

# News



Volume 28 · No 4 · August 2011

# Sidevalve



## Features this issue

Fixing an 100E Indicator Switch

The Little Black Van – 991 XUY

AGM 2011

John

I know it has been said before but I feel it needs another airing, and that is to plan your mechanical repairs. The routine and planned replacement of critical parts is worth considering and better practice than waiting for parts to fail before replacing them.

For example: if you are looking at your brakes and they have not had attention then the chances are that you need new brake shoes. With the 100E/107E range there will be the question of wheel cylinders to consider as well as the state of the master cylinder. If you are getting your local garage to do the job then they would appreciate the main service parts up front. Items that are routinely replaced such as plugs, points and condenser should be bought in advance. The 100E and 107E would additionally need oil and air filters. It is also wise to replace the fan belt routinely every few years – you can keep the old one as a 'get you home' spare.

The water hoses can get brittle – they look okay but will split unexpectedly so it is best to fit a new pair and know that you are watertight. The 100E and 107E may well have heater pipes which are bought by the metre and are easy and cheap to replace. Flexible brake pipes have a finite life and if they were on the car when you bought it then no one knows how old they are! Upright brake cables should be lightly oiled and if they are rusty then plan for their replacement – sooner rather than later.

If the clutch release is squealing then plan to replace the clutch plate and cover as well as the release bearing to avoid future problems, especially if you don't know the age of the components. Take off the brake drums and remove and wash the bearings, check the bearing rollers and tracks – if any doubt then fit new or plan to do so. Repack with grease and refit with a new grease seal.

Once you have worked through the main areas that can give problems (it can take a year, so be patient) then you will have a reliable classic. All of the Sidevalves are inherently reliable if properly maintained. Some classics have major design problems that keep the owner constantly amused – I won't name them here! There is always the unknown and unexpected but with some forethought you can eliminate the common likely culprits.

Something to remember when ordering or pricing parts for your Sidevalve:

1. The price you see in the FSOC parts list is all you pay – there is no postage, packaging or VAT to add.
2. The FSOC endeavours to remanufacture safety critical parts to Ford's original specification.
3. Specialist advice is available from the Technical Advisors, Regional Contacts and other Club officers.

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Presented by THE CLASSIC MOTORBIKE SHOW

Presented by CLAYTON

# Events

I hope the wet weather improves as the single wiper on my old Pop is pretty much useless in heavy rain. I was disappointed not being able to attend the AGM in Manchester: unfortunately Mrs C had back trouble and I had to help out at home. Plans are now being made for 2012 with the AGM moving down south to the Kent group and in 2013 returning back to Cambridgeshire.

**14th August: Specials Day, Cotswold Wildlife Park, Burford.** No booking in needed: you can just turn up on the day. Details Rob Daniels.

**20th & 21st August: Ramsey 1940s Weekend.** The event is not limited to just pre-war models. Details Brian Cranswick.

**20th & 21st August: Tatton Park Classic Car Show, Nr Knutsford.** Club stand. Details Joe Wheatley.

**27, 28 & 29th August: Southport Town & Country Fair, Stanley High School Marshside.** Details Joe Wheatley.

**29th August: Old Timers Rally, Folkestone.** Details Richard Greenway.

**3rd & 4th September: Skylark Vintage & Country Show, March, Peterborough.** Camping is available. Details Brian Cranswick.

**3rd & 4th September: Hawkenbury Classic Car show, nr Staplehurst.** Details Richard Greenway.

**4th September: East Anglian Transport Museum, Lowestoft.** FSOC members invited by the Ford V8 Club. Details Colin Peck

**11th September: St Marys Catholic School, Bishops Stortford.** North London Group Club Stand. Details Robin Thake.

**11th September: Challock Goose Fayre, nr Ashford.** Details Richard Greenway.

**11th September: Hempstead Valley Classic Car show.** Details Richard Greenway.

**17th September: Steeple Morden Harvest Fair, Steeple Morden, Herts.** All FSOC members are welcome. Details David Heard.

com.

**25th September: Paradise Car Collection Museum, Reading.** All Ford Sidevalves are welcome to attend. Entry details from Mike Cobell. Tel [REDACTED] btinternet.com.

**25th September: Ramsey Country Show, Ramsey, Huntingdon.** Details Brian Cranswick.

**25th September: York Historic Group Classic Car rally, York Racecourse.** Club stand. Details Nigel Hilling.

**25th September: Classic Cars on the Green, Bearstead Green, Nr Maidstone.** Club stand. Details Richard Greenway.

**23rd October: Classic Cars on the Green, at Ofham, nr West Malling.** Details Richard Greenway.

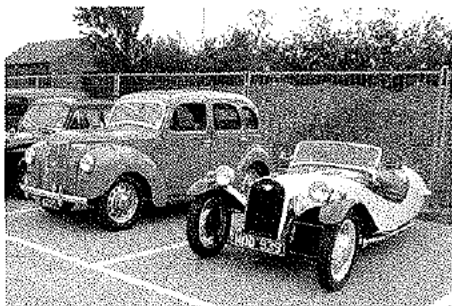
**11,12 & 13th November, NEC Classic Car Show.** Club stand. Details John Porter.

If you are arranging an event or road run, please provide the details to the Events Co-ordinator so that this can be covered under the Club's insurance policy.

# Regional News

## Yorkshire

The June meeting was graced with the presence of a number of Sidevalves (and an MG) fronted by a very nicely presented F2 Morgan (below). Our July meeting will have been held at the Electra Cinema in Elsecar. I hope I managed to inform everyone before the event and that no-one turned up at the Black Bull. Meetings resume at the Black Bull on the last Tuesday of the month from August through to November. The December meeting venue and date is yet to be decided.



Don't forget that we have a stand at the YHVG Knavesmire event in York on Sunday 25th September. I have entry forms if required (state Ford Sidevalve Club on the entry).

### Ilkley Trial

There had been a lot of rain prior to this May event but the day began dry and the sections

were not too bad. It did start raining half way through but not enough to spoil an enjoyable day. There were only two other cars in my class and as they both broke down during the event it left me with a class win to finish off the season.

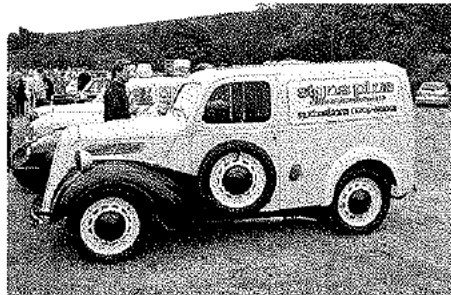
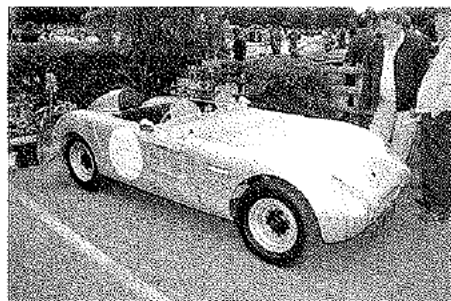
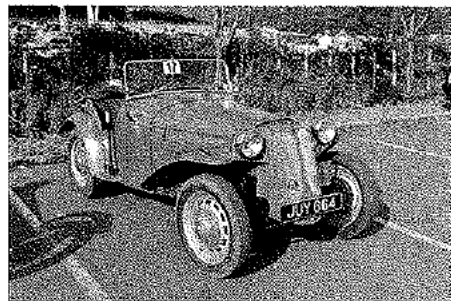
### Hope Motor Show

This event is held on a Monday evening and attracts a good few hundred entries including performance, competition and classic cars. David Manterfield did a good job of getting us parked together (below) and other Sidevalve highlights were a Dellow, Buckler, and E494C Van (right, top-bottom) parked elsewhere on the field.



### Other Events

We have had a Sidevalve presence at many events in Yorkshire recently including Locke Park, Barnsley, and Wortley Hall and then evening events at Rufforth (YHVG), Rothwell (HCVS), Marsden (Trans-Pennine transport group), and Thornes Park (Fleur de Lys). There are still many more to come.





## North London

Our first show in May was at Aston Clinton: it rained in the afternoon so we had an early getaway. The next week we went off to Langleybury where it was windy but enjoyable due to the variety of classic cars on display. The end of the month it was the Enfield Pageant of Motoring where we had a Club stand for the three days. We were joined by the Essex and the Kent group on the Sunday, making 15 cars in all. We were pleased with the reasonable weather: although it was windy it stayed dry and the organisers were very pleased with the number of visitors over the weekend. Four of our group are part of the team who help out at the show as they are members of EDVVC and just seeing how much work they put in made us grateful for such a good show.

The first week of June it was our annual group Sidevalve holiday so it was off to Margate (report right). During the week we totalled 600 miles with only one car with a battery connection problem so it is pleasing to see good maintenance keeps the cars going strong.

On our return from holiday we went to Luton Festival of Transport. We heard it was raining but decided to risk it. It was raining by the time we arrived at Luton and so after sitting in the cars most of the morning (the ladies only got out to powder their noses!) we went home after dinner to dry the cars off.

On Fathers Day it was our annual trip to Hatfield Heath Festival and Cars Show, just six miles away. We always enjoy this trip as our families come and visit with the grandchildren who help us empty our pockets going on the funfair rides. The end of June we went to Banbury Steam Fair with Richard and Shirley, where we met up with Steve and Viv in their van with their new puppy Maisie, and also Steve Jackson from Warwickshire in a very nice 100E Squire.

We represented our group at the AGM in Manchester – a round trip of some 450 miles – and had a very enjoyable day out. The museum was packed with buses from the Manchester area and so most were new to us. On the AGM's conclusion we had a very enjoyable trip around the sites of Manchester, including Old Trafford, in a 1960s bus that originally came from Ashton under Lyme.

The car news from our group is that John Brown has bought a E493A Prefect so he will be back with a Sidevalve after a few years of a Rover P4. He has a few minor jobs to do to bring it up to scratch so we look forward to him joining us at some shows. Richard has sold the 100E he was restoring and bought a Humber Sceptre to join his 103E Pop while on holiday – rather bigger than the usual holiday souvenir.

## North London Group Sidevalve Holiday 2011

This year the North London Group planned and booked their annual holiday with their Sidevalves at Smiths Court Hotel, Cliftonville, nr Margate in Kent.

A bit down on numbers this year – America seemed a better trip in one case but we were all looking forward to the break after a busy previous weekend at the Enfield Pageant. A leisurely start to the day was made after Laura and Stuart had boarded out their dogs for the week and we trundled off through the countryside to the M25 services by the bridge where we met up with Shirley and Richard who had arrived a couple of minutes earlier. After a coffee that we had been saving up for we negotiated the bridge and M25 to the A2 – which is much hillier in an old car than we remembered – and then onto the original A2 through many traffic lights and roundabouts as well as a Dickens festival at Rochester, where we stopped for lunch.

We had a lovely lunch very pleasantly served at Brocketts Farm Shop near Faversham and, suitably refreshed, we trundled down towards Margate to be over taken by Marie and Trevor in their 100E, who were up and running after being towed off the QE2 bridge – a cheap way of crossing the Thames as you do not have to pay the crossing charge!

At Smith Court we met up with John 'don't do that' Farrer and Mike Capps, who had come in his Audi but curled his large frame into John's car and road shotgun with him all week. John and Sue Brown had come on holiday in their Ford Focus as he had been abroad and his Rover was not ready for the road, and had gone shopping when we arrived as a suitcase had been left behind. Last to arrive were Arthur and Eileen in their Austin Westminster complete with Torro, their puppy, and a mobility scooter, so they were rather loaded

up. We soon settled into our spacious rooms after a very friendly welcome from the staff and we were ready for the week.

Sunday dawned a bit gloomy but after an early breakfast we set off to Faversham to find Richard and Trish Greenaway and the rest of the Kent group to join them for the annual Bucket and Spade Run to Ramsgate. After a short break we set off in a long convoy through the Kent villages and along the coast to Ramsgate when it started to rain. A gazebo was quickly erected and the cars arranged before everyone went off for a look round the hundreds of cars and to find some lunch. During the afternoon we went back to the hotel and met up with the Friday Friendly Club from Bromley in Kent, who had arrived for their fourteenth trip to Smiths Court. They were indeed a very friendly this group – stroke victims and their carers – and we spent several lively evenings with them enjoying the entertainment the hotel had put on.

As Monday started wet we decided to go to Dover Castle and had a very pleasant drive there as it was well signposted. John Farrer stayed with the cars to enjoy the view of the castle and his music while we looked round – an outing free for those members of English Heritage! The castle was well presented including an open fire in one room which was very welcome as we had got rather damp and chilly, so we warmed up and explored further. At one point we thought we had lost the men in the underground tunnels but fortunately they emerged safely. We had made our way back to the car park and John had not been given an ancient relic notice beside his car so the day ended with a gentle drive back to base.

Next day, Tuesday, dawned bright and sunny so a trip to Wildwoods Nature Park was on schedule. Our arrival was greeted excitedly by a member of staff with her camera looking for 'news of the day' and so we became that item on their Facebook site. On later viewing we make a very impressive line-up and the cars were not bad either. We really enjoyed our walk around the park through the trees, especially watching the badgers in their sett.

*Continued on page 6*



# Regional News

## North London Group Sidevalve Holiday

*Continued from page 5*

The day concluded with a trip to Herne Bay for the afternoon where we danced to the music at the Band Stand on the Promenade.

We always like a trip on a steam railway on our holiday and this year we went to Tenterden to ride on the Kent and East Sussex Railway. Again we were made most welcome by the station staff as we parked up in the station yard. We were joined by Richard and Trish Greenaway and another group member for the display of cars which gave a lot of interest as the railway was very busy. We broke the trip on the train to stop off and look round a toy museum which will be well worth another visit when we have more time. We had a good look round the Tenterden station on our return and concluded another good day out.

On Thursday we took a shorter trip to the Spitfire Museum near Manston Airport and we all got there eventually after losing Arthur as we left the hotel. We had a very interesting time there looking at the two exhibitions – one was free and the other £1 – lunch was very reasonable as well. In the afternoon we decided to have a boat trip which had been recommended by our friends at the hotel but when we arrived the owner had locked up and gone home as there had been a shower, so he missed some income and we lost out on a gentle trip up the river.

