

Sidevalve News



Volume 27 · No 4 · August 2010



Features this issue

AGM Report

Getting Through the MOT

Three Speeds to Four

Spares Day
4th September
Abingdon

Journal of the Ford Sidevalve Owners' Club

www.fsoc.co.uk

Editorial

John Porter

Driving from one place to another is something we all take for granted. Getting about using public transport can be time-consuming, depending on where you live. By virtue of our common interest – classic cars – the ability to drive is further up the essential skills ladder of life than for some other people.

Due to a medical condition, I have been told that I cannot drive for the immediate future. Not much fun during the finest spell of weather that we have enjoyed for some time! My long suffering wife has had to step in to keep the Siva and Nickri exercised ... Just getting to work every day will mean using the bus and walking the rest of the way, or cycling the whole way, but what about the winter? Like most of you I have been driving since I was 17 and some years before that on the family farm. Now I am dependent on others: it does make you realise how life is different for the non-driver in the 21st century. As the loss of independence, which is effectively what it is, is relatively recent the full ramifications are yet to be realised.

In much the same way, the ability to drive our classics unhindered on UK roads is perhaps something we also take for granted. The Federation of British Historic Vehicle Clubs (FBHVC) keeps a watchful eye on the UK government and that of the EU. Unintended side effects of legislation can often curtail the activities which we have enjoyed ever since we first developed an interest in classic cars.

As we are a comparatively small proportion of the total vehicle population of the UK both in numbers on the road and covering any sort of mileage, we continue to hope that there is no good reason to actively control our road use. At the very least we should do our part and drive with consideration for the other road users, especially when it comes to holding them up!

Hopefully we are all unanimous about enjoying the challenges of driving our Sidevalves whether Upright, 100E/107E or Special. With all of our cars it really is 'driving' as those of us who learned to drive on the relatively improved cars of the 1950s and 60s were instilled with the need to observe, anticipate and prepare well ahead for manoeuvres; braking; and early selection of the right gear (even with three gears) when going up and down hills whilst listening to the engine noise and caring for the car. I like to think that classic car owners are much more careful, concentrating on the task of conducting their Sidevalve and aware of the limitations of their vehicles. Some of today's drivers who have become totally reliant on their ABS, PAS, servo assisted brakes and the safety margins built into the handling qualities whilst sitting in a comfortable sculptured seat being propelled along the highway with little personal ability would benefit from an hour in an Upright on a busy A-road!

Spares Day

Saturday 4th September 2010

The Club stores will be open from 10:30 to 15:30 on Saturday 4th September for members to purchase spares and regalia. To save time on the day please let the appropriate spares secretary know beforehand if you require a large number of spares so that the order can be made up before the event. If members are looking for specific parts that are not on the current spares lists then please contact the appropriate spares secretary to check on availability of specific parts and where possible they can be put to one side for collection.

The address of the Club stores is:

Sidevalve Mews, Appleford Drive, Abingdon, Oxfordshire OX14 2DA

Will members please park outside the garage complex as the local residents will require access to their garages in that area and therefore access must be kept clear.

Note that membership cards will be checked at the gate.

Shirley Wood

Contents

page

- 2 Club Officials
- 3 Editorial
- 4 Events
- 5 Bristol
- 6 Regional News: North
London
- 7 Regional News: Merseyside
- 8 Regional News: Cambs,
Lincs & Norfolk
- 9 Regional News:
Scandinavia
- 10 Regional News: Kent
- 11 Regional News: Yorkshire
- 12 Pre-War Register
- 13 Regalia & Spares
- 17 Order Form
- 20 Tales of BLC; Pop Shopper
- 22 E83W Register
- 23 Anglia Prefect & Pop
Register
- 25 AGM Minutes
- 29 Technical Tips
- 30 Three Speeds to Four;
Letters & Emails
- 31 Getting Through
the MOT Test

Events

Brian Cranswick

The events season has certainly seen a nice sunny start and I hope this continues. Our AGM certainly enjoyed a glorious perfect summer's day and I like to say many thanks to Jennie, Robin and helpers for all their excellent organisation on the day. This was a really lovely period setting, just right to see a gathering of Sidevalve Fords.



Also thank you very much to David Heard for taking me on the road run in his immaculate 103E. This was a great opportunity for me to compare my Pop with David's car, the engine and gears sounding all pretty much identical, which of course they should if all is well, but it's good to actually check all this out to make sure. I really enjoyed sitting back and being driven for a change: always the driver, you do not get the chance to experience what it is like as a passenger. This was a most enjoyable run indeed with a faultless performance from David's Popular. It was good to be of help with the map reading and we did not even get lost!



The road run is certainly becoming a part of the AGM and I took some pictures of the cars going along. How great these old small Fords actually look on the move: take away the passing modern cars and you could be in a real time warp.

Please contact the organisers listed below should you wish to attend any of these shows: information can also be found on the club website.

1st August, Northern Sidevalve Day, Hebden Bridge Vintage Weekend, A646 West of Halifax. Details from Joe Wheatley.

1st August, Eastern Sidevalve Day, BMC/BL Rally & Autojumble, Ferry Meadows, Peterborough. Next to the Nene Valley

Railway. Overnight camping is available; no problems with late entries, just turn up on the day. Details from Brian Cranswick.

7th & 8th August, Woodvale Rally at RAF Woodvale. Club Stand. Details from Joe Wheatley.

7th August, Kent Group, Coolings Garden Centre. Details from Richard Greenaway.

8th August, Specials Day, Cotswolds Wildlife Park, Burford, Oxon. Details from Rob Daniels.

14th August, Southern Sidevalve Day, Leeds Castle Classic Car show, Nr Maidstone, Kent. Details from Richard Greenaway.

14th & 15th August, Astle Park Steam Fair, Chelford, Cheshire. Details from Joe Wheatley.

14th August, Kirkstall Classic Car Show, Leeds. Club stand if enough interest: contact Nigel Hilling.



15th August, Showtime Purleigh, Essex, in aid of Little Havens Childrens Hospice. Details 01621 852336 or 01621 850176.

21st & 22nd August, Tatton Park, Mere, Macclesfield, Club Stand. Details from Joe Wheatley.

21st & 22nd, Ramsey 1940's Weekend, RAF Upwood, Nr Huntingdon. Details from Brian Cranswick.

29th August, Capesthorn Hall Classic Car Show, Nr Macclesfield. Details from Joe Wheatley.

30th August, Old Timer's Rally, Grand Hotel, Folkestone. Details from Richard Greenaway.

4th & 5th September, Skylark Country Show, off the A141 nr March, Cambs. Details from Brian Cranswick.

5th September, West Lancs Festival of Transport, Mere Brow, Tarleton. Details from Joe Wheatley.

5th September, Cholmondeley Castle Classic Car & bike rally, Cheshire. Details from Joe Wheatley.

11th & 12th September, Malpas Yesteryear Rally, Hampton Heath, Malpas. Details from Joe Wheatley.

12th September, Uppermill Car Show, Oldham. Details from Joe Wheatley.

12th September, Lancs Classic Car Show, Nr Preston. Details from Joe Wheatley.

