of the most extensive uses of the Ford Sidevalve engines for specialised car use was that by Lotus Engineering.

In 1947 Colin Chapman, the founder of Lotus, built his Special, the Mark I Austin Seven Special, followed in 1949 by the Mark II 1172cc Ford sidevalve powered trials car (Photo 2).

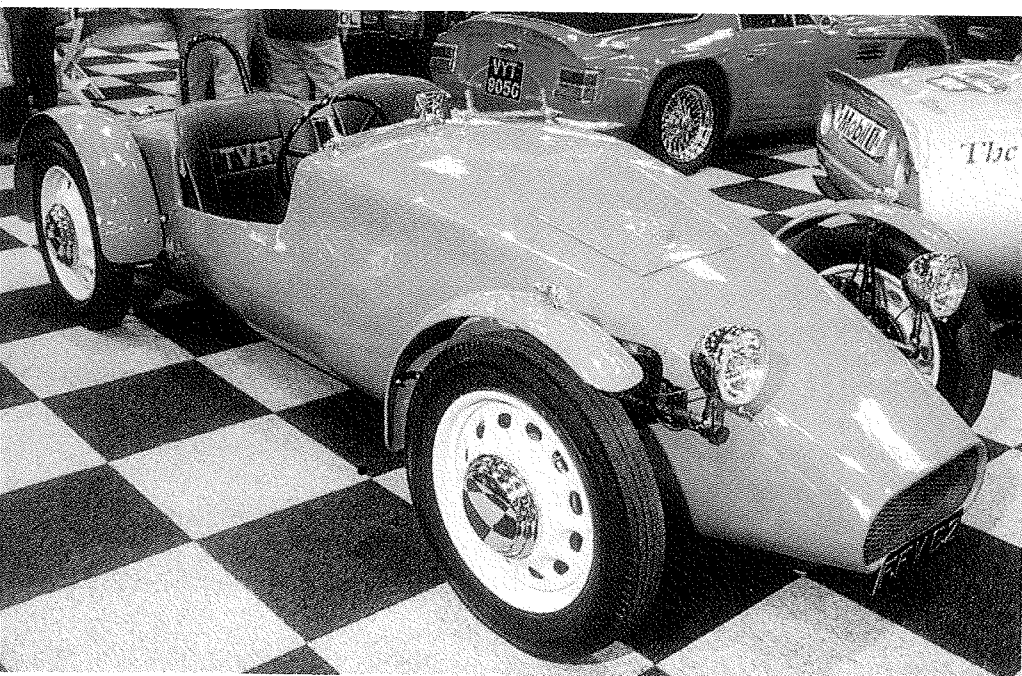
Lotus Mark IV (Photo 3) was built in 1952 for Mike Lawson for mudplugging trials.

His first production car, the Lotus 6 in 1953, sold as a kit car for assembly by the enthusiast, using the E93A 1172cc Ford engine. The bare chassis weighed a mere 55lbs and with all brackets, panels etc. only 90lbs. The E93A gave way to the 100E Ford Sidevalve engine in the later Lotus 6 models but all self assembly components continued to be off-the-shelf Ford suspension, brake, gearbox, axles, wheels, etc. In addition there was a Lotus modified split Ford beam axle and radius rod at the front, giving independent suspension, and a gearbox mounted, torque tube located, Ford rear axle with transverse panhard rod. Springs and damping were by Woodhead Monroe coil over damper units, one of the first such applications in the car world. Brakes were 10" Ford operated by cables onto Girling actuators. By 1955, some 110 Mk VI cars had been sold, the majority of which were equipped with tuned Ford Sidevalve engines.

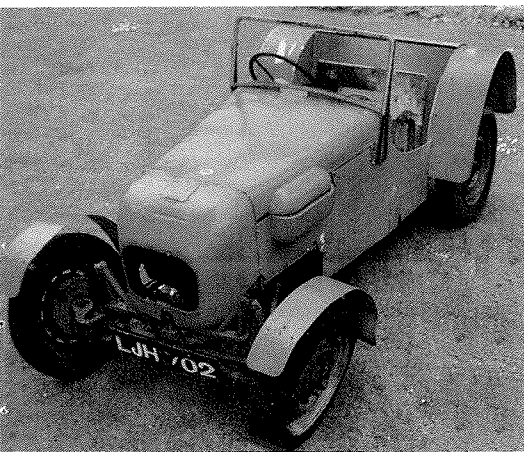
Lotus Eleven

The aerodynamic Lotus Eleven began production in 1956. The Series 1 of 1956/7 featured swing front axles whilst the Series 2 of 1957/9 was fitted with independent wishbone front suspension similar to the Lotus Seven. Lotus offered three forms of this classic sports racing car:

1. LE MANS, with Coventry Climax 1098cc OHC engine, disc brakes and de Dion axle.
2. CLUB, with Coventry Climax 1098cc OHC part tuned engine, drum brakes and live rear axle.