On our last day it was raining again so the golf championship had to be cancelled. We decided to have some culture and visit the Turner exhibition in a very impressive building on Margate sea front. John F. took me in his car while the rest walked down in the rain; we managed to string out the visit for about 30 minutes but it was a bit over our heads in more ways than one and comments of 'I wish I hadn't done that' were passed. After a visit to the Shell Grotto – a visitor attraction not very easy to find for some of our group – we had a very pleasant lunch in the Cup Cake café before returning to our hotel as by now it was pouring with rain. I returned with John to his car when we were greeted by a shout of 'have you got room for a small one?' from Mike, so the three of us poured ourselves into the 300E. I wished I had learnt yoga in the past as it might have been easier. We crawled our way back up the hill to base where we all fell out of the car to much amusement. A very enjoyable last evening meal had been set up by the staff and we said goodbye to all our friends, old and new.

## Central Scotland

Well, from a standing start earlier this year we haven't done too badly in this part of the world. We've attended two shows so far and have had on display a wide range of vehicles covered by the Club. It has been great to meet everyone and I hope that feeling is shared by all the members who have now put faces to names and had the chance to talk to each other.

We had seven cars and one commercial on display at Strathaven on the 22nd May but unfortunately the weather consisted of rain, heavy rain, heavier rain and then hailstones to break up the monotony! The long grass in the main rally field couldn't be cut the day before the event so the surface was less than ideal too. Anyway, to have so many and such a diverse range on show was a great start. Next year we'll arrange a gazebo or similar so that we can at least take shelter and talk to each other properly if it rains again. One or two other members came up and introduced themselves and I hope that seeing the resurrected FSOC presence may encourage them to join in at future events.

A huge vote of thanks must go to everyone for bringing along their vehicles on such a horrible day: John (Popular 100E); Jimmy (Prefect 100E and amazing Historic Rod Popular 100E – photo 1); Davie (E83W Pickup – photo 2); Mark (7W); Malcolm (E493A); Ronnie (Anglia E93A). My Popular 100E was there as well, sporting the club banner.

The contrast in weather at the superb Scottish Ford Day couldn't have been greater. The 3rd of July was a very hot day where the problem again was finding shelter, but this time from the sun! Never happy, are we? Davie's E83W and Ronnie's Anglia made up the smaller official stand (photo 3), together with Mike who came down from Perth in his Y-type and was very welcome. Two other FSOC members were parked very close by



Photo 1



Photo 2

in similar Popular 100Es: John who was at Strathaven and Andrew McNally.

In other areas of the show were some other nice Sidevalves including a 7W and a 103E.

I was cornered at one point by Ian McKay of the organising Pre'67 Ford Owners Club and had the dubious pleasure of being interviewed over the public address system to explain what a Sidevalve was, how cheap or expensive they are to maintain, what the Club is about and so on.

The plan now is to look at attending one or two events towards the end of the season. Anyone interested in doing so please contact me – all suggestions welcome. Over the next few issues I hope to describe the vehicles and their owners that are mentioned above. Some of the stories should be shared amongst fellow members as they're quite interesting.

Onwards and upwards, as it were.

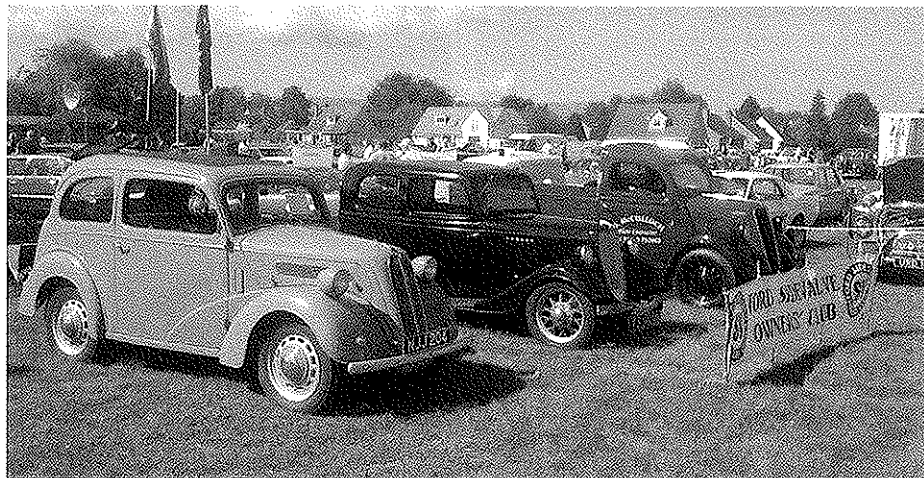


Photo 3

## Scandinavia

### Sidevalve Group

Again I had the fortune to attend the AGM at the Museum of Transport in Manchester. As always it was nice to meet with friends from earlier AGMs, and also meet quite a few new ones.

In the Editorial of the June issue of *Sidevalve News* John Porter writes about how to go about restoring a Sidevalve. John seems to have one precondition: that the car is in a drivable condition.

Reading the article was very interesting, as I have done almost everything I have achieved so far in a totally different order to what is described as advisable, but then John's precondition was not valid in my case.

The logical thing to do would have been first to have a serious look at the most grave repairs that were needed and start there. If you were unable to do these things yourself, you would be wise to seek help, and consider if that would cost you too much compared to what you had in mind initially.

What I did was to find many details that were relatively easy to fix and not in themselves so costly. In that way I hopefully have many items ready for mounting the day the main body is completed. The drawback is that costs add up. By now the sum is so high that even at times I feel like giving up the whole project, the money spent is so formidable that I simply cannot afford this solution.

Another problem is that I have committed myself to presenting the result at a future AGM. I do hope my wife is not right when she claims that by the time I have finished the restoration I will no longer have a driver's license!

## Somerset

### Sidevalve Group

Having said that I was prepared to act as regional contact for the South Somerset area, I received only two replies initially, so I decided to arrange a meeting at a centrally located public house with those that had replied. To my delight not only did those that had contacted me turn up but also a past member who has now decided to rejoin the Club. An E83W arrived resplendent in the livery of a local agricultural engineer. An enjoyable evening was had by those that came along, and we look forward to meeting again.

Should any more members out there want to join us, we will be meeting again on the second Wednesday of the month at The Rising Sun, Knapp, so please come along. There is quite a reasonable car park behind the pub and I am told the beer is a good pint!

## Merseyside

### Sidevalve Group

#### Prestatyn Classic Car Show, 30 May

A good Sidevalve turnout and we did rather well in the prizes. Clive Harrison's Y was judged third in the pre-war category. Peter's Pilot got first in the post-war category and Julian's E493A third. Biggest surprise was Steve McKenna getting 'Car of the Show' for his aquaplane tuned 103E. Eight attendees and four prizes!

#### Tatton Park Classic Car Show, 4-5 June

Peter Tinsley cut the grass, Bernard Ellicott and Mike Brocklehurst managed the posts and bunting, and Ian Trimble helped us erect the marquee at the back of our pitch. Many thanks to the four of them.

Stuart Holmes did us proud with our biggest pitch ever, right next to the PA van and hospitality tent. For the first time we had enough room for two dozen cars on the stand, but were only able to muster 18 on the Saturday and 11 on the Sunday. On Sunday we had so much spare room that we were able to give space to three cars from the TVVCCC who were overflowing on their stand next door.

Ian Sidebotham unfortunately got a puncture in his 103E on Saturday. As his spare wheel carrier is full of LPG tank he did not have a spare. He called Alan Tomlinson who was on his way in his E493A, only to find that Alan's spare was also flat! They abandoned Ian's Pop in Lymm and eventually arrived in Alan's Prefect. They had to be pushed onto the stand because Alan's carb float valve had failed, flooding the engine. Fortunately another was found in the autojumble and was easily fitted. A foot pump was borrowed from Bill Moore and both got home okay that evening.

Fuel pump problems were a feature too. The pump on Steve Rooney's 103E failed as he set off so he had to come in his road car. Dave Broad had similar problems a few miles from home. With an electric pump temporarily fitted to his E83W Utilicon he was able to get a spare pump from the autojumble which he fitted, suitably supervised by Dave Rothwell and Ron Taylor. Surprisingly the arm on a new pump fitted to the Utilicon had broken around the pivot point rendering it useless. The second hand replacement has proved more reliable.

We were pleased to welcome several 'new' boys to Tatton. Glen Dale has been visiting us for many years while his 100E Pop waited re-commissioning. He finally asked Dave Rothwell to sort out the mechanics and paint and this was his first trip out in the car for 20 years. Peter Kennedy also made a late appearance in his black Pop. The first time he brought this to a meeting we found that it



Dave Rothwell (white overalls) and Ron Taylor supervise Dave Broad changing the fuel pump on his Utilicon.

did not have any shock absorbers fitted! He subsequently suffered a broken crankshaft and needed a replacement engine. Looking at the break this was probably due to a faulty crank casting failing after 40 years in the car.

Albert Walsh joined us from Bolton with his 100E Anglia, and Huww Mason and friends from Stockport in his 100E Pop. I was expecting Huww to be a Welsh pensioner but was pleased to find him a young chap in his 20s. I hope he is the first of many younger folk to join us in the north west. This was the first time I saw Terry Mortiboy's Model Y tourer: a beautiful restoration of a very rare car.

Dave Broad picked up first prize in the 'Light Commercial and Camper Van' category. This is usually won by the VeeDub club's camper vans and I hear they were a bit put out at coming second to an E83W!

#### Garstang Classic Car Road Run, 12 June

*Bruce Allen:* The Rotary Clubs of Garstang & Over Wyre and Lancaster organised a Vintage and Classic road run of some 65 miles for charity. Amongst the 40 starters were 12 Ford Sidevalves including Ys, Cs, tourers and saloons from as early as 1933. The Y&C Register joined in the fun. Dave Rothwell was there in his E493A, Steve McKenna in his 103E and Bruce Allan in his Y Tudor. All the cars completed the run and just over £1000 was raised for the charity. A good event, which will hopefully will be run again next year.

#### FSOC AGM at Museum of Transport, Manchester, 18 June

It was our turn to host the AGM and it was a pleasure to welcome other Sidevalve fans from the UK, Ireland and even Norway. Mike Brocklehurst is a long standing supporter of the Greater Manchester Transport (Bus) Museum and he kindly made all the arrangements with the volunteers there. Several buses were moved outside to give us room to park inside the bus shed. The AGM business was concluded in an hour and a half, after which most of the attendees were treated to a tour in a 40-year-old bus around the Trafford Park area of Manchester, close to where the Ford factory once stood.

# Regional News

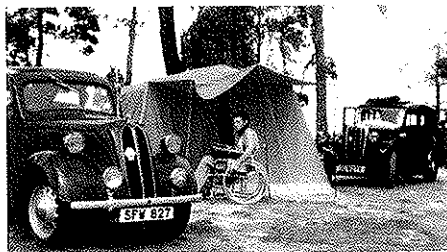
## Cambs, Lincs and Norfolk

### Stockholm and back in a 103E

I recently came across some old photos taken nearly 40 years ago, when I drove my first car – a 1959 103E, SFW 827 – on a camping holiday to Denmark and Sweden. This was a cheap first motor as I only paid £25 for it in 1972. Distance and reliability did not seem to be a problem; I covered over 2000 miles on this trip with no mechanical problems encountered at all.



The Morris 8 in the pictures was owned by one of my friends: he referred to his Morris as the 'superior model', which was due to the much older Morris being in better condition than my old Pop. The 103E, although registered 20 years later than the Morris, was in poor condition with its tatty and bodged up bodywork. The car had spent a lot of years by the sea in Skegness and the salt had caused all the body to rust; even the fabric roof section had been filled with a large steel panel.

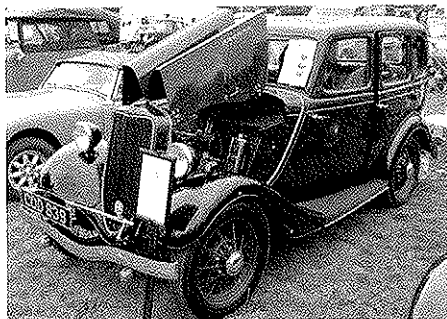


I carried out a full respray in 'regency red' – this was never a Ford 103E colour but it certainly improved the look, I had to use loads of body filler to cover up all the rust. SFW never let me down but unfortunately was written off one morning on my way to work.

My next car was a 1963 VW which proved to be very unreliable and expensive to repair compared to the old Ford, so I decided to buy another Pop but this time a car with very sound bodywork. I then purchased my present black 103E, OLH 20, which has now been in my ownership for nearly 36 years. The Morris has also enjoyed a very long ownership as well as it still belongs to my friend.

## Gloucester, Hereford and Worcestershire

May and June saw three more shows in the area. Abergavenny was a one day show right in the middle of this Welsh market town, where two different Sidevalves were spotted: a Ford Y, CDD 839, and an E83W in blue and orange, LTX 414.



Later in June at the Bromyard Gala and Country Show a Police Prefect, JVJ 821 and a very tidy green Pop, RDF 444 were present along with our regular RVC 734, Pop, and 7W Tourer.



News from group members included John Pole on holiday touring Spain and France with his caravan, and Len Shorthouse about to buy a Riley RM for those longer journeys in comfort. Dave Prosser has completed a week filming for *The Land Girls* with several vehicles from his collection – but sadly not the Pop as the programme is set in wartime, of course!

### Convertible Corner, or Tourer Topics

June is MOT month for the 7W Tourer and this year was not as pleasant as usual. I always arrive early as, with cancellations, you can sometimes get in early. This year it was not to be. Also it started raining, the first time for weeks. After about five minutes I not only had the hood up but the sidescreens were in place too; first time ever I think since restoration.

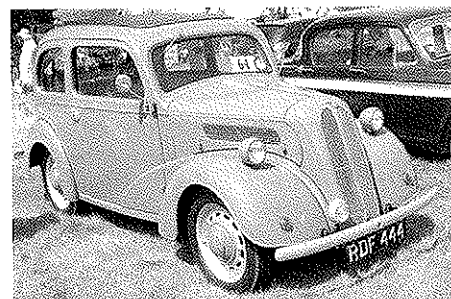
I waited and waited eventually the owner came over. 'Sorry about the delay-' (About

30 minutes by then.) 'The first car of the day was a grey import and they couldn't find all the numbers straight away, which has put the whole day back!'



When I finally got in under cover we had the usual 'Will it fit on the ramp or fall through?' It always fits, but only just. Apparently Austin 7s don't.

Then, after the 10-15 minutes it takes to check everything on a pre-war Ford we wait again – this time for the computer to tick down to the set time slot. Oh, joy. Surely a shorter time slot could be programmed in for classic cars?