18th September, Steeple Morden Harvest Fair, between Baldock & Royston. All FSOE Members welcome to attend. For details contact David Heard, [REDACTED]



18th & 19th September, Birkenhead Park Festival of Transport, Birkenhead. Details from Joe Wheatley.

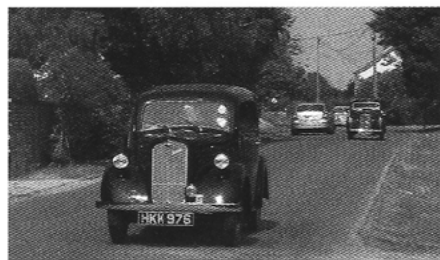
19th September, Lancs Vehicle Club, Astley Hall, Nr Chorley. Details from Joe Wheatley.

25th & 26th September, Fair Organ & Vintage Rally, Victoria Park, Widnes. Details from Joe Wheatley.

26th September, Ramsey Country Show, Ramsey Nr Huntingdon. Club Stand. To enter contact Brian Cranswick.

26th September, Walled Towns Car Run, Chester. Details from Joe Wheatley.

26th September, Sidevalve Fords in Paradise, at the Paradise collection nr Reading. All the other Sidevalve clubs have been invited - details from Mike Cobell [REDACTED]



3rd October, Lancs Vehicle Club, Lytham St Anne's Promenade. Details from Joe Wheatley.

24th October, Kent Group Meet, Offham, West Malling. Details from Richard Greenaway.

Important: If you are organising a club event or road run, please forward the details to the events co-ordinator to ensure this is covered under the club's insurance policy.

All photos by Brian Cranswick, from the AGM Road Run

Regional News

Bristol

Ivor Bryant

Events

We exhibited at Shepton Mallet's Bristol Classic Car Show at the first weekend in May. On the stand were Phil Wookey's 2-door Model Y, and local member Alastair Burian's more recent Upright Prefect, Rupert, which won both the Mayor's cup and the Organiser's Best Car awards. Our stand was basic but relevant. This year the organisers had the bright idea of 'the worst stand award', which went down like a lead balloon: no support from the clubs and a number of appropriate returns on the voting form. On the classic stock car stand was a Pop I sold last year and a Model Y, and Colin White's Model Y Tourer was close by on another stand.



Rupert claims his award from the Lady Mayor.

Alastair also reports that on a locally organised trip from Glastonbury to Burnham on Sea there were 166 entries this year, of which Ford Sidevalve entries included Rupert, one E83W Pick-up, one 103E Popular and one 100E Popular.

On Drive It Day the Horton Club arranged a short run from the club house, through Chipping Sodbury, to Wotton Under Edge, through Wickwar and back to the club for a bit of bread and cheese. About 20 vehicles took part including two motorbikes and three lorries. We passed a lone Marcos twice, who appeared to be doing the same route in the opposite direction.

At the end of May a few of us attended Berkeley Antiques Fair and Classic Car show: Brian Bedford with his Model Y, Richard Thonhill with his 103E, Rob Palmer with his 100E, another 100E, Jimmy Nichols with his E83W truck, another E83W truck in the car park and my 7Y. There were a lot of cars at this event. Apparently there were no cars at the three-day event at Tortworth on the Bank Holiday Monday.

There was some confusion over the stand for the Wheelnuts event. I e-mailed the form in December, which it seems was too early. Alas we were not allocated a stand, but Len Shorthouse attended, I believe.



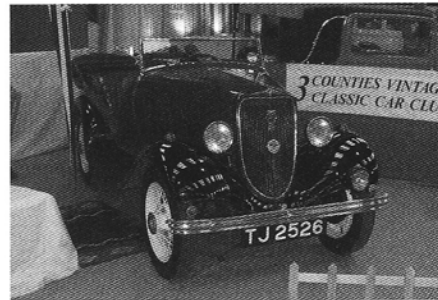
Bristol Classic Car Show: Stock car Model Y



Bristol Classic Car Show: Stock Car, 103E With E04A grille



Bristol Classic Car Show: Unknown 100E in the car park.



Bristol Classic Car Show: Colin White, Model Y Tourer.

Wetlands Trust, Slimbridge

I took this photo (below) at the Wetlands Trust, Slimbridge on Sunday, 27th June at the Leyhill Car Club meeting. Alas, it's a non-member's car. There were only two Ford Sidevalves at the event – this one and my E494A Anglia.



YouTube

Have you seen the Audi advert with all those Sidevalves? You can watch it on YouTube at <http://www.youtube.com/watch?v=Ctt70KFE1g>. Also at YouTube, a simple search on 'Allen Trial John Walker' will get a good selection of clips of John Walker on the Allen Trial: for example, this one: <http://www.youtube.com/watch?v=t2M9DFvrR34>

Meanwhile Angela Hume has sent us the URL of a YouTube video from Ford showing the first Model T assembly lines at the original Ford auto plant. We see the cars

being manufactured, including the wooden spokes inserted into the wheels; the kinds of road the Model T was built for in the American mid-west; and Henry himself driving the 15 millionth car off the line: http://www.youtube.com/swf/l.swf?video_id=S4KrIMZpwCY

People

Peter Williams having stopped driving and sold his E83W, he now has a battery assisted push bike which he's getting around on, having paid me a visit and sent photos of his travels. There's no stopping him: well there is – a pair of disc brakes that he hadn't managed to fit to Noddy.

We have almost fitted a Sidevalve engine in the Patisson roller. When I acquired it a Morris 1000 engine and box had been fitted. I bought a 10hp engine recently to fit to the Patisson. The Ford engine came out of another roller which itself should have had a totally different engine but is now to be fitted with a modern Honda unit. We have had to cut out various additional brackets from the Patisson and will need to shorten the chassis rails and bonnet back to their proper length, about 12 inches less than currently.

I have rewired my CX using a loom from a 103E, all very similar. I have a book of Ford wiring diagrams to follow so can read one against the other. I had a new Model Y loom but that wouldn't fit.

Let's look forward to a warm and dry summer and Old Ford Rally.

Regional News

North London

Robin & Jennie Thake

May Bank Holiday weekend we had a club stand at the Enfield Pageant of Motoring. This is a three day event and in the past the weather has often left a lot to be desired. On Saturday this proved right because as we got the gazebo up it started to rain and continued for most of the day. Sunday turned out to be sunny but windy. Fifteen cars were on the club stand with support from the Essex and Kent groups: Sunday afternoon it was all hands to the rescue as the wind became very strong and there were fears of the gazebo taking off and travelling down the A10 towards London. Monday was a quiet day with six cars on the stand and a lot of Autojumlbers going home.