TVR No. 2



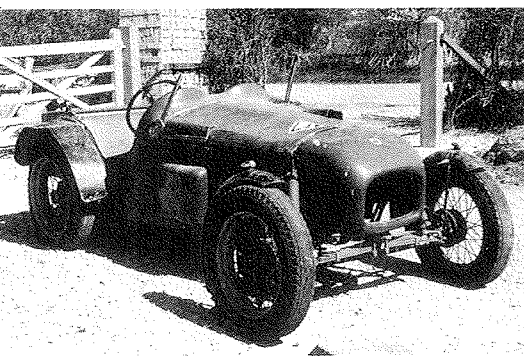
Lotus Mk II 3. SPORTS, with 1172cc Ford 100E tuned Sidevalve engine, drum brakes, live rear axle, framed windscreen and weather equipment for road use. Only seventeen Series 1 and ten Series 2 Lotus Elevens were fitted with Ford Sidevalve engines.

One of the most famous Sports Lotus Elevens must be XJH 902 (top right and right), assembled by Graham Hill over April/May 1956 when he was working as a mechanic at Lotus Engineering in Hornsey, London. This famous Eleven Sports was originally entered in the 1,200cc class of the Autosport Production Sports Car Championship. Hill had raced for some years but without the money to buy his own car he had taken the job at Lotus as a way of keeping close to the racing scene. The car was thus part-funded by Colin Chapman in return for its use as a works car with its race debut at Oulton Park on 9th June 1956. Hill raced it a further eight meetings that season and in nine races finished on the podium, four times in first place. For the 1957 season chassis 208 was purchased from Hill by Ian Walker, who fitted the engine with a Willment overhead inlet valve cylinder head conversion that boosted power output by some 20bhp.

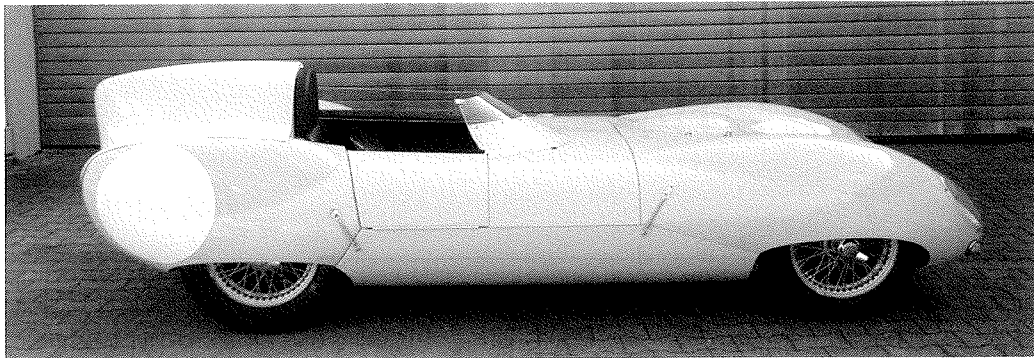
In February 1957's *Motor Sport* a test report was published on this car. The test was conducted before the Willment overhead inlet valve cylinder head conversion. Some details from the test report:

Price £872 (£1308, inclusive of purchase tax).

The power output was in the region of 40bhp



Lotus Mk IV



Lotus Eleven XJH 902

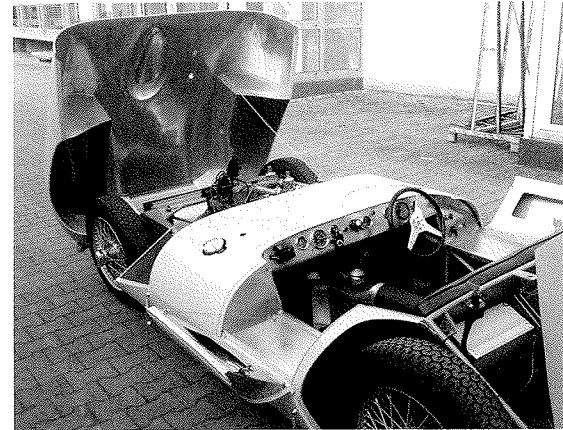
and its safe engine speed of 5250rpm. Speeds in gears at maximum safe rpm; first 35mph, second 69mph, top 89mph.