As usual the brake test results in 'Blimey, they're good for an old car' and I am relieved the rollers haven't chewed up the diff etc.

After the paper work the 7W starts up (one year it didn't and I had to be whisked home for a replacement 6v coil – now I never leave home without a full set of electrical spares) and the whole experience is over for another year.



## Surrey

One of the Club stands that have been arranged for this year is at the Capel Classic Car Show, 20th August (Capel, just south of Dorking), and I have deliberately booked extra space so as to accommodate any late entrants. In previous years, entrants on the day have been accepted and I guess this still applies. We should have about 9 to 10 cars on the Club stand and I have booked space for 14 cars. So, if you do want to join in, you've got a matter of days to decide! (See [www.capelcarshow.com](http://www.capelcarshow.com); or contact me.) And, of course, you will be most welcome. If you are going to come along, please try to let me know by e-mail or phone – my details are shown inside the front cover of this magazine.

Another show, which is *big!* and very well organised, is the Cranleigh Lions Club Classic Car Show on 21st August at the Cranleigh Showground, Bookhurst Road, Cranleigh (near Guildford) GU6 7DW. I had not organised a Club stand until very recently when a number of people expressed an interest in attending. We should muster eight vehicles (at the time of writing) for the Club stand but I have arranged bookings for 12 vehicles because this show tends to become over-subscribed some weeks before it takes place. So, if you want to join in, there are four spaces up for grabs. Let me know ASAP. First come, first served!

One more show which, if you get your skates on, you can join is the Surrey Classic Vehicle Gathering, at the Rural Life Centre, Tilford, near Farnham, on 18th September. Entries are meant to be in by 15th August but there is normally a little leeway. Entry forms from [www.surreyclassicvehicleclub.com](http://www.surreyclassicvehicleclub.com) or e-mail/call me. If you do want to come along, please try to let me know so that I have a chance of organising enough Club space.

In between writing this article and its publication, I and others will have attended two other shows where we have arranged club stands. The first is a new show organised by Macmillan Cancer Support and being held at Clandon Park (near Guildford) on 17th July. The second is the Southern Sidevalve Day (organised by Richard Greenaway of the Kent group) being held at the Lingfield Steam Show on 6th & 7th August. Reporting on these shows will, of course, appear in the October issue.

If you are reading this article and feel you are 'outside' the Surrey area, please do not feel unwelcome. All Sidevalve owners from any part of the country are most welcome to join in and will be embraced with our usual friendly hospitality!

## Kent

### Meetings Round-up

Some of us went down to the spring Auto-jumble at Beaulieu during May but didn't manage to find many Sidevalve items. But at least it made a nice day. In June our first event was the Bucket & Spade Rally. Eight Kent regulars were joined by five from the Sidevalve holiday group who were staying at nearby Cliftonville. Unfortunately as the day progressed the weather deteriorated rather rapidly, so what promised to be a good day out turned into a rather wet session. The following weekend we had a repeat in the weather. On the Saturday we had planned a Road Run / Garden Party. Although the morning started dry the weather forecast didn't look good. Two members called off to start with, so this left only two of us to set off from Mote Park to Yalding Organic Gardens where we were stopping off for lunch. Here we met up with John Isaacs. Tour and lunch over, the three of us set off for Hothfield where we met up with Bernard and party hosts Derek and Marilyn. Although we arrived in the dry, within half an hour the heavens opened complete with hail stones. Luckily this only lasted about 30 minutes. During this time Derek gave us a talk on the mechanical workings of his lovely Model T Ford. After about an hour the sun decided to appear so Derek took us all out for a trip around the country lanes in the Model T which was quite an experience. By 5 o'clock the sun was out in full force so we all sat out in the garden and had tea.

The next day was the Wrotham Steam Rally. Although the weather forecast looked even worse we thought we had better attend as we had 13 other members booked in. We did just about manage to get the gazebo up in the dry but it wasn't long after that the rain started to fall. As the day went on it only proceeded to get heavier, so come mid afternoon most of us decided to head for home: but saying that, all 13 that had booked were in attendance.

The following week we headed over to the Friars Rally in Aylesford. Once again our members turned up in good numbers – 12 in total. Unbeknown to us they had put all Ford Sidevalves in a separate class so, come judging time, four of us were assured of getting a rosette. 1st place went to ourselves; 2nd place went to John Isaacs; 3rd was Andrew Pitcher and Highly Commended went to Kevin McGuirk.

Although we didn't attend due to work commitments, five members attended the Darenth Valley Fete in Dartford on 9th July. We give a big thank-you to all those who attended

these shows. As I'm sure they would agree, the weather wasn't ideally suited for taking your Sidevalve out. Let's hope we have a better end to the summer than we had during June.

### Southern Sidevalve Day

At time of writing we have 27 vehicles booked in for the Lingfield Steam and Country Show over the weekend of the 6/7th August so let's hope the weather behaves itself. Hopefully by the time you read this we will have a report/pictures on the Kent page of the FSOC website.

### Future Shows

**3/4th September: Hawkenbury (near Staplehurst).** Now in its second year this show should be better attended. Also this year there are no clashing shows in the area so hopefully several of you will come along and support it.

**11th September: Challock Goose Fayre.** Currently we have several members booked to attend this event as a few who had been before said what a great Village event it is. So, half a dozen others plan to go along as well.

**11th September: Hempstead Valley.** This show is held in the car park at the shopping centre. A couple who attended last year said the only problem was they parked you too close to each other: this along with several pushchairs put several people off from attending again, ourselves included.

**25th September: Classics on the Green Bearstead.** There is a rumour that this show may be cancelled. Earlier on in the year a music event held on the Green was cancelled due to Health and Safety issues and I have since heard a rumour the same may happen to the car show – but as I say, it is only a rumour. As soon as I here either way I will put it on the website or you can phone me to check. For further details/entry forms on the above events please drop me a line.

### Bits and pieces

Michael Woodhouse, a recent new member, decided to buy himself a 100E so that he could come out to shows with us until such time as he gets his Upright on the road. Only problem is, there are more things wrong with it than he first thought, so he is not sure whether he will be out and about with us this year or not. Hopefully by now Sylvia and Ian will have Ethel back on the road after their recent engine troubles. Whilst Ethel was off the road they took the opportunity to treat her to a new pair of front wings/front panel.

Please remember to check out the Kent Page in the members' area for the latest information. Also to any members who haven't yet attended one of our monthly meetings, we meet every third Wednesday, address to be found on page 2 of the magazine.



# Regional Report

In the last edition of *Sidevalve News* the important role that Regional Contacts play within the Club was made perfectly clear but in truth, every member has a part to play in ensuring its continued success. Whether by buying spares from the Club, telling fellow Sidevalve owners and friends about it, encouraging others to join or just by having a sticker on display in their vehicle, each and every member can make a contribution which collectively is considerable.

Even when their sidevalving days are over, members can still help the Club by making sure the new owner knows about the FSOC and encouraging them to join. In so doing, they are not only helping to maintain membership numbers and generate future income for the Club, they are also helping the new owner by introducing him or her to a source of top quality spares at highly competitive prices and a support service second to none.

In many areas of the country they are also introducing them to a fantastic local support network in the form of the Regional Contact and the Regional Group. For those fortunate enough to enjoy this bonus of Club membership it is perhaps the most valued part of being a member of the FSOC, for Regional Group meetings are enjoyable social gatherings of likeminded enthusiasts, with no formalities at all. The bewildering thing to those who are involved is that so few members bother to take advantage of it.

Unfortunately, for some members the chance to become involved in such a way is not available. In many cases there simply aren't enough FSOC members living in a particular area to sustain a Regional Group. Of greater concern, however, is the fact that in areas where a Regional Group would most certainly be possible, no one is willing to take the initiative and become a Regional Contact, and there has to be a Regional Contact for there to be a recognised Regional Group.

There is, it must be said, another consideration and it is something that most clubs and voluntary organisations face – apathy amongst members. Why this is so is a matter of conjecture but it seems to be a widespread problem in the dynamic society of today. 'Time', or lack of it, and the demands of modern day living seem to be at the root of the problem. Whilst there is no denying that it requires some time, effort and commitment to become involved in any voluntary organisation it would appear that, in the hectic world of today, these are becoming increasingly rare commodities.

That may or may not be true, but there is a glimmer of hope and cause for optimism. Support for, and interest in, Regional Groups is definitely increasing. This is, in no small way, thanks to the efforts of Regional Contacts

and the enthusiasm that seems to become self-perpetuating when members, sharing a common interest, meet together on a regular basis. Furthermore there are now more Regional Contacts than there have been for a number of years with four new Regional Contacts being announced in April of this year. That really is good news and it is vital that we keep the momentum going, for the aim of the Club is to extend its network of Regional Contacts and Regional Groups throughout the whole of the UK. There is still some way to go!

Regional Groups are not postcode based but the use of postcodes does help to identify areas of the country where the formation of Regional Groups would be possible. Some groups would certainly be larger than others but that is to be expected for the population density in an urban area is significantly greater than that in a rural one.

Some postcodes also overlap counties and this can be misleading. Nevertheless, bearing all that in mind, if someone was willing to take the initiative and become a Regional Contact for the Club, Regional Groups would certainly be possible in the areas shown below.

**East Midlands:** postcodes DE – 11 members, LE – 15 members. Total 26

**Norfolk:** postcode NR – 19 members. Total 19

**North Lincolnshire and Humberside:** postcodes LN – 11 members, DN – 5. Total 16

**North West Midlands:** postcodes ST – 11 members, WS – 8 members, WV – 7. Total 26

**Northern Ireland:** postcode BT – 16 members. Total 16

**South Central England:** postcodes HP – 13 members, OX – 10, RG – 9. Total 32

**South Wales:** postcodes CF – 9 members, NP – 6 members, SA – 3 members. Total 18

**Suffolk:** postcode IP – 16 members, CO – 2 members. Total 18

The list is not exhaustive, merely illustrative and there are a number of members living in postal districts not included above that live within easy reach of those mentioned. Similarly, there are other areas of the UK where there are pockets of members such as **Aberdeenshire** (postcode AB – 8 members), the **North East of England** (postcodes NN – 10 members, DH – 2 members. Total: 12) and **Scotland – East Central** (postcodes EH – 6 members, KY – 4 members. Total: 10). A Regional Group can be of any number and friends of members, often belonging to other car clubs, invariably end up coming along.

*Whether or not a Regional Group develops in these and other areas, it is still important that the Club is represented by a Regional Contact in as many places as possible.*

So, if you live in an area where no Regional Group currently exists, please give very serious consideration to becoming a Regional Contact and establishing one. It's been said before but it's worth repeating: being a Regional Contact can be as time consuming and demanding as you make it. The following points, agreed by the Committee, might give some idea as to what it involves:

## The Role of a Regional Contact is to:

- Be a point of contact for the FSOC in an area.
- Promote and encourage membership of the FSOC and be a source of information for and about the Club.
- Encourage the restoration and use of sidevalve vehicles by those who own them.
- Act as a link between owners, members, enthusiasts and the FSOC via the Regional Co-ordinator.
- (If willing) suggest, encourage, co-ordinate and/or organise meetings and events for FSOC members in their region i.e. establish a Regional Group.
- Be responsible for any FSOC equipment provided for the regional group.
- Be responsible to the FSOC committee in maintaining the good name of the Club.

At the end of the day though, it's up to you. It really is!

If, like many people, you would like to be a member of a Regional Group but for whatever reason you are not absolutely certain about becoming a Regional Contact, don't let that stop you from contacting me. I shall give you the facts as honestly as I can. The decision as to whether or not you proceed is entirely yours. There will be no attempt to coerce you.

As Graham Little, the new Regional Contact for Scotland – West Central wrote in his last *Sidevalve News* report, "If anyone else is thinking of introducing another group then don't hesitate as you will be guided and helped all the way through the process. If any other members wish to get in touch please do so – there must be more of you out there."

If you are interested and would like to know more, please give me a call. Alternatively, get in touch with an existing Regional Contact and listen to what they have to say. All contact details can be found on page 2.

# Pre-War Register

## That convertible Model Y

From the initiation of the Model 19 chassis, Sir Percival Perry, Chairman of the Ford Motor Company at Dagenham did not consider the Model Y sufficiently rigid or strong enough in its existing form to be able to support open bodywork in any touring design. Against this reasoning, an experimental tourer was built but due to an administrative error this open topped car was transferred across the Atlantic instead of the requested European tourer manufactured by the company Opel. After having been tested and evaluated, it is reputed that an American who liked the pleasing lines of the little open car put in a bid to purchase it. Having now no interest in the open design manufacture on the Model Y chassis, Dearborn sought permission to sell it to the interested buyer.

Perry disapproved and intervened personally in the sale by writing, stating his personal objections to the manner in which the car was to be disposed of especially as the vehicle was not destined for the American market. In his letter he construed that the vehicle would give trouble, as the body literally opens and shuts owing to the frame construction.

His concerns were soundly based on observations on the construction of the Model 19. In an earlier letter Perry had forcibly remarked, 'You will appreciate the Model Y frame necessitates a closed body in order to hold the car together.' Not surprisingly, Ford of Britain never manufactured a Model Y of any open description for general sale from Briggs, although it still does make one wonder why with such grave concerns it was permitted for just the chassis to be sold on their own for dealerships and coachbuilders to arrange for open models to be sold as part of the Ford Model range. Certainly a wide variety of open cars were built and many have survived. Maybe like today it was a nice little earner with little to no liabilities if things went awry, and it was probably easier for the car market itself to dictate and prove the merits of a convertible small Ford, at least in Britain.

## Much to do about nothing

With the advent of hydraulics for braking systems in the years after 1945, prewar 1937 small Fords still presented better value for those motorists unfamiliar or uninitiated in more modern technical matters. Though hydraulics were deemed desirable as more efficient and more effective re stopping power, most confessed that Ford's Girlings produced a better stopping time. Moreover the small Ford cost less than its competitors. Even today the little Ford's braking system remains a superb system for modern traffic conditions. Initially not designed for a rolling road test, testers

of today can be quite amazed at the quite astonishing stop readings of these motors that were built some 50-70 odd years ago. Over the years I have had comments that seals would have blown with some of the readings shown.