The next big adventure was the holiday to Weymouth, organised this year by John and Sue Brown. We set off on the Saturday morning with the temperature rising towards 30 degrees so the thought of overheating was in mind from the start. We had met up with Stuart and Laura and David and Lesley with no problem but when we met Richard and Shirley we had a short break and this was when the Anglia decided to vaporise for the first time in 18 years and 35,000 miles. After a short break all was well until David's car developed a misfire and kept cutting out and, yes, the Anglia vaporised again; but after another cooling off period all was well for the rest of the journey. On arriving at the hotel, which had a garage for seven cars, we met John Brown who had had a puncture on the way down and also John Farrer arrived with his 300E on a breakdown truck as he had lost all the clutch fluid. I repaired the master cylinder for John and then David's car, managing to sort out the cutting out problem, and from then on all was well vehiclewise for the rest of the week. The Kinley Hotel that we stayed in was right on



Cars at the AGM.

the seafront so an evening stroll was in order because we had so much food at meal times we needed to walk it off; also the hotel had got a barrel of beer in so a nice pint on returning from our walk was very welcome. Mind, I think Michael the owner drank more of it than we did. Some of the group went on the Condor ferry (jet/hydrofoil) to Guernsey and it turned out to be a long day due to engine problems but they all enjoyed their day abroad! Jen and I particularly enjoyed the holiday this year as we had not done any of the organising and John and Sue took us to some very interesting places, and even the sports day was different as we played Bowls; this was quite something with words like bias, jack high, forehand and backhand being called, all new words to some. The total mileage for the week was nearly 500.

On Fathers Day at the end of June we went to Hatfield Heath, a short five-mile trip for us, so it was great to see Andy and Sara bringing their 300E on to the show site on its maiden

trip. The van is looking great with just a few minor jobs to finish off.

It was a first for the North London Group to host the AGM and it turned out to be very successful; 18 Sidevalves lined up in the 1937 Village Hall car park on a glorious sunny day. The members that attended enjoyed a buffet lunch and a businesslike AGM whilst several passers by were seen viewing the cars on display (above). This included the local constabulary who when we departed for the fun run escorted the Yorkshire group to Sawbridgeworth - I think they were trying to get them off their patch as soon as possible. The fun run proved to be successful, although I had made one mistake which caused a scratching of a few heads, but finally we all met up at the pub for a natter and a meal. Thank you all for coming.

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CLASION

Classic Motor Show tickets also allow FREE entry into The Classic Bites Show AND the MPH Show (includes Top Gear Live Theatre). Offer expires on Sat 10th Nov 2010. Club Single ticket offer limited to 2 tickets per member. Club Family ticket allows 2 adults and up to 3 children (2-14yrs) and is limited to one family ticket per member. Club Single tickets save £3.00 off the Full Time door price. Club Family tickets save up to £27.00 off the Full Time door price compared to buying individually. Offer applies to advance bookings only. Hand your special ticket stub to your club on their stand at the show and your club can save £3.00 commission! See website for all information. All bookings are subject to a single transaction fee. All information is correct at time of publishing.



Andy Westwood's 300E Van

Merseyside

Joe Wheatley

We are now in the full swing of the new season with at least one show every weekend between now and the end of September.

Sat 29–Mon 31 May: Chipping Steam Fair (Nr Preston)

A new one for most of us, in the middle of nowhere, north east of Preston. Lots of steam engines, tractors and agricultural kit, and military vehicles but not a huge number of cars. I could only attend on Saturday. Fortunately I took my little gazebo with me which we put up as soon as I got there. Just as well because it rained on and off all day and was, frankly, bloody cold! Other hardy souls were Steve McKenna (103E), Bernard Ellicott (100E) and Dave Rothwell (103E). A very nice show: I just hope the weather got better on Sunday and Monday!

Sun 30 May: Prestatyn Classic Car Scenic Road Run

I did not attempt this as Freddy was still running in. However just to show that our cars are usable Julian Charles drove his green E493A from Oldham to Prestatyn, did the 80–100 mile road run and then back to Oldham again: 270 miles, in a 60 year old car, in one day. And he went back the following day for the static show! Well done to Julian, his pal and navigator Neil and his well behaved Prefect.

Mon 31 May: Prestatyn Classic Car Show

After an uneventful run we arrived shortly after 09.30. Steve McKenna and Bernard were there before us and we were quickly joined by Dave & Sue Rothwell (103E), Peter Tinsley (V8 Pilot), Tom Griffiths (fawn E494A), Wilf Beaumont (black E493A), and Julian Charles (green E493A). The car park was full of classic cars with notable displays of Minis and sporting Escorts.

Steve McKenna's 103E was awarded first prize in the '1945 to 1960 saloon' class. (Freddy and I got the same award back in 2006 so the organisers must like old Fords, though Steve's 103E is in much better condition than Freddy.) We all attended the presentations by the Lady Mayor in the grounds of the vicarage and Julian got a very nice picture of Steve with his car and cup.

Sat 5–Sun 6 June: Tatton Park Classic Car Show

One of our main events and always well supported. I bunked off on Friday afternoon and took our marquee over in the Mondeo. For once I was first there but was soon joined



Prestatyn: Blue 103E – Steve McKenna, Freddy and Jill, Tom Griffiths' fawn E494A, Wilf Beaumont's black E493A and Peter Tinsley's Pilot



Prestatyn: Steve McKenna, 103E and first prize in '1945 to 1960 saloon' class

by Vic Morris and Ian Trimble, who were camping over the weekend. Bernard arrived soon after with the banner, posts and bunting; Peter Tinsley (all the way from St Asaph in North Wales) with his lawn mower; and Mike Brocklehurst with willing hands! (This was the first Tatton I can recall when Frank Wells was not with us. Unfortunately his wife, Ann has not been well. We wish her a speedy recovery so Frank can come out and play with his usual frequency.) Our pitch was the biggest ever, close to the organisers' marquee and next to the beer tent! I admit to being concerned that we would not be able to fill it!

All in all we had seventeen cars on Saturday and sixteen on Sunday (see list below). For



Dave Rothwell meditates on Steve Rooney's tuned 103E (a common sight!)

once we actually had room for a few more, but some breakdowns, illness and a few sold cars left the odd gap. Dave Broad was stricken with man flu, was unable to join us on Saturday and was obviously still infectious on Sunday. Albert Walsh and Neil Turner had engine trouble with their 100Es. George Cave brought his Spartan rather than his Prefect and others could only join us for one day rather than two.

We still put on a good display and we were voted third best club stand on Saturday (out of about 45). I think Stuart Holmes (the main man at Tatton) appreciates the efforts made by Bernard with our 'gateway' with flags and bunting. This year the flowers on our entrance

Continued on page 8



Prestatyn: Dave Rothwell (black 103E), Julian Charles (green E493A) and black 100E Pop (new owner!)

Regional News

Cambs, Lincs & Norfolk

Brian Cranswick

Doddington Show

For a small country show this event saw a good number of classic motors attending: on the Sunday I counted well over 70 cars plus loads of lorries, tractors and motorcycles. For me the star car of the show was a lovely 1926 Model T, which had just been imported from the USA.



I think driving my 103E is going back to basic motoring, but with this 'T' you do not even have a speedo fitted.



It was up for sale with a price of £20,000: a lot of money but it certainly had bags of charm, with a fantastic looking radiator and temperature gauge. I most certainly would have liked to see it in my garage, although convincing Mrs C I have spent £20,000 on an 80 year old car would have been very difficult indeed.



Derek Windsor and Bill Buchan both attended on the Saturday in their 100E's (Bill's in photo below).