Given a really long run under favourable conditions about 95 mph is attainable, and if the screen is discarded and the red mark on the rev-counter ignored this remarkable Ford engine, which runs up to 6000rpm, will propel the Lotus at comfortably above 100mph.

Lotus Seven S1

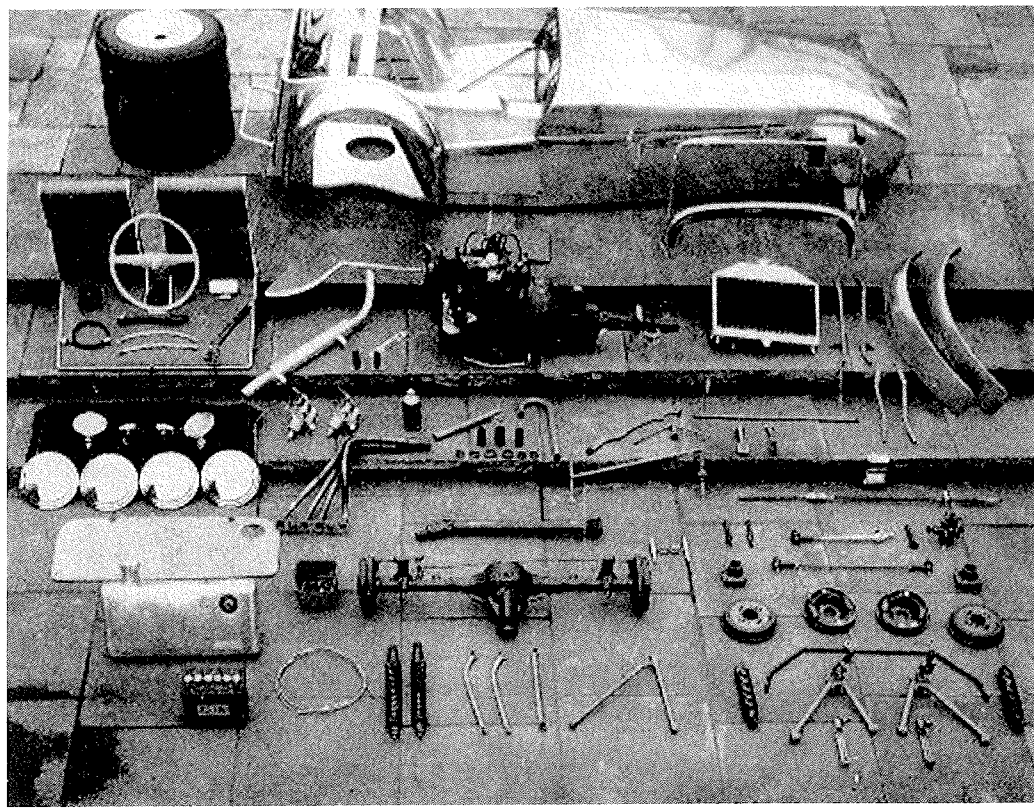
The successor to the Mk VI was the Seven S1, introduced at the 1957 Motor Show. Some early models continued with the 1172cc Sidevalve engine but these were superseded by the 105E 998cc and later 1098cc OHV engines from the later Ford Anglia.

The photo below shows a Ford 100E Sidevalve-powered car as a kit 'straight out of



Lotus Eleven XJH 902

the box'. It must have been rare, indeed, as it seems all was there ready to assemble! Lotus claimed that the car could be built in 12 hours; however one of the first kits took the owner a full four months to complete, due to the inability of Lotus to supply all of the parts in one kit at one time.



Lotus 7 kit

Shirley Wood

AGM 2014

The AGM of the Ford Sidevalve Owners' Club Limited will be held on Saturday, 21st June 2014 starting at 1.30 p.m. A buffet lunch will be held before the meeting at 12:00pm.