One model, the E04A Anglia, is quite unique and just tips into the Pre-War Register arena. (Photo 1) The E04A Anglia marked the final establishment of the British design for our small Fords in that its style owed nothing to the other models in the range. Its grille was straight with the bonnet top only being openable, but it did have the new notchback body that incorporated an external-access boot. Loss of the toolbox from the front to the rear was compensated for with other improvements with a reserve vacuum tank at the bulkhead and, engine-wise, with a chain-driven cam and crankshaft. Totally new was the major use of a lightweight plastic Bakelite that had now penetrated the car industry, coming in at dark brown, brown and walnut, in which instruments could be neatly arranged as with the triple dial arrangement of the deluxe. The pre-war embellishments were not forgotten as preference was still for some of these older requirements, hence running boards, a roof lamp, opening screen and a rear blind were still part of the scene, although a clock was now thrown in. Road tests proved enthusiastic and a genuine 60mph was once again on tap for an 8 horse engine with 45mph considered a comfortable gait. There was still the tendency to oversteer, slightly affecting steering accuracy at times but the light, high geared control was generally good.

Post-war 1945 however was a different affair. Penniless Britain required a doctrine of export or die. Ford not surprisingly were quick off the mark with their post-war programme, and Anglia and Prefect deliveries resumed in October 1945. This new generation of cars, though similar to the pre-war models, were quite different in spec. From the start the cars were only available in black and among the details to receive attention were bodywork (anti rust), wiring, headlamp lenses, drainage, channeling, shock absorbers, engine mountings (synthetic rubber), carpets, upholstery and brakes. Should one fail to forget, I would mention that the 1940 Anglia, unlike other small Fords, initially had 8 inch brakes at the front and 7 inch on the back.

During this short period just after the war, Ford's Mexican distributor, Jorge Barranes, took an economy run of some 3,385 miles from New York to Mexico City in one of the post-war export Anglias and managed the journey in 11 days. Nothing spectacular, you may think, but it was done at an average fuel consumption of 54.6 mpg. Not bad for a small Ford and probably still a record today!

## The Ford Oval Badge

The familiar Ford script on our oval badges is not old Henry's signature. The Ford script

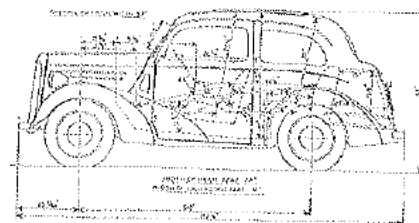


Photo 1

first appeared in 1904 on the Model C (not to be associated or indeed confused with the small Sidevalve C and CX of 1934 and 35) and on the windows of the Ford agency in London. The script type lettering was then used in an embossed form on the K and N models in 1906. Though similar to the script badges found on our small Ford cars, the first and last letters retained long flutes at the centre of the letter F and the tail ending of the D, as depicted in photo 2.



Photo 2

The plain script was used on vehicles, advertisements etc. until 1927, when the new Model A came into production. This was the first car to use the script in an oval radiator badge with the Model B, the Model V8 and the Model Y with the C and CX models continuing the theme. The oval badging quite simply followed on from the art deco traditions of the period and although by 1939 car design and art deco had moved on, the scripted oval badge was still the recognizable advertising feature on the company's vehicles. Ford therefore decided to retain the oval badging.

## AMO 108

Resolved: the independent front suspension on the 7W referred to in the last issue is indeed a Buckler. Ken Green from the Buckler register confirmed the component's pedigree and hopefully now is in contact with Alec Edwards.

## Leaking sump

After repairs to the screen glass, rear axle and engine on the Model C, the dreaded oil leak remained. Off came the sump and the rear of the baffle was sealed with some plastic metal. This seems to have resolved the problem. Considering that the 10 engine is early with an 8 starter and exposed main bearing bolts, the sump having been taken off so many times in the past is probably well past its sell by date. As the area of the rear baffle is sealed by solder, metal fatigue is probably the result. Worth checking as well as the camshaft seal etc. if too much oil is spouting from the rear.

# E83W Register

## Registrar's comments

Looking at the last mag I noticed these pages appeared to be shorter than normal with no caption or article for one of the models shown. I regret a page went missing somehow over the air waves and with the first page ending in a full sentence, the final page was probably not missed. To make amends this vital missing page is included in this issue.

I would also again comment that the E83W Register continues to amaze and we are still increasing membership. May it continue.

## New members

Roger Potts from Alveston, Derby has joined us with his Ford half ton pick-up (sounds better than 10 cwt). Dark green in colour and presentable in photo 1, it is heading for a full restoration and we hope to have further pictures of the work as and when it starts.

## LSV 854

In the February issue I gave mention to a unique vehicle with an additional central door on the driver's side. Dave Rothwell, a member of Joe Wheatley's Merseyside group, wrote in with an update. Dave has much to do with the F50C and being a mechanic of the old school, with some 44 years' service, there is not a lot that he does not know about Sidevalve Fords. He also owns nine of them, which puts my three in the shade. Dave now owns LSV 854, which took several years of negotiation and perseverance on what was a concours

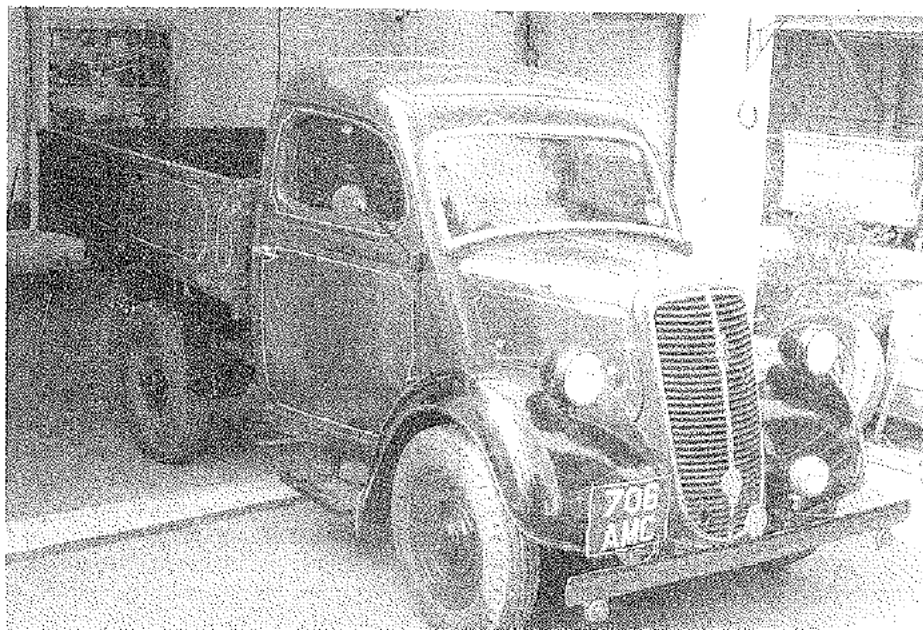


Photo 1

vehicle. Interestingly the E83W started out as a private ambulance complete with stretcher and medical equipment inside. Since that time the vehicle has undergone two body-off restorations and now boasts four seats in beige leather. This makes the inside just as good as the outside – immaculate. Furthermore LSV has over the years just covered 13,000 miles from new, so one could say LSV is still running in as there is plenty of mileage to gain.

## From the archives ... A Thames

The Thames van pictured in photos 2, 3 and 4 was purchased by Patrick Swann way back in 1989. As you can see the van was more or less a box of bits with much work needed.

Sometimes, seeing the bare bones of a vehicle stripped of all its main component parts can make for a better restoration as repairs can be identified, rusty areas eliminated and woodwork renewed or renovated. The van as can be seen from the inside is amazingly accessible for repair work. According to Patrick, at the time the panels were repaired, the chassis was sand blasted. Of interest to some of you is that vans are not all the same, widthwise. Some come full width right over the rear wheels and others with the edge of the wings close to the rear wheels. As is usual with most vehicle history and as with many E83Ws, it has had a number of owners: for example, in the three months prior to 1989, it had gone

*Continued on page 21*

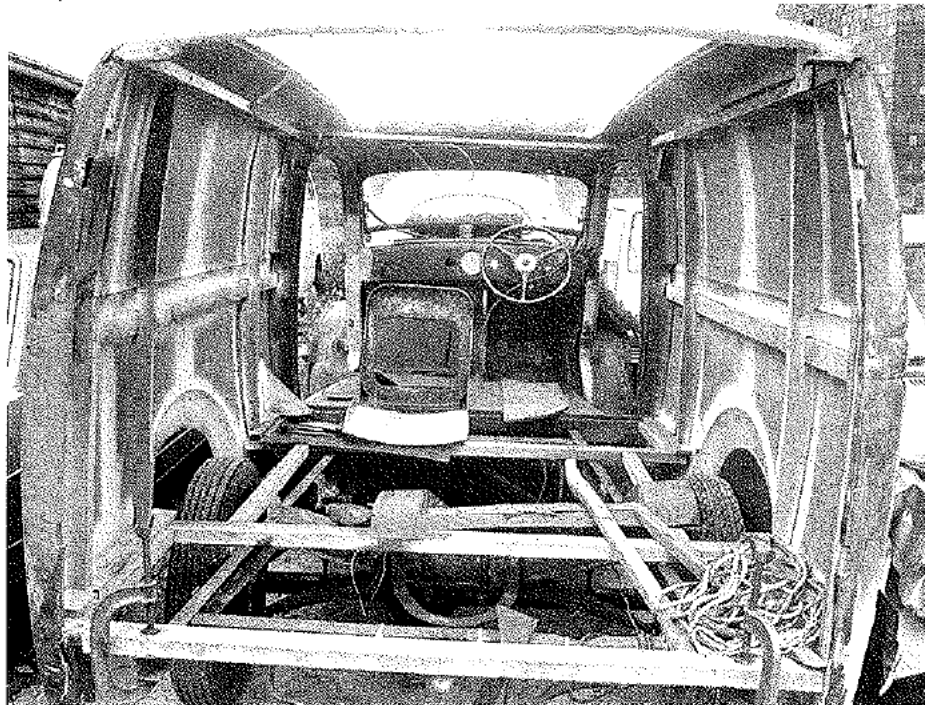


Photo 2

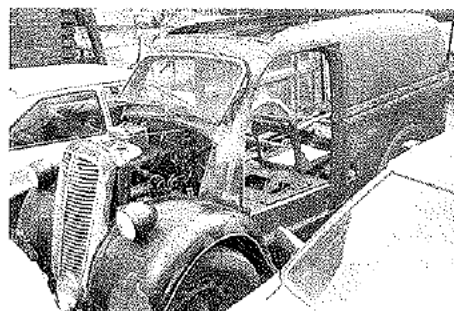


Photo 3



Photo 4



# E83W Register contd

Continued from page 12

through three owners and prior to that it had been found on a gypsy site in Wellingborough in Hampshire.

When first out of the factory, the brand new vehicle was supplied to Gates of Romford. It was then sold to Shilly Radio Services, High Street, Romford – so, not too far to go.

## Another resurrection

We go back even further with this one; again another van, a 1955 version. On tow and looking quite forlorn, it only requires some panel parts to be replaced and, hey presto, the van looks more presentable, even in its primed state. At the time it was owned by Ken Milbery and its previous owners are names that are well known in the Sidevalve media. With a coat of paint together with a lot of hard work, as can be seen in one of the later photos, the E83W panel van looks as good as new. (Photos 5 and 6)

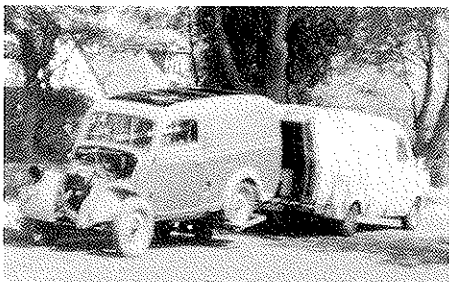


Photo 5



Photo 6

## Being restored

Having read the article on Bruce Parker's restoration, John Crowe from Norbury near Whitchurch wrote in early January about his father's vehicle and the vehicle he is restoring.

"I read with interest in the December 2010 *Sidevalve News* of the help you were able to give Bruce Parker on the registration of his E83W. My father used to have one with a metal back fitted with a green canvas tilt that we used on the farm, but I cannot remember what happened to it. It was such a good vehicle that our local blacksmith bought an E83W full back van to carry a portable forge for shoeing horses. When

the blacksmith retired the van was not used for some time. My father bought it from the blacksmith and used it to go around shows demonstrating corn dolly making. The van had three windows put in each side by the blacksmith. I believe in those days no tax was payable if the windows were added at a later date. My father gave the van to me but gave me no paperwork and on his death I was unable to find the log book, although he would have been the second owner. I have had it stored on blocks for over 30 years and, now retired myself, would like to put it back on the road.

I have known the van from new. The van was purchased from Jacksons main Ford dealer in Basingstoke, Hampshire. This garage no longer exists but the van carries a 'Jacksons of Basingstoke' metal plaque. The van was purchased by a Mr Murphy, The Forge, Preston Candover, Hampshire. My father was the second owner. I have a number of tax discs: 1954, 1955, 1956, 1957, 1960, 1961, 1973, 1974, and three four-month discs for 1975 (March, July and November), which I have just removed from the original holder in the van.

The reason for this background is that I am seeking help and advice to retain the original registration number and also get a new log book. I am not sure where to start and would like to put the E83W back on the road as she originally was. I retain the portable forge that was carried to shoe horses, complete with an old box of sugar knobs which the blacksmith fed to the horses whilst shoeing. I will be taking some photos and sending them to FSOC as I progress with the restoration."

## Utilecon for a van

Shaun Adams Thirtle, who was mentioned in the last issue, is still restoring his Ford Utilecon with new tyres and many parts from the Club stores. Although quite unique he really would

like a nice van, E83W naturally, as he and his family remember this type of vehicle with much fondness. As seen in the latest photo in the last issue, it is primed and is awaiting a new roof before final paintwork, after which Shaun would be open to offers re a swap etc. to obtain a van version. Items he has purchased to date for the Fordson are: new tyres and new tubes, new coil, battery and radiator pipes, new amp meter, new old stock exhaust pipe, new canvas roof plus wadding and rubber seal, front screen, new ash frame work with doors wings, bonnet and driver's side refurbished together with the bodywork and sprayed in primer for final repaint. Mechanics have been checked over and where necessary overhauled with engine running; all are in working order. See photo in last issue.

## A parade and a farewell

Greetings from Canada where Les Foster, our versatile overseas contact, decided in April of this year to downsize his E83W fleet. Les has sold off his wrecked 48 Thames van and his assembled 1951 Thames van to a Leroy Nohl. Also pictured is the Celtic Parade event, in which Les and his fiancée, Calla King, participated in Vancouver BC, on March 20th earlier this year. Calla is seen getting ready to drive the Thames (photos 7 and 8).