Bill had recently been given some very interesting information about his Prefect reg no HSK 867 (previously UYU 952): a gentleman who had spotted the original Ford Dealers sticker in Bill's car at the Ramsey Show last year had worked at the supplying Ford garage for many years, which was Adlards Main Ford Dealers' in Acre Lane, Brixton, London and he later sent Bill an old photo of the garage (below) together with an original dealers sticker and key fob. How great was this and what a fantastic find indeed!

Merseyside

Continued from page 7

were replaced with two boards showing pictures of the cars exhibited at previous shows, all put together by Bernard himself. Stuart also likes the mixture of vehicles we attract from the common vehicles that everybody had back in the 50s and 60s to the more unusual like Vic's Dellow, or even Dave's Sports Pickup special.

The weather on Sunday was not as good. The forecast for occasional (fortunately light) showers was correct but Jill braved the weather for once to join me again. Dave R bought a trailer behind his 103E which his neighbour was selling, with a tow bar he had taken off his E493A. It looked ideal for towing behind Freddy so I agreed to buy it, providing we could get it home. Later that morning Jill and I had a good wander around the many stalls, she picking up some tasty bits to eat while I bought 6V bulbs and the necessary fittings to go on my new tow bar and trailer.

I was eating lunch when Stuart Holmes appeared, saying he had another award to give out. (I suppose the fact that all the sidevalvers had gathered at the same time should have been a giveaway.) He then gave me a trophy made from a chromed piston and con-rod which the NW sidevalvers had clubbed together to get me in recognition of my ten years service as area contact. I had no idea that this was afoot and, to be frank, brought tears to my eyes. It seems that Bernard had been the prime mover, starting off a collection last year and everybody was more than happy to chip in. Stuart Holmes said some kind words and left me to say thank you to all for the kind thoughts.

Though organising our events does take time I'm very fortunate in having a very supportive group around me. I have people I can rely on to help set up stands and move our gazebo etc. We have an increasing number of regulars who can be relied upon to attend most shows, ensuring we have a good display. Most important is that our North West members all get along, despite differing backgrounds and positions. There are no 'politics' or factions and people do not fall out, which all makes my job a lot easier and makes it a pleasure to serve you all. Sincere thanks to you all and special thanks to Bernard for organising everything.

Tatton attendees: *Saturday and Sunday:* Bernard Ellicott (100E - 4 speed!); Dave Rothwell (Sports Pickup!); Godfrey Hands (100E); Ian Sidebotham (103E); Ian Trimble (100E); Joe Wheatley (E493A); Mike Brocklehurst (E493A); Peter Tinsley (E494A); Steve McKenna (103E); Tony Woostenhulme (103E); Vic Morris (Mk5 Dellow). *Saturday only:* Alan Tomlinson (E493A); Arthur Speakman (Falcon Caribbean); Bill Moore (105E); Nigel Hilling (103E); Ron Taylor (E83W); Tony Ikin (Wolsely 1500). *Sunday only:* Alan Chapman (103E); Dave Broad (300E van); Frank Wells (100E); Julian Charles (2 x E493As); Steve Rooney (103E).

Sun 13 June: North Rode Vintage Rally

Another pleasant show with the usual steam fair attractions. The only other sidevalver we met was John Green with his green 100E Prefect.

Sun 20 June: Ashton under Lyne static car show with TVVCCC

Julian Charles and his pal Neil made it to this event with both of Julian's E493As. In fact his new (to him!) red Prefect won first prize in the post war saloon category. This car is nicely restored and repainted in a very fetching maroon colour and was a well deserved winner!

Sun 20 June: Audlem Car Show

Usual congregation on the village green in Hankelow before processing to the sports field in Audlem. Wonderful weather and loads of folks waving us on as we passed by. A good turnout with five Sidevalves – myself with Freddy, Bernard Ellicott (100E), Dave Rothwell (100E), Alan Chapman (103E) and John Green (100E).

Mon 21 June: Hope Valley Car Show

Nobody from Merseyside made it over the Snake Pass this year! Freddy's fan belt jumped off: I put it back on but it did the same trick as I set off after lunch. I fitted my spare, only to find this was too long! As cooling and charging was now marginal I turned around for home and, on the fourth attempt, purchased a belt that was the right length.

Julian and Neil took Julian's red E493A up the Snake. Unfortunately just short of the top she lost power and started pinking. A quick check revealed the bottom hose had burst. Once the engine had cooled Julian fitted a new hose, only to find that the head had cracked and was now leaking water so they had to call on the AA to get them home. By Wednesday Julian had bought a new head and gasket from Dave Rothwell and the car was running again, though possibly with a bit of a knock. Further investigations will be required, though Julian can always use his green Prefect instead!

Steve Rooney also gave up the attempt (he met up with Julian on the Snake). His 103E, with all the Aquaplane gear, has given several problems, the last being the failure of the head gasket because the domed stainless head nuts were not deep enough, binding on the stud instead of compressing the head and gasket. Steve vaporised three times on the way up the Snake, so he too turned around and headed back home. I hope the Yorkshire group had better luck!

Scandinavia

Søren Palsbo

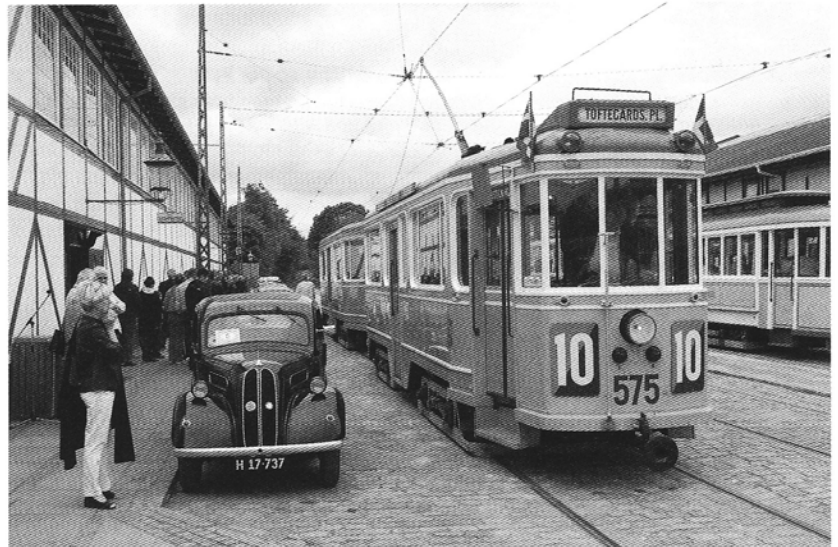
Next Stop 1960

The Danish Tramway Museum (Sporvejsmuseet Skjoldenæsholm) some 35 miles west of Copenhagen focuses on the year 1960 in this year's exhibition, 'Next Stop 1960'. Which cars did the Danes dream about 50 years ago; how was the fashion; which events were reflected in the newspapers' big headlines; which dishes were our favourites then and which new movies were shown in the cinema? Young Cliff Richard had a number one hit with 'Please don't tease'; Connie Francis stated that 'Everybody's somebody's fool' and Neil Sedaka had a very pleasant year with his 'Calendar Girl'.