The AGM will be held at Midland Air Museum, Coventry Airport, Rowley Road, Baginton, CV3 4FR. See enclosed map and instructions.

At the AGM a third of the Club Officers and all the Committee members are re-elected and therefore if any member is interested in putting themselves forward as a Committee member or Officer this is their opportunity to do so.

I would urge the membership to attend the AGM as this is your opportunity to voice your view on the running of your Club. I look forward to seeing many of you at the AGM.

ANNUAL GENERAL MEETING 2014

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club Limited to be held at 1.30 p.m. on Saturday 21st June 2014 at Midland Air Museum, Coventry Airport, Rowley Road, Baginton, CV3 4FR.

Membership cards will be checked at the door and members who are unable to produce their card may not be admitted.

Motions for discussion at the AGM must be sent to the General Secretary at least fourteen days before the date of the AGM for inclusion in the Agenda.

Nominations of candidates for election to the Ford Sidevalve Owners Club Limited Committee must be received by the General Secretary not less than fourteen days before the AGM, with an intimation in writing signed by each member nominated that he/she is willing to stand. Nominations of candidates must be signed by the member proposing them. A candidate may nominate himself but shall require the signature of another member as his / her seconder. All nominations correctly received by the General Secretary shall be included on the Agenda.

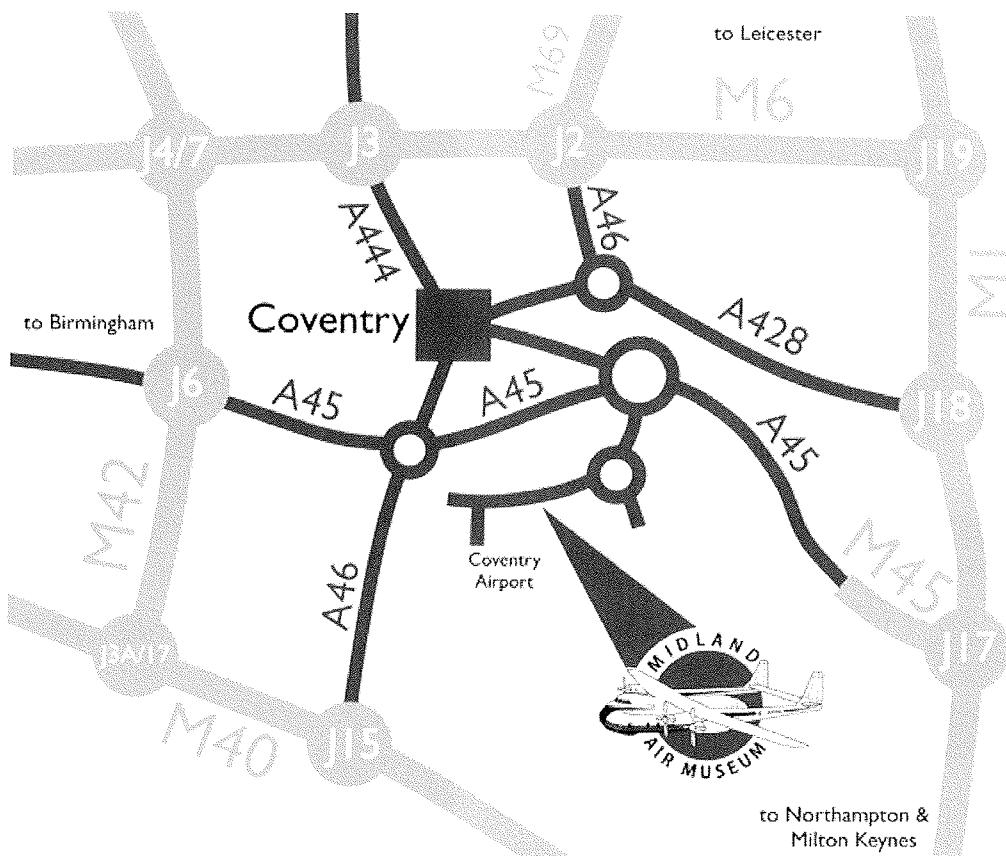
Agenda

1. Apologies for absence.

2. To approve the Minutes of the last Annual General Meeting of the Ford Sidevalve Owners Club Limited held on the 29th June 2013.
3. Matters Arising from the Minutes.
4. To receive the report of the Directors and the audited accounts for the year ended 31st December 2013.
 - a. General Secretary
 - b. Treasurer – Present Accounts
 - c. Membership Secretary
 - d. Spares
 - e. Regalia Officer
 - f. Chairman
5. To re-elect the Officers of the Company.
 - a. General Secretary
 - b. Pre War Registrar
6. To re-elect the Committee members of the Company.
7. To 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.
8. To authorise the Officers and Committee to fix the remuneration of the independent reporters.
9. To transact any other ordinary business of the Company.