Photo 7

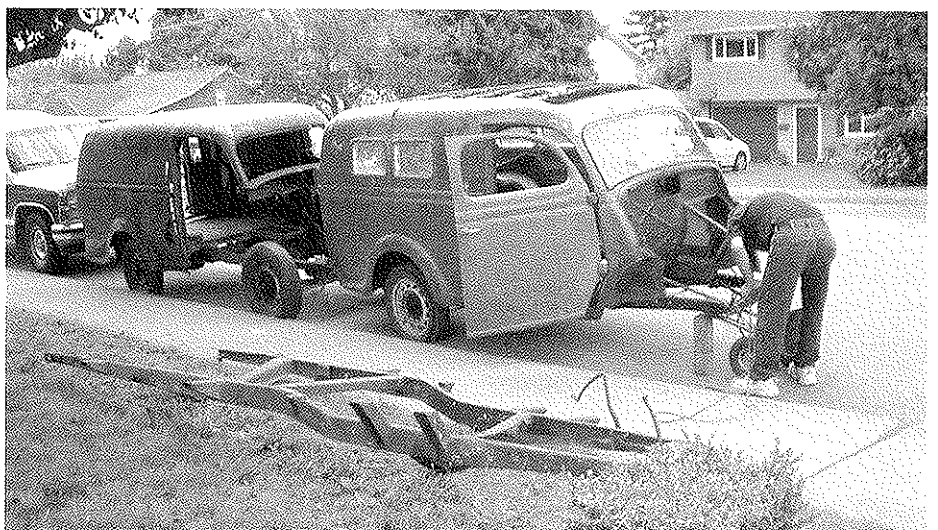


Photo 8

# 100E Register

## Here we go again

It will take me a while to fully be comfortable in the saddle again and I ask for your patience if you are waiting to hear from the Registrar. It may be a good idea to make contact again and bring yourself to my attention. In that way you will not be missed and I can deal with your query or whatever promptly.

What I would like to happen during my tenure is that members contact the Registrar. This may be wishful thinking on my part, going by past experience. However, I feel that if you belong to a club then it is nice to be part of it and to join in, even if it is only in a small way. A short letter and the cost of a postage stamp is all that it takes. It makes my job all the more worthwhile if I know that the membership in general and 100E/107E owners in particular are interested in what is going on.

## 100E Spares

Talking about goings on, have you noticed what is going on? Have you noticed how the price of spares is continually rising? Do you think that this is due now to their comparative rarity? Do you think that this is due to the influence of auction sites like eBay? Or is it that more affluent people are now interested in our cars and are willing to pay the price? Is a 100E Prefect boot lock really worth the £120 paid on eBay recently for an admittedly rare new old stock item? Let me know how you feel.

The price of tyres is another of my bonnet bees at the moment. I needed tyres for my Upright Prefect. It came to more than £100 per corner when you added inner tubes and fitting. That was the cheapest! It could have been more like £200. I am grateful that they are still manufactured but there are so few companies that deal in tyres for our cars now. There is little competition and they can pretty well charge what they want. I did feel that I was over a barrel and I had little choice but to submit and pay the price. I needed the tyres!

One thing I have noticed recently is that new old stock pistons for the 100E are becoming increasingly rare. They are still around but you have to look for them. There are plenty of the Far Eastern-made pistons around but if you want the old stock British-made pistons that were especially made for the 100E engine then you have to look hard for them. Piston rings are another problem. There are plenty of Cords rings around but I prefer only to use these as a last resort. They were made to revitalise worn

bores and if you are only replacing a broken ring on an otherwise sound engine it is better to use standard rings if you can. You would have to measure the piston grooves and the bores before deciding on what to do. The next step after fitting Cords rings is an expensive rebore.

## 100E choke and its effects on engine wear

The choke on the 100E is a powerful weapon. Use full choke too much and the oil film around the compression rings gets washed away by the incoming fuel mixture, resulting in metal on metal contact between the ring and the piston groove and the ring and the bore. It is soon replaced, you may say: yes it is, but it does the engine no good at all by increasing wear on the bores and on the piston ring grooves. This increases the likelihood of a broken ring. Instead of the ring being a nice snug fit in the piston groove it becomes increasingly loose. This coupled with the high piston speed, and the long distance travelled by the piston on the 100E engine, eventually breaks a compression ring. I was talking to an engine reconditioner of many years' standing and he was absolutely certain that this was the cause of broken rings on the 100E.

One way of reducing the risk is to use an upper cylinder lubricant. This is mixed with the petrol in the fuel tank so that as the fuel mixture enters the cylinder it lubricates the cylinder walls and piston. Years ago you could buy the correct amount of this at pretty well every garage forecourt when you filled up. As I remember you just asked for a shot of Redex (or other brand) for every gallon of fuel that you were purchasing. Of course this is no longer readily available but I have heard of 2-stroke oil being used instead. I have no idea how much is used per gallon or even if this works as an upper cylinder lubricant. Perhaps somebody has some experience of this and could let us know.

## Keep up and at 'em

I must admit that I have neglected my cars a bit lately. I had other things to do, but I am making a point this year to get them ready and to do a few more shows with them. It was not that they were not up and running: I always serviced them and got them MOT'd. It was just that I literally did not have the time to pay them the attention that they needed and consequently they became a little rough around the edges. You need to keep doing constantly the little details that keep them looking good,

otherwise these old cars do slowly deteriorate. It is hardly noticeable until one day you have a major job on your hands.

## Where are they now?

I thought that I would pick a couple of cars at random from the register that have not been heard about for a while and see if we can find somebody that knows about them. So, if you recognise either of the cars (or indeed own one of them) in this section please get in touch and let us have the details. It would be very interesting to see how they have fared over the years. Of course they may not have the same registration number which is why I have included the chassis number.

### NNJ 745

This is an Anglia, first registered on 18th April 1958, chassis number [REDACTED]. This car was last heard of in 1990. It was owned by Mr Ronald Gill who had owned it since August 1982.



NNJ 745

### KEE 99

Another Anglia, first registered on 4th March 1958, chassis number [REDACTED]. This car was a restoration project in 1993 with a mileage of 45,000 odd miles. It was owned by Mr D. Till who had done a lot of work to it.



KEE 99

# 107E Register

## A Prefect Comparison

John Norman

This Article was originally produced for the Anglebox Magazine: <http://fordanglia105eownersclub.co.uk/club-anglebox.htm>

The appearance of the Anglia and Prefect in 1959 must have caused some confusion to the car buying public, which expected the two and four door versions of a car to have more than a passing resemblance.

The Prefect shape first appeared in 1953 and, despite a substantial face lift in 1957, was very orthodox. The Anglia 105E on the other hand had leanings towards a Space Age that had still to arrive, and so customers paid little attention to the number of doors required when making their purchase choice.



107E-105E – cousins under the skin?

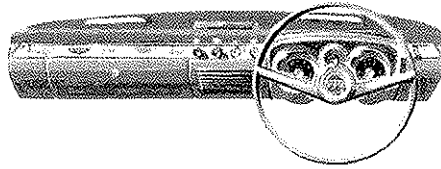
The elderly gentleman whose kids have long since left home chooses the Prefect, even if he never opens the rear doors, because he won't be seen in one of those new-fangled contraptions with the fins.

Meanwhile our Eddie Cochran fan, complete with quiff and boot lace tie, struggles to shove his arthritic granny and four kids through the only two available Anglia doors. 'He just doesn't dig the Prefect, man!'

There were far more differences between the two models than there were similarities, and a quick comparison could be useful. This is not an attempt to score points off one car in favour of the other. Both had their vices and virtues, and if one was deficient in one area, it invariably made up for it elsewhere.

Having made his purchase, the new owner sits behind the wheel and contemplates the interior. If he has an Anglia 105E he is looking at a rather odd speedometer which owes not a little to the various transistor radios appearing at the time. The Prefect, on the other hand, has twin circular dials directly in front of the driver: a system which had been much used in the past and was to continue in new cars for years to come. Surprisingly, the Anglia's speedo uses a conventional needle while the Prefect uses an ultra modern moving band.

Meanwhile the passengers of both cars contemplate the glovebox. The Anglia's is



The Prefect dashboard.

quite small; larger items must go on the parcel shelf below. By comparison, the cavernous receptacle on the Prefect will accept almost everything but a suitcase, although once inside, small items disappear into the far dark corners never to be seen again. A parcel shelf in a Prefect would be superfluous.

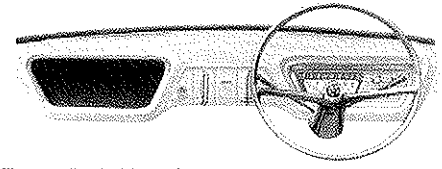
The Anglia wins hands down with its electric wipers, although the Prefect's vacuum unit does keep going, albeit very slowly.

Heaters are optional extras on both cars, and again, the Anglia's fresh air unit wins in that it also provides some ventilation. The Prefect's unit merely re-circulates the air already in the car. Both are more than capable of keeping the occupants warm, though.

The trimmings are also quite different. The Prefect wins by having carpets as opposed to rubber mats, whilst its trim colours are more subdued than some of the Anglia's more striking shades. The seats are different shapes but both are fairly awful: all right for pottering around town, but anyone who can endure them for four or five hours at a time should consult their doctor as they are obviously the wrong shape!

Mechanically, the cars are very similar, the main difference being the rear axle ratio – 4.425:1 for the Anglia and 4.429:1 for the Prefect. The Prefect's ratio was chosen to offset its greater weight, about 140lbs more than the Anglia, and it gave improved acceleration up to 50mph, but at the expense of cruising and top speeds. It also accounts for the Prefect's slightly higher thirst, although aerodynamics also had a lot to do with it. The Anglia had a very low drag co-efficient for its day, with 0.46 being mentioned. The Prefect by comparison has the aerodynamics of a breeze block, and while it will cruise at 60-65mph, the fuel consumption at these speeds is alarming. Every 1mph above 50 in a Prefect is dearly bought.

The Anglia's re-circulating ball steering box is a bit lighter than the Prefect's worm and peg



The Anglia dashboard.

assembly but both are more than adequate for the job. The Prefect's track is some two inches wider than the Anglia's. There is an urban myth of a young company rep who received a new 105E Anglia in replacement of his previous 100E Anglia. Driving like reps always have, he rounded a tight bend on the way to the office at the same speed he used to do in the 100E, and was surprised when all further progress was attained on the car's roof. Fortunately it had rolled over on to soft ground and little harm was done, but rumour has it that when he was next due for a new car, he specified a 100E Popular! The 107E does handle better than the 105E, although the latter can hardly be described as poor. The Anglia wins in a straight line, though, its 3.5 extra inches of wheelbase improving stability.

The longer wheelbase showed up most inside the car, giving rear seat passengers much more leg room. The Prefect was a full four-seater, but in practice, this depended on the driver having short legs and not having his seat in the rearmost position. If the driver had long legs and pushed his seat back, it was a considerable advantage if the passenger behind him had had his legs amputated just above the knees...

The cars then come out reasonably even, and represented good value for money. How did they compare to other marques? Their competition at the 1959 Motor Show was from the Herald and the Mini, the latter in particular selling in very large numbers for reasons that escape me.

The Herald's performance was inferior to either of the Ford's, while the body rattles could deafen you in a short time. The Mini's performance was similar to the Herald's, although the suspension felt like the wheels were bolted directly to the body. The interior trim was so crude it even made the basic 100E Popular seem quite luxurious. Why people bought them, then and now, is beyond me.



Herald, Mini and Anglia – half a century old in 2009.



# Anglia, Prefect & Pop Register

100 Years

## Registrar's Comments

A short walk, National Express to London, Arriva London to Euston station, Virgin Trains to Manchester, Metrolink tram and a short walk brought me to the Museum of Transport in Cheetham for the AGM. However this was only a short journey when compared with that taken by Håkon Øverland from Norway who had to fly via Holland and change flights. Håkon has attended a number of AGMs and perhaps one day may arrive in his restored Prefect? To me it was an ideal place to hold the meeting, surrounded by preserved buses, coaches and members' Sidevalves. Afterwards a 1965 Leyland PD2 new to Ashton-under-Lyne Corporation from the museum took us on a one hour ride to Trafford Park and the site of the long-gone disused tram factory which was converted into the assembly plant to build Model Ts 100 years ago.

## Haynes – 100 years of Ford celebrations

Haynes in Maidstone is Ford's largest dealership in Kent, first in the county and 12th in the UK. Their relationship with Ford started when Bernard Haynes went on a demonstration drive in 1910 in a Model T with Ford's South East representative, Henry Moore. He was so impressed by its performance up the 1 in 6 Boxley Hill on the North Downs – a formidable challenge for horses and vehicles alike in the early 20th century – that he promptly ordered one at a cost of £180. Their relationship has never looked back. Haynes is now run by Andrew Haynes, who is the sixth generation to run this substantial family business.

Haynes held their centenary celebration from Monday 23rd to Thursday 26th with a Ford from every decade, starting with their own Model T. (They have their own collection of classic Fords to draw upon.) As previously mentioned they did not have a 1940s model, and this led them to contacting Richard Greenaway, the enthusiastic local area co-ordinator. Haynes arranged the loan of Emily, a 1947 E93A Prefect owned by Tony Young. They collected her on Monday 16th May and kept her until Friday 27th May. She had pride of place in the showroom entrance and each classic car had a special display board made up giving background information on the model. Additionally, Emily displayed a 'sold' notice showing that she cost £275.00.00d (ex works), plus £7.10.00d for leather upholstery and £78.16.01d Purchase Tax, totalling £361.06.01d in old money. Tony considered that having 'Sold' emblazoned across the notice would stop any Haynes' customers getting the wrong idea.

In addition, they decided to run a reception on the Thursday evening where long-standing customers could meet Sir Stirling Moss (a long term friend of the late David Haynes, the father of the current Chairman). Also the Mayor of Maidstone was there plus Ford of Britain directors and about 200 guests. By all accounts the evening was a great success. There was also a special limited edition supplement produced to commemorate the event and published in the local newspaper, *The Kent Messenger*.

Haynes kindly invited us to visit their extensive archives and four of us took time off work during the celebration week to spend quite some time trawling through large scrap books full of photos, newspaper cuttings and general history of Haynes.