Twice during the 2010 season the tramway museum invites owners of vintage cars from 1960 or earlier to the museum to create a street

scene as it looked in Copenhagen in 1960 with a mix of trams, buses, cars, motorcycles and pedestrians. The first of these occasions was Saturday 19th June and the last Saturday 31st July. The first entry to the June event was the Ford Popular 104E belonging to the press secretary of the tramway museum: the author, Søren Palsbo, FSOC member 1511. His car from February 1954 was only six years old in 1960, and quite a few of the cheap little English cars were sold in Denmark during the 1950s. Nevertheless only a very limited number of them survive today. In the picture the black Pop with registration number H 17.737 is in good company with bogie-tram 575 in service on Copenhagen's tram route 10 (which was converted to bus operation in 1968).

After the museum event the Popular and its owner enjoyed the tour back to the ferry in Køge and the Sidevalve is now back in its usual surroundings in the island of Bornholm in the Baltic.



A white 'stain' from a bird means good luck in Denmark. Therefore this signature from a swallow on the back of the Popular wasn't removed until the car was well home again!

Regional News

Kent

Richard & Trish Greenaway

Now the summer is finally here the year seems to be steaming ahead: it only seems a few weeks ago that we were writing the last article. For various reasons I am writing this report for the August magazine at the latter end of June rather than mid July so apologise for the lack of rally reports from the late June/mid July period.

Member finds car of his dreams

First may I congratulate John Isaacs on finally finding himself a Ford Popular 103E. You may recall I have made a couple of requests over the last 12 months on John's behalf regarding finding a near-concours Ford Pop: this wish came true when finally after over a year of looking he took delivery of 'Bluebell' on Wednesday 23rd June. John's own story about his Ford Pop:

"It's not what you know but who! Well that's certainly true when I joined the club about 18 months ago. At that time my only claim as an 'owner' was a die-cast toy of the 103E Pop. I first owned a black one and learned to drive in it when I was 17. Now I wanted the real thing again - why? Don't ask! Most of the members I've met are dab hands at taking cars to bits and putting them back together. I would find changing a spark plug a challenge! But there you are, call it nonsense or nostalgia, I wanted a Pop. Not to tinker with, just to drive and meet other idiots doing the same thing. After 12 months or so of disappointment, and many abortive efforts, Richard found just the thing on eBay. He got the photos and details for me and popped them over for me to look at. I asked Number One Son to put in a bid only to find it had disappeared from the site. But the story has a happy ending: through the local contact in Merseyside - via the ever helpful Richard - I phoned the new owner and agreed a price. I am now the proud owner of a blue 103E Pop in 'show' condition. I've had all sorts of advice from other members about what to carry in the car and I've got two lots of breakdown cover which I hope I never need! Ever the optimist I hope for the best but will always be grateful to the ever patient and long suffering Richard and other members of the Kent group for their help and advice." -*John Isaacs*

Bits and pieces

More good news for the Kent group: a couple of new members who have joined us at shows this summer. Firstly Steve Bond, who brings with him a fairly rare Model 8, previously owned by Arthur Negus of *Antiques Roadshow* fame; and secondly Kevin Thornton, not so much a new member as he has been a member in the past but has now rejoined the club this year. I also understand Mark Ensoll has joined the club, bringing with him an E83W Van; although we haven't met up with Mark yet hopefully we

will in the near future. Also a warm welcome to any other members who have joined the club in the last couple of months whom I have not yet caught up with.

I know we promised you in the last magazine that the Kent regional section of the FSOC website would be up and running, but like all things in life time runs out and you never actually get round to it. However we have now got some items on there to get the ball rolling, so hopefully we can build on this in the near future: make sure you keep your eyes peeled on the website.

One member who has owned a Ford Pop 103E for the last 17 years is finally going to get his engine sorted by fellow member Rod Janes. After coming to one of our recent monthly meetings, Terry Donovan was telling us how he has owned his Ford Pop 103E for the past 17 years but has never had it running properly in all that time. Rod Janes, one of our more mechanically minded members, offered to go round to sort it out for him. Hopefully he will have it sorted before too long.

Show round-up

Faversham, 16th May. First up in this issue was the Faversham show held in the Town Centre. This year's show was larger than in previous years so many cars were parked on some of the outlying roads, but at least it made for a better showing of cars - something to remember next year: arrive early. Luckily we arranged to meet up before entering the Town Centre so we were able to get parked up together. Ourselves, Glen, Andrew, Sylvia and Kevin McGuirk attended in 100Es along with a couple of non-members in a 100E Thames in Sagas livery and a 100E Anglia convertible.

Enfield, 30th May. Glen, Tina and ourselves ventured up to Enfield on the Sunday to join the North London Group on their club stand. We all found it an enjoyable show with plenty to see. Hopefully we can entice one or two others to join us next year.

Bucket and Spade Run, 6th June. The day started dry as we gathered at Brogdale in Faversham. As we made our way to Ramsgate the sun started to come out and by the time we reached Ramsgate it was a beautiful sunny afternoon. There was a gathering of around 300 cars on the lawns overlooking the harbour. Other members in attendance were Andrew Pitcher in his 107E and Keith Barnes in his 100E Prefect.

Wrotham, 12th June. Although the day was rather windy it did stay dry so we mustn't complain. We were joined on the Saturday by two other members - Glen in his 100E Escort and Bill in his 103E Pop - along with three other non-member Sidevalves, one of which belongs to Steve Bond who owns a very tidy Model 8. He actually signed up as an FSOC member on the day (just goes to show it's always worth talking to those you don't know). I understand there were eight or nine other members who

attended on the Sunday. A very good mixed show with plenty of vehicles and stalls to look around.

Rare Breeds Centre, Woodchurch, 13th June. Another dry day dawned, so we set off in Patrick meeting up en-route with Kevin Thornton in his 107E Prefect and Glen in his 100E Escort. Once at the event we were joined by fellow member Andrew in his 107E Prefect. Hopefully next year we can entice some Uprights along as well.

The Friars, Aylesford, 20th June. In my opinion the best all-round show of the year so far: dry and sunny and set in the lovely grounds of Aylesford Priory. The day included over 200 cars, craft fayre and stalls of all kinds. On the Sidevalve front I think we had our best showing to date. We had Glen, John Farrer, Kevin McGuirk, Sylvia and ourselves out in 100Es; Kevin Thornton and Andrew Pitcher in 107Es; Ted and Bill in 103Es; Rod and Steve in their pre-war Uprights; and Ian in his Siva Edwardian, who although not a member came over to park up with us. We were congratulated at the end of the day by the organisers who said we had put on a great display.

AGM, 26th June. Our final outing was the AGM which was held on a hot and sunny day in Little Haringbury, close to Bishop's Stortford. Glen, Tina, Trish and myself took our Escort/Prefect 100Es up for the day along with Rod who came up as a passenger. We enjoyed a very nice buffet lunch before the AGM, followed by a road run around the local countryside; although we did get slightly lost part way round we still managed to end up at the Three Horseshoes pub where we gathered for a good pub meal with fellow Sidevalve members, made even better by the glorious evening sunshine, before leaving at around 8pm for the 70 mile journey home.