A member entitled to attend and vote at this meeting is entitled to appoint a proxy to attend and vote in their place. A proxy need not be a member of the Ford Sidevalve Owners Club Limited.

Shirley A. Wood
General Secretary
 18th January 2014



John Porter

Vehicle Condition for Original Number Claims

DVLA will base their judgement on the information that is supplied to them. This information would typically consist of certified copies of original pre-1983 documents, overall photographs of the vehicle, legible photographs of the chassis and engine numbers, completed V765 and V55/5 forms, and a Club-produced covering (dating) letter.

The vehicle needs to be substantially complete, although not necessarily roadworthy for V765 applications (for age-related applications see below). DVLA will make an assessment based on the supplied photographs, which should therefore create a positive impression. In effect, you are selling the justification to DVLA for them to register that vehicle.

A claim for an original number can be rejected because the vehicle is not 'substantially complete' and this situation has not changed. Submitted photographs showing a vehicle partly obscured, making it difficult to see, may well be regarded as not substantially complete. A few minutes spent clearing around the unrestored vehicle to expose it will create a positive impression and possibly a positive outcome for the original number claim (V765). This advice is also of use when the FSOC inspects a vehicle for either V765 or age-related applications or correcting mistakes on V5/C documents. If you are having a vehicle inspected, either roll the vehicle into the open or at least make sure that the Club official can get around all four sides and has good enough light to carry out the inspection thoroughly. Should the vehicle be acquired in a dismantled state then the only alternative is to put it into a substantially complete state. DVLA will not accept applications for the original number based on a pile of disassembled sidevalve parts!

Age-related applications over recent years have become a little more complicated as DVLA will only accept an application for registration with a vehicle that is 'roadworthy'. By this they mean that the vehicle must have a recent MoT and be insured for the road (both MoT and insurance would be on the chassis number and not all test centres know



Ready for inspection. Thanks to Rob Luscombe.

that this is possible), together with a dating letter from a recent Club inspection. It is the Club's advice that if you acquire a vehicle without any documentation at all then you contact the relevant registrar before you start the restoration *and* before you contact DVLA. Trying other avenues will muddy the waters to the extent that the vehicle will not be able to be registered in a reasonable time. You have been warned! In theory, Q registrations cannot now be issued in relation to age-related applications.

As the local DVLA offices have now mainly disappeared, Swansea has advised authorised clubs that they can stamp and sign off documents for applications, which means that we don't have to let precious original documents to support an application go through the postal system. DVLA does not as a rule always return documents. In the event of you having your vehicle inspected for a V765 application by a Club official, you must have colour copies ready for the official to sign after your original documents have been seen. The Club can then accept your signed copies with

your application and your precious paperwork can stay with you! If copies are not available to be signed off at the inspection then you will have to send them to the registrar with the V765 application, and the Club will have to copy them and return the originals to you.

DVLA also prefers that the complete V765 application is sent by the Club directly to Swansea. The FSOC will be amending its procedures in light of this preference.

Age-related applications will remain the responsibility of the owner, either to present at one of the remaining DVLA offices in the county cities or to post directly to Swansea. The Club will inspect and provide a dating letter for age-related applications. Please allow enough time for the inspection, authentication of any documents and writing of a dating letter. It is not wise to attempt to push Swansea along any faster than the quoted six weeks.

Getting the application right first time is the best advice that the Club can give to applicants as resubmission can be time consuming and difficult.

Geoff Hammond

MOT Inspection Checklist

The Government announced that from 18th November 2012 any vehicle pre-dating 1960 would not be required to undergo an annual MOT inspection.

This relaxing of the rules affects most FSOC cars and has led to many discussions on the merits of continuing to get your Sidevalve MOTd or not!

Although the government advised that

our cars did not require an MOT, they are still required to be kept in a roadworthy condition and the police can act on any car that they consider to be unroadworthy, with appropriate fines and points being applied.