Other cars on display were a 1910 Model T, 1929 Model A, 1936 Model Y, 1954 Consul Mk1, 1966 Lotus Cortina Mk1, 1979 Haynes Escort RS, and 1986 Capri Brooklands. Outside, raised high off the ground on a large forklift truck, was a Model T van and parked in front of the showroom a Scorpio Ultima Cosworth.

## Celebrations continue

I watch very little television but I have seen the two adverts for Mercedes Benz and Vauxhall which are celebrating 125 and 100 years respectively. Perhaps it has been on and I missed it but have Ford brought to the attention of the general public that they are 100 years old in the United Kingdom?

Others of the many anniversaries this year include:

75 years since Billy Butlins opened his first holiday camp at Skegness.

Sixty years ago the Ford Consul Mk1 was introduced and replaced the larger engine V8 Pilot. In the early days of the Club and before the Pilot Owners Club was formed the Pilot was catered for due to it having a sidevalve engine.

Also in 1951 the Zebra Crossing Regulations were introduced following experiments over many sites. The most famous crossing is the one in Abbey Road, London and featured on the Beatles album *Abbey Road*. Recently it was given grade 2 listing but it is not the same one as featured on the album! It has since been relocated but is still a good tourist attraction.

Twenty years ago that half size replica of a late 1920s Austin Chummy convertible sneaks out of a museum to visit the 'Big Town', where it finds adventure. 1991 saw the first series of *Brum* appear on children's television. *Brum* is kept at the Cotswold Motoring Museum in Bourton-on-the-Water, Gloucestershire.



Standing (L) Tony Young, Andy Main. Kneeling (L) Richard Greenaway, Glen Woolway

## Driving around with Legionnaire's disease

Could your car/van be a breeding ground for Legionnaire's disease? A recent Health and Safety report has highlighted a small but potential risk of contracting Legionnaire's disease from contaminated car/van screen wash reservoirs. Research found traces of the legionella bacterium in the reservoir water of one in five cars that did not have screen wash additive, but in no cars that did. The risk comes from breathing in contaminated water droplets when sprayed onto the windscreen. Most at risk were found to be those driving a van, people who drive through industrial areas and people who often had the car window open. The advice is to use screen wash.

## Catching up from the last four editions: Register 25 Years Ago – Sidevalve News

February 1986

This was the 90th anniversary of Henry Ford's first vehicle, the Quadricycle which took its first drive in the Spring of 1896.

Having taken over as registrar for the moment, it being the 30th anniversary of my 103E Popular purchase and to show a good example I wrote an article all about 'Poppy'. I took her over in August 1971 when my now late father purchased a Simca 1000 (now when did you last see one of those?) which rusted away in seven years.

April 1986

Two overseas Anglias were featured as member's profiles, and a photograph taken in about 1952 of a line-up of a fleet of six Anglia's owned by Nutty Club Candies and Nuts in South Africa.

June 1986

Another South African Anglia, a list of Ferodo fan belts to fit the different size pulleys, and 103E Popular body and trim colour details.

August 1986

A major article on Doncaster's role in the production of the Ford Popular.

# Specials Register

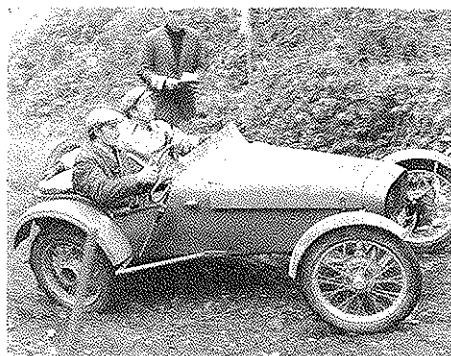
## Historic

Four new members this month. A warm welcome to Benn Faulkner who owns an MG J2 with an E93A engine, a common conversion back in the 50s; Anthony Styles and his Lotus Six; Ian Wright and his Cannon (see below); and finally Robert Weatherley and his Siva.

### Historic Sporting Trials Association

Hello Rob. I had the first customer Lotus – a trials Mark 4 with 1172 engine and registration number LMU4.

A group of us have come together to form the Historic Sporting Trials Association to cater for the old 1172 trials cars. My co-founder is Ian Wright who is the current MSA Sporting Trials Champion. Ian is steeped in Cannon history; his mother used to drive him to school in a Cannon and his parents still live in the house beside Mike Cannon's old workshop.



We both feel that the time is right to provide suitable trials for these historic cars. The response has been very positive and I am hoping that you could mention the new Association in your Specials column in *Sidevalve News*.

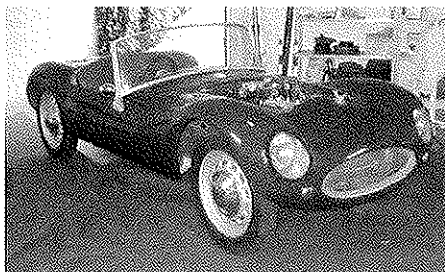
### Falcon

From Claudio Palmeri. "I am looking for information about the Falcon Mark II. I found one of these cars for sale in Italy, recently imported from GB, and I would like to collect documentation about this model. In particular I need to understand which parts of this car are original and which are modified, before deciding whether to buy the car or not.

Would you be so kind as to advise me about the car? Perhaps you already know this car: it was in Law, Carlisle, South Lanarkshire, from 2006 to some months ago.

Perhaps the Falcon shell was mounted on an old Ford chassis. In fact, the year of manufacturing stated in the V5 is 1948, but Falcon Shells started building shells in about 1956/57. The VIN number is F842\*\*\*; the engine number is RC150\*\*\*\*FC.

I think that the cabin and the dashboard aren't completely original, but I don't have other cars to compare."



Claudio, the car is very original including the original Falcon windscreen. The 1948 date will be from when the original Ford chassis was registered. The cabin and dash are fine. There were no rules as to how a person could build his car. Everyone was different. The chassis is definitely a Ford.

### Ashley

From Glen Burgess. "A colleague and I have acquired a pair of what we believe to be Ashley body shells. We might be interested in restoring but we are struggling to find details and information.

I attach a picture which shows the cars are not complete and are not in good condition; one is reasonable considering its previous neglect but the other, sadly, has been butchered to accept a rogue (Triumph?) chassis. Neither has an engine, chassis, running gear or interior trim.



I am a little confused as to the model. From the limited information I have so far found, the front ends seem to be from the Ashley 1172 but the body seems to be from a Sportiva. I have seen nothing that puts these front ends and bodies as a pair but it seems strange that both are the same. As far as I can tell, they are similar in detail except that one has a fin over the rear wheel arch down to the rear lights."

Basically, the fin was only available on the Sportiva, but early Sportivas didn't have them. If both the front ends are the same, then they are 1172 fronts which were interchangeable with the Sportiva front. Sportivas had a body number on a plate attached to the driver's sill top. Hope this helps.

### Microplas

From Tony Phelps. "The attached snap was taken in the mid 1970s and shows the 1938 Ford 10 I owned at the time. I've always thought that it was an Ashley body, but thanks to your excellent website I now suspect that it's a Microplas Toledo.

The car came from the uncle of a school friend and cost me £12. The uncle had bought it in the early 60s as an insurance write-off. Something fell off a vehicle lift and landed on the windscreen. Although there was no marking to the exterior of the car, the reinforcing hoop that ran under the scuttle was broken. You can see the misalignment at the leading edge of the driver's door. To convince the insurance assessor that the car was seriously damaged, the owner fitted smaller wheels to the offside. Once the insurance had paid out, he refitted the correct wheels, installed the Morris Minor screen you see in the pics and sold it to my friend's uncle. He ran it for a few years before laying it up in the mid 60s.



I'd appreciate your thoughts on the body's manufacturer."

Yes, the body is the Microplas Toledo.

### Historic dates

This magazine marks my 29th anniversary with the FSOC and about the time you receive this mag it will be my 50th birthday and our 25th wedding anniversary, hence me missing from the Historic Specials day for the first time ever. Hope you all had a good time.

Sadly I did not stand for the Specials Register post at this year's AGM as other interests and the house restoration are taking a lot more time of late. I hope to still get to the odd show and will contribute to these pages from time to time, and will try to keep my website [www.1950sspecials.com](http://www.1950sspecials.com) updated occasionally. Please give the next Registrar as much help and input as you have me and I'm sure you will get the same and more in return.

# Fixing a 100E Indicator Switch

Introduction

## 1. Steering wheel removal

The 100E horn and indicator switch is a complex mechanism. Positioned as it is in the centre of the steering wheel, its associated wiring must pass through the inner steering column to emerge through the front face of the steering box inside the engine compartment.

To remove the steering wheel the switch assembly and stator tube must first be removed. In theory this simply involves disconnecting the four emerging cables from the car's main loom, slackening the pinch bolt clamping the stator tube and pulling the switch assembly upwards. In practice it will be found that the assembly impinges on the headlining before the stator tube clears the inner column. Judicious bending will allow the assembly and tube to be freed, but runs the risk of leaving a permanent slight bend in the tube, which will make it difficult or impossible to enter the lower end of the tube in its guide on reassembly.

It isn't difficult to lower the column inside the car, and is done as follows:

(i) Disconnect the four cables from the main loom and unclip them from their fastening to the body. Underneath the car, use a 5/16" AF (or 8mm) 1/4" square drive socket on an extension to loosen the nut on the pinch bolt (photo 1). The bolt head is 3/8" AF, but a 10mm spanner will probably hold it if it tries to turn. Reaching them past various obstructions is an awkward but not impossible job.

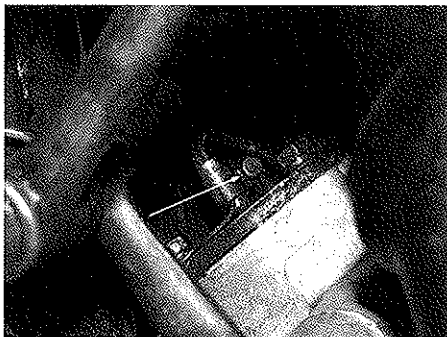


Photo 1. S box, below

(ii) Under the wheel arch, remove the top and front 9/16" AF nuts and bolts securing the steering box to the chassis, and loosen the rear one (photo 2).

(iii) Inside the car, lift the rubber mat where the column passes through the floor. Below is a plate secured by six philips headed self-tapping screws. Use a sharp probe to remove any debris in the cross heads, then apply a good fitting screwdriver. Give this a firm tap downwards and undo the six screws. The plate covers a sponge rubber gasket to prevent draughts and this often adheres to the floor. Carefully break this seal with a Stanley knife blade and lift both the plate and seal clear of the floor (photo 3).

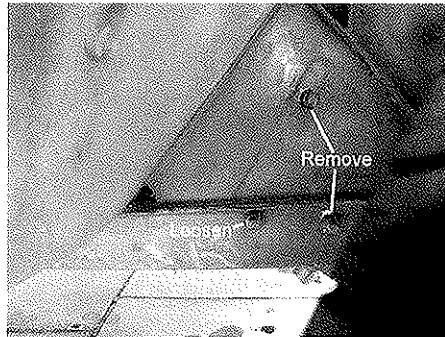


Photo 2. Mounting bolts



Photo 4. Switch lifted.

(iv) The column is attached to the car by a U bracket held by two 7/16" AF nuts and bolts half way up. Remove these and the column and steering wheel can be lowered on to the driver's seat. (Note: with earlier 100Es, it might be necessary to remove the column / instrument panel shrouds.) The switch assembly can now easily be drawn out of the column, although feeding the cables into it at the lower end might be necessary, and the steering wheel removed as needed.

## 2. Switch removal

If attention is required to the switch assembly or cables passing down the column, the stator tube itself need not be removed, although you do need to disconnect the cables and slacken the pinch bolt as above. Pull the switch assembly upwards about six inches; this will allow you to access the underside of its mounting flange and undo the three cross-headed countersunk screws. A screwdriver bit as found in many 1/4" square drive socket sets in an adaptor on a ratchet is ideal here.

Photo 4 shows the assembly pulled up sufficiently to allow access, but the remainder show a unit off the car for clarity, as in photo 5. Note the Tipp-Ex mark to ensure that on reassembly, the groove in the tube aligns with the notch in the clamp, should the stator be turned.

With the three screws out, the switch assembly can be pulled out of the stator tube which can be pushed back down into the column; the cables will slide within the stator tube. It is actually possible, but probably unnecessary, to pull them completely out of the stator tube; they can certainly be pulled out sufficiently to allow access to the underside of the switch assembly.

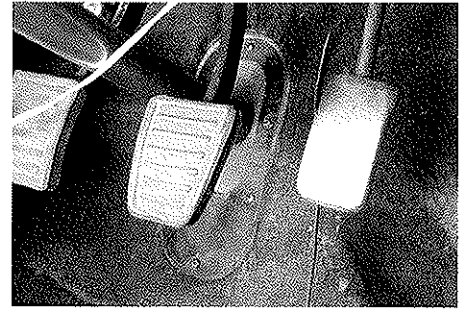


Photo 3. Plate.

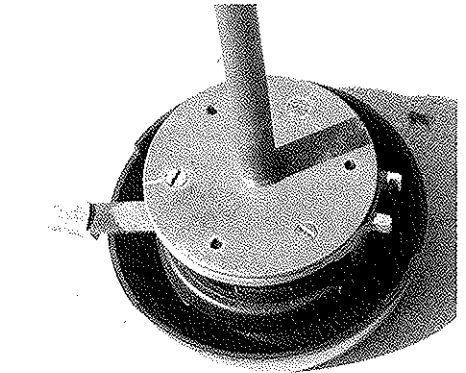


Photo 5. Flange attached.

It is not possible to disconnect the cables or dismantle the assembly without separating the switch unit from the base flange. From the top, the horn button, plate and spring can be removed after levering off the chromed ring. Two tempting brass screws will be revealed, but as shown in photo 6, there are nuts on the other side of them. You can often undo them without taking the assembly apart, but as the nuts fall off and cannot be replaced, it's as easy to dismantle from the start. Note that there are copper shake-proof washers below the nuts, and the eyelets have tails which engage in holes in the Bakelite housing to prevent them turning.

The cables can be disconnected by moving the indicator switch into position above the red or green cables in turn; this will prevent the contacts falling out when the nuts are removed. This can be done with long nosed pliers, or more professionally with a 5/32" AF or 5.5 mm socket. Remember to replace the nuts before again moving the switch lever. The blue cable attaches to one of the brass screws mentioned earlier. Once all have been disconnected, the switch assembly can be removed from the car.