Southern Sidevalve Day

Before you get to read this, the Southern Sidevalve Day will have taken place at Leeds Castle. You may remember from the last magazine I said I was hoping to get 20 cars together for the event. So far (24th June) we have 24 names of people who have said they would like to attend, so even allowing for a couple of absentees we should still make the 20 I was hoping for, but who knows with still over a month to go could we increase the numbers to 30! If we could that would be a brilliant achievement as our group has only been going just over a year. As I said earlier we should have items on the regional page of the FSOC website, so take a look and hopefully we will have some pictures from this event.

May I just finish by giving a warm welcome to Mike & Katie Jillians who have taken over as the Surrey contacts. Hopefully we can join forces in the future and along with the Sussex group we should be able to hold some good events in the southeast of England.

Yorkshire

Nigel Hilling

Area News

We had an excellent turnout of 11 Sidevalves for our June gathering at the Black Bull (photo 1). Godfrey Hands and Julian Charles made the trip over from Lancashire for the evening. Our July meet will have been a barbecue at Trevor Millers Electra Cinema and then we are back to the Black Bull for August.

AGM

We had a beautiful day for the AGM at Little Hallingbury in Essex. Rob Goodland and I each drove our Sidevalves down for the day and John Duckenfield also made the event. Thanks to the North London Group for organising the AGM and scenic run afterwards. On the way home I encountered a 100E on the hard shoulder of the M11. The car had just been purchased and was being driven back to Peterborough when it overheated – not surprising looking at the state of the radiator. I gave the new owner all my spare water and wished him luck, encouraging him to join the club at the earliest opportunity.

Hope Motor Show

This is a Monday evening event organised by Sheffield and Hallamshire Motor Club that attracts over 200 classic and competition car entries and many more spectators. Dave Manterfield organised for all club entries to park together and I think we had about 7 cars on display including the C-Type of Robert Marshall who came up from Nottingham for the evening. Photo 2 shows a few of our members enjoying the evening sunshine.

Ilkley Trial

If you watch *Fifth Gear* on Channel 5 you may have seen Tiff Needell taking part on this event in a VW Golf. This was a class winning car borrowed for the event and Tiff put up a good performance. Stan the Anglia was entered in Class 3 (front engine, rear wheel drive) which only had 3 entries. The day was dry and the hills easier than usual but the organisers put in some very tight turns which were too much for Stan. Nevertheless a good score was achieved resulting in a Class win.

Exeter Centenary Trial

As the name implies it is 100 years since the first London-Exeter-London Trial was organised by the Motor Cycling Club for cars and



Photo 1



Photo 2

motorcycles. This event was a celebration of the centenary and was organised as a relatively gentle event on public roads to encourage older and more fragile machinery to take part. It consisted of an overnight run followed by a day run with observed sections and restarts on steep roads (no sleep as usual). There was a mixture of 135 old and modern cars and motorcycles entered but surprisingly only 26 managed to finish with no fails on the sections or special tests. As the event was on tarmac roads and non-damaging I decided to take my Pop rather than Stan the Anglia, although I did wonder whether the 4.7 axle fitted to the Pop might cause some problems with the hill starts. In addition I had entered the Closed Car class rather than the Pre-War class that a Pop is entitled to be in, which meant more restarts had to be attempted. We did struggle on a few of the restarts but were one of the 26 to finish



Photo 3

clean and were only beaten to the Closed Car class award on special test times by a TR7. Photo 3 shows us coming through a ford and approaching an observed section.

Pre-War Register

Yvon Preclieux

An excellent AGM for June and without a doubt, a photo should have been taken of what I could only call a feast. Well done to Jennie and Robin, an excellent venue and a thank you to all who attended the meeting.

During the year I have had fun and games with Footman James. My classic car insurance was delayed by a month in error by the company who initially denied there was a problem, giving the excuse that insurance was seasonal. Having used their email service to complain about the continuing delay, I was further dismayed at the time taken for Footman James staff to deal or even answer: after all this is specifically the service to notify them re claims etc. Staffing appears to be not sufficient enough to cope and emails were just not being read. Could it be that with the company ownership changing hands last year, this is what to expect? Hence, to ensure that this is just not a one-off, if anyone out there has had any problems with Footman James this year please get in touch as we all need to ensure that a good service is provided.

Stock cars

Coming back to the register, the last issue prompted feedback on the stock car article. Feedback I certainly would encourage as in this case those who did comment were pleased to hear about the man himself and the mighty machine concerned. Here I must repent and probably go around with sackcloth and ashes as I did incorrectly mention the body was taken from a Model Y, and secondly what I had I thought was too dark and I replaced it with an appropriate Model Y trials instead. I think you will find the feedback comments well worthwhile reading. This time I have included the fuzzy illustration of the actual barnstormer car at the time in 1959 (photo 1).



Photo 1

David J Collins writes: Reading through your article entitled 'Stock car fantastic, our part in its history' you mention Doug Wardropper. This man came from a little village called Otley near to Ipswich, where Doug had been stripping and rebuilding Merlin engines. After the war

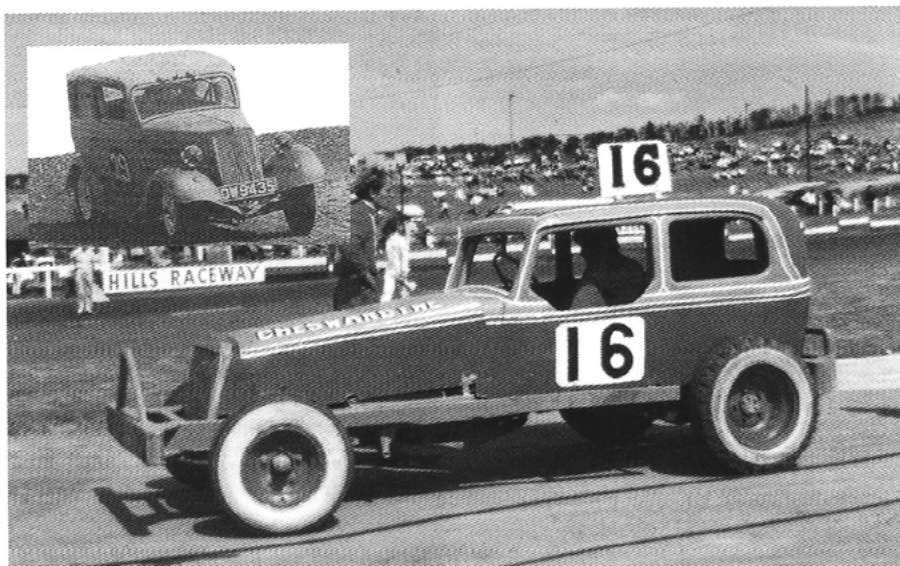


Photo 2, with (believe it or not) the same car from the last issue



Photo 3

he set up a garage business in the village up to the time stock car racing hit the UK in 1954 and he changed over to this new sport. He first ironed up a Model 40 to go racing which lasted him some four seasons and then for the 1958/59 season built one of the first specials, as your article says, using a War Office truck chassis and an Oldsmobile Rocket 88 Engine topped off with a Ford Popular body and a Ford Pilot bonnet. This proved to be a success and took him to many wins throughout the country: not, as you say in the article, a Model Y. The car shown in photo 7 of last issue's register is in fact a car which a friend of mine now owns, which was a trials car registered on 9th June 1936 and has some 2936 cc under the bonnet. Photo 2 above shows the same car as it appears today. This friend also owns the 1949 Ford Anglia shown in photo 3.