Those who do not have the ability or the confidence to assess their cars can continue to get their cars MOTd. For those that are confident in assessing the cars themselves, I

have devised a checklist to help.

The checklist was put together for the Classic Restoration Show this year, with the applicable MOT inspections for guidance and to generate some discussion. I obtained all the information from the MOT testers manual which is available online at: www.transportoffice.gov.uk/crt/doitonline/bl/mottestingmanualsandguides/mottestingmanualsandguides.htm

When I started to look at all the categories and points that need to be inspected, I was amazed at how many there were and how many small things could lead to car being classed as unroadworthy.

This chart is available in the members area of FSOC.CO.UK and I hope it helps you keep your car roadworthy.

Ford Sidevalve Upright inspection schedule

Interior checks

Warning lamps inside vehicle	Check warning lamps are working when switches are operated. (Some vehicles will not have any.)
Switches (headlamp, turn indicators)	Check switches are secure and working. Turn indicator light flashes when indicators functioning. Trafficators must be visible from driver's seat (via mirrors).
View to front, wipers and washers	Sitting in driver's seat, good vision all round. Wipers and washers switches fitted and in good condition.
Brake controls	Hand brake is securely fitted to vehicle and functional. Foot pedal is securely fitted and moves freely.
Steering wheel & column	Check steering wheel is secure and does not rock, no play in top column bearing. Check amount of play at the wheel – 1.5" total movement side to side. Rotate steering wheel lock to lock, check for binding or rough action. Driving controls are complete and operable, no cracks, damage or obstructed use. Pedals have anti slip protection (rubbers).
Doors, mirrors, horn	Check horn is working. Rear view mirror is secure and not adversely clouded and provides sufficient view out of back window. Doors work properly and can be opened from the inside.
Speedometer	Speedo is fitted, in good condition and can be illuminated.

Exterior checks

Registration plates	Plates must be fitted to front and rear and be undamaged with clear markings.
Lamps, registration plate lamps	2 white sidelights at front (normally inside headlights). 2 red sidelights at rear. All sidelights work all together and are in good condition. Number plate is illuminated white and operates with sidelights but lamp is not directly visible. Brake lights operate with foot pedal with red lamps, tested with sidelights on. VLN plate secured to vehicle (plate inside engine bay).

Indicators	Indicators if fitted must work and emit an orange light, either static or flashing.
Headlamps & aim	Both headlamps are working and are matched, can be dipped together with 1 switch. Check aim, on main beam is not dazzling. (Beam to shine horizontal or angled down.)
Stop lamps, fog lamps, reflectors	2 rear reflectors are fitted (normally in sidelights).
Wheels, tyres	Wheels are not damaged or have cracked welds and secure to the hub. On tyres check for cuts, lumps, bulges or exposure of the ply and are correctly seated on the rim with properly fitted good condition valves. Tyre does not foul bodywork and has correct amount of tread 1.6mm for 75% of the width.
Wiper blades, fuel tank cap	Wipers and washers are working well enough to clear windscreen. Filler cap has a sealing device.
Glazing	Check all windows are secure. Windscreen not cracked over the driver's forward view.
Doors, boot lid, loading doors, bonnet	Bonnet can be secured with adequate working retaining devices.
General condition of body	Check the body for excessive corrosion or sharp edges which could cause injury.