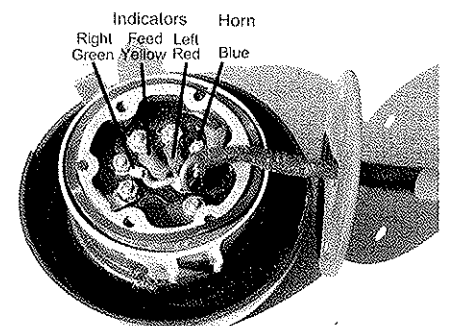


Photo 6. Assembly with cables.



# Letters and Emails

## SVN Editor,

E-mail:

editor@fsoc.co.uk

### June issue, matters arising

Dear Sidevalve,

I have the latest magazine to hand and it is interesting as per usual. I would like to comment on some of the content.

I would say from what I have seen and wrecked (yes we did that in the early days when there were plenty of vehicles around that no one wanted) that Australian Upright 10hp Anglias and Prefects used 16 inch wheels. The 8hp Anglias and 7W and 7Y most likely used 17 inch wheels. E83Ws most likely used 18 inch wheels. A 5.00 by 16 inch wheel and tyre would go in the postal slot spare tyre well as would a 4.5 by 17 inch wheel and tyre. The 100E / 107E certainly did like radials. I nearly ran into a left hand kerb the first time I turned left with radials on my 1954 100E Anglia.

Ballamy is a name you have to concentrate on: there is no 'e' in it.

The control and operation of a Handa Overdrive is fully illustrated on the World Wide Web and a bit of searching / Googling should find the information. The information is on a 100E website of some kind. I have a copy on my USB stick and will send a copy to any one who emails me. See page 2.

E93A Drop Head Coupés get a couple of mentions. As I see it the nomenclature used is not consistent. A coupé to me is basically a two door vehicle with a hard top that is not removable. A drop head coupé is basically a two door vehicle with a convertible top and should perhaps open to a half way position as well as fully folding down to an open vehicle. Bill Ballard's Small Ford recognition book uses the term 'E93A Drop Head Coupé' to describe the vehicle and then drops his guard by writing in the last line, 'only a handful of coupés are known to survive!' E93A Drop Head Coupés or Drop Head Coupes, please.

I have information for Shaun Henderson about going fast but I need an email address to get it to him.

The bypass oil filter on page 31 looks neat but not overly optimized for oil changes. My full flow spin on oil filter is attached to the chassis rail on the LHS in front of the radiator. It acts as a little bit of an oil cooler as well. A tray underneath on the floor / ground catches

all the oil spill (little as it is) from a vertical oil filter fitted 'screw on' bit upwards. I also have an external oil pump that drags the oil out of the sump, through the pump, through the full flow filter and back into the engine via a 100E side plate oil pressure switch hole that is now of quarter gas size. My Ford Ten engine does 5,300rpm on 40 pounds of oil pressure.

I could not find an OTA or Singer Monarch tractor to buy so I made a Tow Motor following the Pattisson ('th' and 'ss' please) lead out of Upright Anglia and Prefect parts. Oak Tree Appliances made OTA tractors with Ford Ten parts and then sold the manufacturing rights to Singer as OTA did not have the capacity to supply the need for small tractors. Singer put four wheels on the tractor and called it a Monarch. Singer kept using Ford Ten parts. Singer went bust and Rootes took over. Rootes would not use Ford parts and production stopped. The Grey Fergy's arrival did not help either. Guess what? Sunbeam put a Ford engine into the Tiger and made a successful and exciting vehicle. Chrysler took over Sunbeam and another great Ford powered vehicle bit the dust. Joe Paget's book is as good as John Porter writes.

Yours,

Gordon Cowley of Oz

## Tales of BLC

The phenomenally high mileage that this Prefect has been covering over the last three years, and especially the last six months, will now reduce: sadly the reason for that mileage is no longer with us. It means that I now have some time to give the car some TLC, which has been sadly lacking during that period, and it's to her credit that she has raised no objection to this lack of maintenance. As an example I recently changed the oil and filter, that which was removed having done over 10,000 miles, and completed the rest of a full service too.

Some niggling problems have also been attended to: the indicator switch rarely returned to the vertical position following a left turn. This involved dismantling the switch and thoroughly cleaning and lubricating all moving parts. I was also unhappy with the feel from the steering wheel: while there was little play and it worked freely enough, it felt slightly notchy. So a spare steering box was stripped and overhauled, then fitted at the same time that the indicator switch was repaired. It was

well worth doing as the steering is now very light and smooth. The 'how to do it' saga should appear in another part of this and the next magazine.

Although bodywise the car remains sound, the paintwork in particular is in need of attention. The maroon of the front end is now badly stone chipped and will need to be stripped right back and resprayed, while the grey areas low down – sills, arches – also need attention. Nor are the front wings immune: the offside one is basically good except at the front seam where it joins the front panel where remedial work is needed prior to winter but the nearside wing is a different issue altogether. The lower rear corner has in the past been patched but the patch itself isn't very well. I have a brand new replacement wing available which will probably be fitted early next year. It should be noted that none of these bolt-on front end panels are original as the car was involved in a serious front end collision before I bought her.

The only other issue to resolve is some pre-ignition at medium to high rpm, about the worst time for it to happen, at medium to wide

throttle openings. Changing the main jet for the primary choke from 130 to 135 did not resolve the issue, although top end performance was noticeably increased, but so too was the fuel consumption. I have managed to stop it, but at the expensive of using either an octane booster or super unleaded fuel. Retarding the ignition was only partially successful but definitely took the edge off the performance. The search for a permanent but inexpensive answer continues.



The offending nearside front wing lower corner; perfectly repairable, but it will probably be replaced by a new panel.

## Minutes of the Twentieth Annual General Meeting of the Ford Sidevalve Owners' Club Limited

The Annual General Meeting of the Ford Sidevalve Owners Club was held on Saturday 18th June 2011 at the Museum of Transport, Boyle Street, Cheetham, Manchester, M8 8WU. Twenty six members were present.

John Porter took the chair and welcomed the members to the twentieth Annual General Meeting of the Ford Sidevalve Owners' Club Limited. He extended a special welcome to Håkon Øverland from Norway and to David O'Dwyer from Ireland.

### 1. Apologies for Absence

Apologies were received from Robin Barlow, Brian Cranswick, Rob Goodland, Richard Greenaway, Neil Patton, Rod Peters, Yvon Precieux, Colin Pudge, Stephen Wood and Sylvia Wood.

### 2. Minutes of the Last AGM

The minutes of the previous AGM held on Saturday 26th June 2010 at Little Hallingbury Village Hall, Little Hallingbury, near Bishop's Stortford, Hertfordshire were accepted by the meeting.

### 3. Matters Arising

There were no matters arising.

### 4. Annual Reports of Directors and Committee Members

#### a. General Secretary (Shirley Wood)

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

Shirley thanked Joe Wheatley, Mike Brocklehurst and other members of the Merseyside group for organising the AGM and the excellent lunch on behalf of the Club. She also thanked the Museum of Transport for providing an interesting venue for the meeting and the bus tour after the meeting.

The Club continued to provide an excellent service to its members despite the difficult economic climate. However despite slight increases in the membership figures for the previous two years 2010 saw a small reduction in the membership numbers and it was hoped that this trend would not continue. The membership numbers affected all the Club activities including the magazine, as it was the main income for the Club.

8 & 10hp spares continued to run well and would be reported on later. Neil Patten continued as 100E spares secretary as well as being involved in remanufactured spares. Shirley reported that the Club had taken the decision during the year to continue to spend some of the cash reserves on new spares rather than leave the money in the bank where it was earning little interest.

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

On the technical side, John Pole and Jim Norman continued to provide technical advice on all vehicles covered by the Club to the members.

The registrars for the various models continued to produce text for the magazine as well as dealing with DVL.A queries over the year. Yvon Precieux continues to do an excellent job as both Pre War and E83W Registrar while Andy Main continued to provide a good service to Upright Anglia, Popular and Prefect owners. Unfortunately Rob Goodland had to resign from the position of 100E Registrar due to pressure of work but fortunately Tony Lloyd had offered to take on this post. Shirley thanked Rob for his work as Registrar.

There was still a vacancy for the post of Specialist Applications Registrar.

Mark Bradbury continued to develop and maintain the FSOC web site as an interesting and up to date source of information.

John Duckenfield continued to perform a valuable role liaising with the regional coordinators but it was important to remember the excellent work done by the regional groups. The groups were out at events throughout the year advertising the Club and encouraging people to become members.

Shirley welcomed two new members to the Committee who had become involved at the beginning of the year. They were Godfrey Hands, who had taken on a key role of publicity officer and Mike Brocklehurst who currently had no specific role within the Committee but she was sure that would quickly change.

Shirley thanked all the Committee members and Club members who helped with the running of the Club in the last year for all their hard work on behalf of the Club. She also expressed her thanks to the families of these helpers as they had to put up with a great deal on behalf of the Club. Shirley reminded the membership that the Committee members were volunteers and they all had their own lives to live.

Finally Shirley thanked the membership for continuing to support the Club and the services it provided: without the membership there would not be a Club.

#### b. Treasurer (Tony Young)

Copies of the Club accounts and the cashbook figures for 2010 were distributed to those present. Tony Young reminded the members that with the exception of the audited accounts, all the accounting details were confidential to Club members only. A copy of the full accounts could be obtained from the General Secretary.

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

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

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

The Club had another satisfactory year and the financial position remained strong with a retained surplus of £12,642. Tony reported that the Club didn't have any debts as any invoices received were paid promptly. The Club had started purchasing new spares stocks towards the end of 2008 and this spend had continued through to 2010. The Club still kept its expenditure under strict control, which was effectively the only way to reduce spending and ensure that the books balanced. It was vital to ensure that there were sufficient funds in the bank to cover unexpected spares purchases.

The Club accepted direct debit for membership renewals and credit and debit cards for both subscriptions and spares purchases. The cost to the Club was 1.95% on credit cards and 29p per debit card transaction.

The net profitability was 22% of turnover (2009: 15%) but this figure should be treated with caution due to fluctuating stock values.

The Club maintained a significant stock of new, remanufactured and second hand stock for sale to members, the current valuation being £193,386 (2009: £117,038).

The assurance report showed that the Club had creditors as of the end of the year. The creditors included the accountant's fee and missing invoices for postal costs of distributing the magazine from the printers.

The Club had increased the membership fee to £29 as of 1 January 2011. It had previously held the fee at £28 for a number of years.

Tony went through the cashbook for 2010 showing the detailed spend for the Club. This document was updated prior to each Committee meeting and enabled to the Committee to see where the major spend was being made. The Club began 2010 with £45,507.17 in the bank and ended the year with £45,496.82 in the bank, showing how tightly the expenditure was controlled.

#### c. Membership Secretary (Jennie Thake)

Jennie Thake reported that 2010 had been a steady year for Club membership which finished the year just nine members down on the previous year. The total number of members for 2010 was 1180.

Payments for renewals were still mainly paid by cheque with card payments less than previous years and direct debit payments totalling 192, an increase of five over the previous year. The Club had 12 direct debit payments that were declined but after Jennie had chased the members only four remained unresolved with no response from the members.

Jennie had sent out 230 renewal reminder letters at the beginning of March for those members who had not renewed for 2011. To date 69 had replied of which only 11 had declined to renew.

The membership numbers for 2011 were higher than the previous year with a number of ex-members rejoining. To date the Club had 1090 members, an increase of 12 on the same time in 2010. Jennie hoped that this pattern would continue.

Jennie thanked all the members who renewed promptly as it made her life easier if renewals arrived before the Christmas rush. She also thanked members for the greetings and thanks that were sent in with the renewals.

Joe Wheatley asked if the Committee were encouraging members to pay their membership fee by direct debit to avoid the future problems with the removal of cheques by the banking system. A direct debit form was included in most issues of the magazine. The Committee agreed to investigate the use of PayPal as a means of payment. Tony stated that the cost to the Club of a credit card was 1.95% and 29p per debit card transaction.

#### d. Spares Report (Shirley Wood)

Shirley reported that 2010 saw sales of the Upright spares up on the previous year by about £1,400 which resulted in sales of over a £1,500 per month. Sales of 100E spares for the year were slightly down on the previous year. This year Shirley expected the sale of Upright spares to be slightly up on 2010 unless there was a significant increase or decrease in sales over the remaining six months of the year. Unfortunately it was difficult to predict what would happen in the current economic climate.

During 2010 the Club held two spares days, one in April and one in September. It was good to see the few members who attended the events. In April 2011 the Club had organised another spares day, and a few members had supported the event and enjoyed talking to the spares support team who were present.

The Club was finding that parts were increasing in price quite significantly and becoming scarce. Some of the suppliers appear to have vanished while others had decided not to manufacture the parts the Club required. Generally it was becoming more labour intensive to obtain quotations and parts from suppliers.

Shirley reported that spares were purchased using income from the sale of spares. There had been no membership income put into the purchase of spares for over ten years. The following spares were purchased during 2010:

Manifold studs, fuel pump studs, exhaust clamps, king pin sets, fuel pumps, piston ring sets, 100E stainless steel exhaust systems, radiator hoses, screen rubbers, miscellaneous rubber items, carburettors, dynamos, starter motors, a variety of gaskets and relined brake shoes.

New or rebuilt items purchased so far for this year were:

Speedo end gaskets, conversion gasket sets, distributors, relined clutches, speedo cables, roof weatherstrip, rear brake dust covers, condensers, contact sets, ignition leads, spark plugs and dipstick tubes.

Shirley reminded members to write clearly when they order parts and ensure that they included their full postal address on the form. It was surprising how many people managed to put an incomplete address on their form and then wondered why it took time for the parcel

to arrive, or even worse sent in an order which she couldn't read.

Shirley thanked Neil Patten, who had spent a great deal of time and effort working on a number of items which hopefully would come to fruition in the not too distant future. All ideas for new items to be remanufactured should be passed to the spares secretaries.

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

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

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

A member asked if it was possible for the Club to remanufacture the 100E external sun visor. The Committee would consider this at their next meeting.

A member asked if the Club would stock 6volt flasher units for the Upright models. These items could be sourced from VW suppliers but the Club would investigate the purchase of a quantity of these items.

A member complained that the 100E front screen rubbers did not fit. There had been issues with the 100E front screen rubber but a new batch of screen rubber had just been received. The member was encouraged to contact the 100E spares secretary about this matter.