Ian Maddams writes: Firstly, competitive Sidevalves. Did anyone notice the unusual modification to the headlamp mountings on the Prefect Tourer HWL 815? A curved bar extends from the proper wing mounting to the bonnet side panel (roughly where the '10' badge should be) with the headlamps mounted on top of the curved bar, somewhat akin to the 1932 Model B and 18. Looks a bit 'ugh' to me, especially as the normal Prefect lighting arrangement is neat, tidy and quite attractive.

Secondly, onto the stock car and banger racing article. I don't think OW 9435 is partaking in the 'sport'! Glass in the windows, wipers, headlamps, registration plates ...! More likely trials, rallying or autotest/autocross. (Some of these activities seem almost unknown to anyone other than the participants.) Some may be interested, or dismayed, to learn that Model Ys and our Fords generally including the larger Fords (V8 Pilots etc.) are still used in the Historic Stockcar classes, several events having taken place at Foxhall stadium, Ipswich in the last few years. The East Anglian Daily Times usually gives comprehensive write-ups of such occasions in the sports pages with photos. Cars range from a Barbie-girl pink Model Y to a six cylinder Chevrolet coupe! As an aside the rebel rods are one of the junior stock car classes, which are scaled-down single seat replicas of pre-war Ford coupes, roughly 5/8ths full size, powered by large motorcycle engine or Reliant 850 alloy engines, depending on class. The 34 coupes in the 'Legends' class look like baby sisters to the Model Y. (The Fordson issue was also mentioned by Ian and I have included his comments on this in the E83W pages. -Yvon)

It's all over ... it is now ... 1982 World Cup ... Yep, England lost!

BYR350 (photo 4) started out as a standard Long Rad Tudor Model Y, chassis number 106233, in London in 1935. Early history is unknown but possibly being in good nick and in a family since new, the football fanatic or a relative of the family decided to drum up support for the England team by making it into a charabanc, and a thorough job he or indeed she did of the vehicle as can be seen Accordingly, the body was removed from the rear of the dash with a very comprehensive wooden body attached. Six wooden pillars supported the flat roof with the front two carrying the front window. A

Continued on page 21

Tales of BLC

Jim Norman

Following last issue's 'Tales of ...' a valuable lesson was learned, or rather re-learned: the obvious solution isn't always the right one. That issue told of BLC's new tendency to misfire and cut out under the influence of high underbonnet temperatures; that this was caused by fuel vaporisation because the electric cooling fan was unserviceable; that the replacement fan motor was connected the wrong way around; that reversing the electrical connections caused the fan blades to turn in the right direction; and the problem should therefore be finally cured. Alas, it wasn't.

A few days after typing all this, we were again caught in traffic on a hot day and the problem was very definitely still there. On arriving home, I did what I should have done at the start rather than jumping to conclusions and actually carried out tests. The engine was left ticking over, and after about ten minutes began to misfire and then shut down completely, refusing to restart. The bonnet was opened and the fuel system checked.

The 107E fuel pump has a glass bowl; beyond it is a clear plastic filter, then the glass plate in front of the carburettor's float chamber. It could be thus clearly seen that all were full to their normal levels, largely eliminating vaporisation. To be certain, a small amount of

petrol was poured down the venturi but the engine still failed to even fire.

With the fuel system now eliminated, a plug lead was pulled off, a screwdriver blade inserted and a check for a spark made against the cylinder head. There was a spark, but instead of the fat, blue one I associate with electronic ignition, it was a frail, red, weedy thing. The king lead was removed from the distributor's chimney and a new one inserted, the other end held close to the engine; the test was repeated with the same result. This showed that leads, cap and rotor were not at fault, and left only the coil or Luminition system.

In my experience, electronics either work or they don't, so the coil was the suspect. A good, used one was excavated from the garage and fitted, the test repeated and the expected nice, blue spark observed. With everything reassembled, the engine started immediately. I left it ticking over for fully half an hour without problems so shut it down, left it for a few minutes to allow the heat to build up, then pulled the starter. It fired up instantly, and several runs in warm weather showed no problems. This time success really has been achieved.

But the tale continues: the tickover has been very intermittent for some time, and the carburettor dismantled, cleaned and set up many times, all to no avail. But setting everything up after all this showed the timing

to be very retarded, although I was certain I hadn't inadvertently moved the distributor. It was reset, but on my way home from work, the timing was obviously very advanced. I stopped and pulled it back a bit, and checking it next morning showed it still to be a bit early. It was again reset, but this time the engine rpm increased to check the advance curve. The mark moved immediately in the right direction, but then immediately back to AFTER TDC, and then bounced around between one extreme and another. So another spare distributor was stripped, cleaned, rebuilt and had the electronic trigger fitted; it was fitted to the car and the timing again set. This time, the mark behaved as it should and the tickover problem instantly vanished! There had been nothing wrong with the carburettor all along.

This has all taken a long time to relate – almost as long as the problem solving, in fact – so I should mention something a little more positive, even if for the wrong reasons. On 21st April the car passed its MoT with 87,330 miles on the odometer. Almost immediately, there followed daily visits to a hospital in Liverpool in addition to the normal commute to the college in Widnes. On 21st June the mileage stands at 91,444: 4,114 miles in two months. With this sort of intensive use, I can forgive the occasional glitch.

Pop Shopper

Advice from DVLA

The DVLA may refuse to register vehicles without a vehicle identification number (VIN) and/or engine number, and may ask the Police to inspect them.

Readers are advised to think carefully before purchasing such vehicles.

100E & 107E

1959 100E Anglia Deluxe. First registered 1st July 1959. Dover White with two-tone red and white interior. Complete restoration by present owners 15 years ago. Two previous owners. Condition one and winner of various awards – featured in Classic Cars magazine. Mileage showing 38,000 (unverified). All new chrome including overriders. Underslung spare wheel carrier. Photographic history of rebuild, old MoTs, maintenance record, etc. Will have 12 months' MoT at sale. Offers in the region of £2,400. Tel: Andrew on [redacted] co.uk. Hertfordshire.

1954 100E Anglia. Registered, warranted, regularly used and in very good condition. Quite original condition, new paint and radial tyres. New rings 8,000 miles ago. New carpet. Such a reliable little car – and no rust anywhere. Photos available. Tel: Hilary [redacted] (mobile) or [redacted] New Zealand. (Previous member)

Specials

Varley Special for sale. Built in Foundary Lane, Smethwick. Sporty shooting brake, Dellow looking from the front, woody back. Well engineered. It has suicide doors, and split tailgate rear. It could seat 2 children in the rear, but be advised that the car does not have seatbelts. Runs poorly but otherwise good for MoT. Tel: Justin Baker on [redacted] or email [redacted] Northants. (Non-member)

Wanted

103E Popular. Wanting to buy a good original or restored 103E. Tel: Malcolm Jackson on [redacted] Suffolk.