Under bonnet checks

Vehicle structure	Battery is secure. Engine mounting secure and in good condition.
Braking systems	Check condition of linkages and cables, no damage, excessive wear or excessive corrosion.
Exhaust systems, fuel system	Exhaust is secure and complete, no leaks with engine running. Fuel pipes undamaged, with no leaks in the system.
Steering	No wheel fouling on other parts. Steering parts securely fitted in place.
Suspension, shock absorbers	Check for wear, damage, cracks or excessive corrosion, leaf springs not broken. Check for excessive king pin wear or shackle movement, shock absorbers not leaking oil. Maximum recommend play 0.040" 1/25" or 1mm at the tyre edge.
Wheel bearings	Rotate wheels, check for roughness or noise, rock to check for bearing wear.
Wheels & tyres	Wheels are not damaged or have cracked welds and secure to the hub. On tyres check for cuts, lumps, bulges or exposure of the ply and are correctly seated on the rim with properly fitted good condition valve. Tyre does not foul bodywork and has correct amount of tread 1.6mm for 75% of the width.
Brake systems & mechanical components	With car raised and properly supported: Parking brake stops the 2 back wheels. The foot brake stops all 4 wheels. Check condition of linkages and cables, no damage, excessive wear or excessive corrosion.
Exhaust system	Exhaust is secure and complete, no leaks with engine running.
Structure, general vehicle condition	Check the body for excessive corrosion or sharp edges which could cause injury. With vehicle raised, check for damage, cracks or excessive corrosion. Body securely fitted to chassis. All ribs and brackets secure. Seats secure, doors work properly, boot or tailgate can be secured and any external wheels securely fitted to the vehicle.
Emissions	No smoke emitted at idle & no excessive black smoke@ 2500 RPM.
Service brake test	Check brakes by driving along and then applying the brakes for even stopping without sideways pulling. Check both foot and handbrake. MOT allows 30% imbalance, also nominal 50% on front brakes, 25% on hand brake.

Les Foster

'Lost' Jeep's Dagenham Connection

Last Fall, the Old English Car Club of B.C.'s Vancouver Coast Branch (of which I'm a member) had a magazine swap for our November meeting. I happened to pick up a two year old copy of *Hemmings Classic Car* magazine. I was initially attracted by an article on a '33 Ford Model 40 station wagon that was unrestored but still in service with the same family after 51 years. I wanted to see if I could spot any parts that my E83W shared with the Model 40.

It was an entertaining item but after reading that one, I found another section of the magazine called 'Lost & Found'. Within that section was 'Ford's Junior Jeep'. That article related the story of the wartime quest by the U.S. Army for a lighter weight version of their soon-to-be-famous Jeep. Chev, Chrysler, Crosley, Willys and others submitted designs. Ford in Dearborn, Michigan, did not, so it was thought that Ford had never built a prototype. A 1983 book, *U.S. Military Wheeled Vehicles*, by Fred Crimson, established that Ford did indeed build a prototype light-weight jeep although they never submitted it to the Army. What happened to the 'lost' little jeep? Well, it was 'alive' and under restoration by Ted Wisniewski of Belleville, Michigan in 2011.

I read the short article with mild interest but

it was when I went online to the *Hemmings Classic Car* website (blog.hemmings.com/index.php/2011/08/15/found-fords-junior-jeep-prototype-still-exists/comment-page-1/#PhotoSwipe1385861847832) that I became really interested!

The website contained further information, and more and larger photos. The motor, described as a '71-cubic-inch agricultural tractor engine', was revealed by the photos to be, quite obviously, the familiar British Ford E93A, albeit an earlier version. The math worked out, too, with 71 cubes being near the 1172 c.c. mark. The gearbox looked suspiciously like our Dagenham 3-speed. The engine was offset to the right (like a LHD export E83W) to make room for the steering column. The wheels were 5:00X17.

Excited by my discovery, I emailed *Sidevalve's* Pre-War Registrar, Yvon Precieux, who studied the website and speculated that a post war Ford 10hp may have been substituted for the pre-war type motor despite the presence of a pre-war oil filler (an engine with the post-war flip-cap filler can be seen sitting in the garage in one photo). Noting that the prototype jeep has longitudinally-mounted semi-elliptic springs at both ends, split track rod, and possibly, hydraulic brakes,

Yvon recalled that a prototype E04A and E93A were made by Carbodies in 1939 with this specification (via Ford at Dagenham).

Yvon sent me a copy of a letter to *Sidevalve* by Jim Merlini detailing the history of his E04A Anglia convertible which was built in 1939 for the 1940 motor show (cancelled due to that disturbance called World War II). The suspension and steering system, which he describes as 'two longitudinal semi-elliptic springs and a central idler system using two idlers, four track rod ends, etc. etc.' was said to be 'very stable on the road and displays none of the usual rolling or rocking motion normally associated with transverse sprung Fords'.

It seems entirely possible that Ford in Dearborn drew upon the readily available, smaller and lighter engine and (maybe) gearbox from its Dagenham subsidiary as well as its 1940 motor show chassis design and perhaps even some other components to put together a possible contender. Why it chose never to submit this design is not known.

See the *Hemmings* website for more details. If anyone can shed more light on Dagenham's involvement in this almost forgotten brush with history, please tell *Sidevalve!*