#### e. Regalia Officer (Shirley Wood)

Shirley reported that the sale of regalia items in 2010 was £1,263.64 compared to £1,136.63 in 2009. This was an improvement on the previous year. A wide variety of regalia items continued to sell but the main items continued to be the workshop and parts manuals.

The Club had new sweatshirts and polo shirts in stock. The polo shirts were available in royal blue or white. The sweatshirts were available in royal blue only.

#### f. Chairman (John Porter)

John reported that one of the great successes of the last few years had been John

# AGM 2011 Minutes contd

Duckenfield's efforts to enliven the regional groups through the encouragement of new and existing Regional Contacts. As a result the Club has a growing number of regional groups, regional events and Club stands. At the end of the day this was what the Club was about. The Committee extended their thanks to John.

The last year had been dominated by various forms of legislation and rule interpretation that could affect the use of sidevalves. Thankfully most had been modified or clarified by DVLA when they were informed of the unintended consequences for classic car owners! Many of the difficulties John believed were due to the general ignorance of older vehicles and the DVLA's attempt to treat all vehicles as euro-boxes. Most of the public appreciated the chance to see vehicles that their parents and grandparents drove. As long as sidevalve owners behaved thoughtfully on the busy roads John was sure that the general public would not wish us any harm or restriction on the use of our vehicles. The Federation of British Historic Vehicles, of which the Club was a member, continues to fight the classic car movement's corner.

The most prominent legislation was the 'continuous insurance' where cars laid up for the winter would either have to still be fully insured or SORN declared. Failure to insure your vehicle was rewarded by automatic fines and points on your license. The change was aimed at reducing the number of uninsured vehicles on the road.

There had been recent concern over the more robust approach to the notification of engine changes to the DVLA, which had of course always been there but forgotten by many. The act of notification now prompts a requirement to provide a receipt for the purchase or reconditioning of the engine and / or the installation from a garage. Many Club members normally have an engine under the bench or purchased for cash in the distant past. After comments made to the DVLA they have adopted a more realistic approach and it is not believed to be a requirement for classic cars but will continue for modern vehicles. The reason for this change was the need to control the fitting of large engines without the appropriate VED rate being applied.

Jim Norman felt that a bigger problem would be faced by those sidevalve owners who had installed very large engines in their sidevalves. Currently the cars paid no road tax as they were classed as classic cars and it was felt that in the future the DVLA would be looking at such vehicles with interest.

The most far reaching changes have been the arrangements concerning applications for original and age related numbers. Applications for age related numbers are used when a vehicle is purchased with no documentation. Suitable documentation could be an old logbook, pre-1983 MOTs or tax discs or other archive or

library records (dated 1983 or earlier). In the past the vehicle could be inspected as acquired and a registration number issued. Now DVLA appear to have decided that the vehicle has to be restored, MOT tested and insured before the age related application is submitted. The Club inspection would be carried out after restoration. In fact the DVLA would prefer that the whole application was submitted by the Club. The local DVLA reserves the right to inspect the vehicle for which a fee is payable (currently around £48). The most obvious problem here is the time and cash investment before knowing that an age related number will be granted.

It is not yet clear how this process for age-related applications will apply to the application for the original number (the V765 process). For the moment, it seems that the vehicle can be inspected and the application made with the relevant documentation before restoration begins as before. Again the DVLA would prefer it if the Club approved, processed and submitted the application. None of the above is in writing although the Federation is trying to clarify the situation and advise clubs accordingly.

At the Federation AGM last October there was a motion to make all historic registrations non-transferable. At a further meeting last month it seemed that DVLA would allow members to request that the number becomes non-transferable. This was not universally supported as some enthusiasts would prefer to retain the option to sell the number.

There was an opportunity to support the Federation by participating in a survey that is designed to gather data on the classic car movement for their lobbying of the UK Government and the European Commission. The link could be found on the FSOC website. Joe Wheatley emphasised the need for all members to complete the survey.

Currently the Club has two Registrar posts unfilled, which were the E83W and Specialist Applications. Yvon Precieux was doing an excellent job caretaking the E83W Registrar position. The Specialist Application Register has been in a caretaking position for some years and the Committee hoped that someone would come forward and give it the care it needed. The sidevalve engines were used just about anywhere that an internal combustion engine was needed and it was a fascinating world to investigate. Rob Daniels had after many years of building up the Specials Register decided to pursue other interests. As a consequence the Club was looking for a Specials enthusiast to take on this active register.

A member stated that he was unhappy that whenever he phoned in response to adverts in Pop Shopper he was told that the items in question had been sold on the web a few weeks earlier. He does not have a computer and had no intention of using one so felt that

it was unfair to members who did not use the web to allow priority to non-members via the web. The Committee stated that the spares parts were advertised on the FSOC member-only area but cars were advertised on the public part of the site. Joe Wheatley offered to send the adverts on the web site as he noticed them to members of his group who did not have internet access.

Angela Hume reported that the MG Club had decided the method of communication with members was via e-mail only. The Committee felt that this was not fair on the members who did not have e-mail. John Porter stated that this was an area where the Club could save costs but currently they felt it was not something that the Committee would pursue, though it was continually under review.

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

John Porter reminded the meeting that the rules for electing the Club Directors were changed in 2007 which meant that one third of the directors were elected each year. This year it was the turn of the General Secretary and the Pre War Registrar to be re-elected. The other four directors continued in their current positions.

The following Company Directors were elected unopposed.

- Yvon Précieux – Pre War and E83W Registrar
- Shirley Wood – General Secretary

The following directors continued in their current positions.

- Andy Main – Anglia, Prefect and Popular Registrar
- John Porter – Chairman
- Jennie Thake – Membership Secretary
- Tony Young – Treasurer

The Management Committee members were elected unopposed and they were:

- Mike Brocklehurst
- Mark Bradbury – Web and Archivist
- Brian Cranswick – Events Co-ordinator
- John Duckenfield – Regional Co-ordinator
- Godfrey Hands – Publicity Officer
- Tony Lloyd – 100E and 107E Registrar
- Neil Patten – 100E and Remanufactured Spares
- John Pole – Technical Adviser for upright models
- Stephen Wood – 8 & 10hp Spares



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

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

Joe Wheatley proposed that Messrs Newby Crouch were confirmed as the Company's independent reporters for the following year. This was seconded by Angela Hume. The motion was passed unanimously.

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

Tony Young explained that this proposal authorised the Committee to negotiate the auditor's fee for the current financial year. The gross fee for the audit was £1,701 but this was expected to rise for 2011. Tony Young proposed that the Officers and Committee were authorised to fix the remuneration of the independent reporters and Jennie Thake seconded this motion. The motion was passed unanimously.

**9. Any Other Business**

Jim Norman pointed out that the agenda should refer to the auditors as independent

reporters. The Committee thanked Jim for pointing this out.

Joe Wheatley thanked the Committee for their hard work on behalf of the membership and asked for the members present to express their gratitude in the normal manner.

Joe reminded the members present that a bus ride to the Ford Trafford Park site would take place after the meeting. Unfortunately the Ford site had been replaced by the Trafford shopping centre.

John Duckenfield asked if any member present was interested in becoming a regional co-ordinator. If anyone was interested, please could they contact him.

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

FORD SIDEVALVE OWNERS CLUB LIMITED (A COMPANY LIMITED BY GUARANTEE AND NOT HAVING A SHARE CAPITAL)			FORD SIDEVALVE OWNERS CLUB LIMITED (A COMPANY LIMITED BY GUARANTEE AND NOT HAVING A SHARE CAPITAL)		
INCOME AND EXPENDITURE ACCOUNT FOR YEAR ENDED 31st DECEMBER 2010			BALANCE SHEET AS AT 31ST DECEMBER 2010		
	2010 £	2009 £		2010 £	2009 £
<b>INCOME</b>	58,202	58,868	<b>FIXED ASSETS</b>		
Cost of Sales	<u>9,746</u>	<u>12,149</u>	Tangible Assets	87,952	88,362
<b>GROSS SURPLUS</b>	48,456	46,719	<b>CURRENT ASSETS</b>		
Administrative Expenses	<u>35,829</u>	<u>37,918</u>	Stocks	193,386	177,038
<b>OPERATING SURPLUS</b>	12,627	8,801	Debtors	5,596	5,796
Interest receivable and similar income	<u>19</u>	<u>35</u>	Cash at bank	<u>45,898</u>	<u>46,350</u>
<b>SURPLUS ON ORDINARY ACTIVITIES BEFORE TAXATION</b>	12,646	8,836		244,880	229,184
Tax on surplus on ordinary activities	<u>4</u>	<u>7</u>	<b>CREDITORS:</b>		
<b>SURPLUS FOR THE FINANCIAL YEAR</b>	12,642	8,829	Amounts falling due within one year	<u>4,378</u>	<u>1,734</u>
	=====	=====	<b>NET CURRENT ASSETS</b>	<u>240,502</u>	<u>227,450</u>
<b>CONTINUING OPERATIONS</b>			<b>TOTAL ASSETS</b>		
None of the company's activities were acquired or discontinued during the current year or previous year.			<b>LESS CURRENT LIABILITIES</b>	328,454	315,812
				=====	=====
<b>TOTAL RECOGNISED GAINS AND LOSSES</b>			Capital reserves	110,589	110,589
The company has no other recognised gains or losses other than the surplus for the current year or previous year.			Revenue reserves - surplus	<u>217,865</u>	<u>205,223</u>
				328,454	315,812
				=====	=====

Log in to the FSOC web site Members' Area. Username: 'doctor'. Password: 'doolittle'.

# The Little Black Van – 991 XUY

We are now members of that most exclusive group, the FSOC, by virtue of our new purchase: the Little Black Van, a 1960 Thames 300E, 991 XUY.

I had always wanted a Ford Pop. We have had a string of classics but the hissing sound of a sidevalve engine on a cold morning takes me back in a trice to my childhood in Liverpool. The few cars that lived in our street were invariably Ford Pops. My cousin had an E494A which he let me drive around a field. All the plumbers/carpenters/TV repair men etc. in the area had 300Es.

But getting 991 XUY was a bit of a convoluted process. I spotted the LBV last October for sale by Yorkshire Classics in an ad in *Classic Car Weekly*. The nice man there said it was 'a good 'un' and had been driven across the Pennines to Yorkshire by the last owner who lived in Lancashire. He intoned 'Lancashire' in the sort of whispered voice people reserve for the discussion of dangerous foreign countries.

But a lot of snow and tardiness by me meant that the van was sold before I could get up to see it.

In the spring we were up in Lancashire visiting family when I spotted a small ad for a Squire in Southport being sold by Dave Rothbury, who is a real Sidevalve nut. His 'shed' in the back garden has a four post lift and several wonderful old Fords including his 'chopped' 100E run-around.

When we got to speak to Dave he had bad news. The Squire had been sold to a guy in Bournemouth. Dave had however taken in a nice black 300E van as a part swap – would we be interested in this? Was this the mystery black van that was in Yorkshire, I asked? 'By 'eck it was!' said Dave 'I used to own it, sold it to Yorkshire Classics. Drove it all the way there ... across the Pennines [i.e. abroad]. It never missed a beat. These old Fords are terrible to drive, awful really ... but such great fun!' The Bournemouth buyer had loved the van but had really wanted to have a Squire. So when he saw Dave's one up for sale he did a trade and Dave got the van back!

So the van had gone from Lancashire to Yorkshire to Bournemouth and back to Dave in Lancashire and 'never missed a beat'. After such adventures we had to have this LBV. So we bought it and drove it all the way to our home in east London ... and as expected it never missed a beat. It really is a good 'un.

This particular van is unusual in that it had rear seats and side windows fitted at one time. Curiously the rear seat (which has 'Restall – Birmingham' written on it) has matching covers to those on the front seats – how can that be?

## Purchase Tax

For working men, buying a van and converting it to a very basic estate for the family was an economical way of getting on the road. Commercial vehicles were exempt from the 50% Purchase Tax levied on cars – a big saving on the price tag of the saloon version of the Pop. Many of these homemade estates were 'dual purpose' in that they were weekend family cars and weekday working vehicles.

Unfortunately, there were convoluted rules about Purchase Tax. If caught trying this wheeze, new van buyers who converted their vehicles could be liable to pay the tax at once; but not later owners who bought in good faith. The other downside was that if the vehicle was still classed as a van it was limited to 30mph – although not a great hardship as with no sound proofing or headlining driving fast in the LBV can be very noisy.

I found an interesting 1958 Car Mechanics article on fiddling Purchase Tax at <http://www.e83w.co.uk/carmechanics.htm>.

I remember these home-made estates very well. Ford 300E, Austin A30 and Morris Minor van conversions were all pretty common. I used to eavesdrop worried talk amongst my father's friends about getting caught over this Purchase Tax dodge, but they all seemed to get away with it. I suspect they were doing lots of other small tradesman fiddles.

## LBV past

The picture top right (coincidentally found on Flickr) shows the LBV with its windows and its previous registration number – but at some point panels have been rewelded into the side window apertures and it got an age related plate. The LBV has done a believed genuine 37,000 miles. It may be that the 'estate' phase of its life meant it escaped the abuse most vans endured. I found straw and bird droppings in the inner recesses of the van when I did some work on it – maybe some time in a barn helped preserve it too.

We often get stopped in the street by guys who remember the good old 300E. A very



typical eastender (with typically bad language) came out of a local pub yesterday, interrupting my unloading, to tell me 'I owned loads of these \*\*!!@ vans in the 60s... we ran them into the ground. We made a \*\*!?!@ fortune with them... I remember the time we had four navvies in the back, a cement mixer, six bags of sharp sand and the @@!?!?@ still kept going.' Okay, being in drink he may have slightly exaggerated the last claim. And Bill, a gentleman mechanic who runs Westgate Motors in Hackney (good on classics: tel: 0207 241 1233) remembered the vans fondly – he and his father bred racing greyhounds and used a 300E to transport dogs to the track. Big greyhounds are not good at sitting down when travelling so the headroom was useful. There is no doubting the affection tradesmen held for these little workhorses.

## LBV today

And here is the van now. Sign writing is about to happen with the livery of my son in law's HiFi business – which is kind of appropriate.

We are continuing to improve the van and plan to keep it as original as possible. They do seem rare now. We have attended the North London FSOC Group and could not have been made more welcome. The LBV will be at the Enfield Pageant on the FSOC stand over the May Bank Holiday.

If any FSOC members know the history of the LBV we would love to hear it, and maybe see you at some shows. Or you may see it still working, chugging around London delivering huge flatscreen TVs and home entertainment systems.