10hp engine. Replacement engine in good condition wanted for 1957 Ford Popular 103E – can anyone help? Northamptonshire, but will travel any distance. Tel: David Willetts on [redacted] co.uk. (Non-member)

All advertisements here are accepted in good faith. Buyers are reminded to check any expensive purchases before parting with their money.

Remember that these adverts also appear on the club website: www.fsoc.co.uk

Pre-War Register

Continued from page 12

simple front bench seat was made for the driver and passenger with quite well upholstered two bench seats for the rear but situated either side of the main body. The other football enthusiasts entered the vehicle by way of the single low door at the back through the central passage in the middle of the vehicle to take their seating positions. I assume the floor and any space left was to take the excess barrels of liquor across to the continent? Paintwork was naturally the colour of the painted-on Union Jacks with the name 'Iron Lady' emblazoned at the back (Thatcherite years). As with this year's World Cup, England was knocked out earlier than intended so the beer in the back must have been a soothing consolation. The car was sold to the director of Pendragon and spruced up to support the firm of office stationery suppliers when new offices were opened. Eventually the vehicle was sold on to a Brian Standing who at the time intended to bring the vehicle back to its original Ford spec. I must admit I like it as it is, as with a history like that and such body space, its unique ... but then again that's just my opinion.

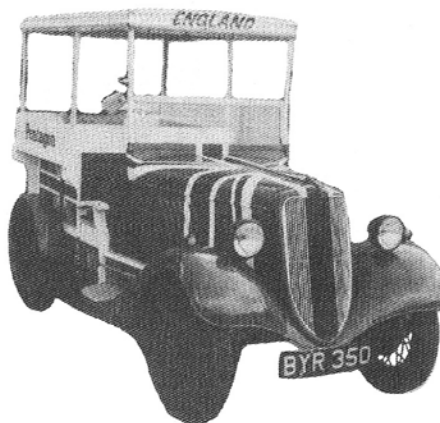


Photo 4

Spares

This gives a hint of the problems our members have to contend with and continues the saga as was similarly explained on the engine bearing situation of last issue. Query came via new member Dr Nigel J. Osley of Abergele, Conwy who went on to say:

'I have recently joined the FSOC (Model Y) and have been a member of the Y & C Model Register for the past five years. I have recently written to John Pole regarding a Sidevalve engine I purchased earlier in the year. This was in a job lot of alleged Y spares, most of which are turning out to be nothing of the sort (apart from the wheels which are unmistakable!). John Pole has been very helpful in extending my knowledge of said engine. The engine part number appears to be E04A 6015 B. Does this make any sense? John says that it should be either E04A 6010 C or even E04A 6010 B. The timing case covers are part number E93A

6017 and E93A 6019 which I am told would be consistent with the engine being an 'R'. The cylinder head is a bit odd as it is a 'ten' (E93A 6050 B) fitted onto an 'eight' block. He suspects that it was just put on to tidy the engine up for storage. The reason for trying to date this engine is to help ordering parts if and when I attempt a restoration.'

Registrar's comment: Here, as should be done, Nigel asked assistance from John Pole, one of our technical officers, before ordering parts. Whether familiar or unfamiliar with the engine or component parts, this is always the best way. Annoyingly for our spares department, new parts have been returned damaged with an adverse comment when it has been down to a lack of knowledge of the particular engine or component part by the member. John Pole provided the correct information and the engine is an eight unit with a ten head. The digits 6015B are found identified on E93A engines, usually on the earlier castings, but do not appear in the parts book.

BDD 712

Nigel Osley's Model Y (photo 5) has some history stretching from the date of manufacture, 1936, with ownership in Herefordshire, Shropshire, Worcestershire, Lincolnshire and eventually to Abergele, North Wales. Despite numerous ownership BDD 712 has never been subject to a full restoration. The upholstery has at one time been renewed and the body resprayed, possibly in the 1990s. Also at some time work has been initiated on the roof and wiring harness. From the tax discs, MOT paperwork and log details Dr Osley has been able to establish that he is now owner number 12. The car is currently on a Sorn. The engine runs, first and reverse gears work (what about second and third?), brakes are relined but steering and electrics do need some sorting out prior to obtaining a MOT.



Photo 5

New members

Welcome to new member Roger Steel, 7Y Special. Roger is intending to send full details: I just have a photo at present. This will be combined with more photos from Roger plus history etc. and should be ripe for the next issue.

Archive

Photo 6, of a 7W Tourer, came via Tony Russell from Bozi Mohacek, Surrey Vintage. The dating of the car was slightly at odds with the registration and the film from which it came as it was inferred that the film was made 1937/8, yet 7W Tourers were introduced in April 1937. Closer inspection of the photo shows a non-standard fitting of the front number plate: it is affixed via ties between the front panels. Tony confirmed the proper detail: the film was called *The Uninvited* and it was made in 1944. Further scrutiny of the photograph confirms a wartime Prefect with some wear and tear, hence the ties for the number plate, but still worth a look for the pre-war pages.



Photo 6

On the subject of Prefect E93As, Angela Hume was in touch with her early 1938 model, Babs. It transpired that the Armstrong early rear shocks had decided to give up the ghost. These early shocks actually provide a decent ride when working but the internals are very simplistic and are extremely expensive to recondition, providing one can find a proper reconditioner. A plate found on the early sit-up-and-beg models 7Y, 7W and the earlier C/CX can take the later units and in most cases as on the post 38 Prefect it is simply a matter of drilling the two bolt holes through the original plate and chassis. In this case no plate was found – the original Armstrong shocks had been installed direct onto the chassis frame. Model C plates with the screws that are flush to the plate were obtained and with these mounted on the Prefect chassis. The Brooklands staff, hopefully, have managed to drill the two holes necessary to mount the new double acting shocks to line up with the later links to the axle (photo 7).

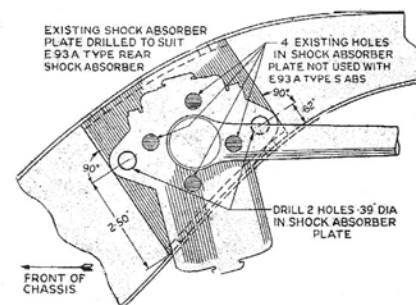


Photo 7

Continued on page 30

E83W Register

Yvon Precieux

Registrar's Comments:

Yes, I am still here and getting to grips with the E83W. The store has new parts for the E83W, so have a good look down the list of spares. I spoke about the AGM in the pre-war register but won't dwell on the matter other than to mention that an E83W was also present in the display of vehicles. Hopefully there will be some photos of this somewhere in this issue.

Vans and windows

Sometimes this can be a contentious issue as some view this as a piece of vandalism. I don't, so in this issue three vans are seen with windows from manufacture (agents) to home installed at a later date. The first is BVL 13, a leaf green 10cwt belonging to James Coulson of Coventry. Acquired as the 'Duchess' as part of an inheritance in 1995, BVL has had various owners from a lady using it to deliver milk to a Sgt Batts, a policeman. I have no information on when the windows were installed but Ian Maddams did give a good write-up on the reasons behind windows in vehicles (a few years back and in earlier issues of *Sidevalve News*). Of note is that the chassis number is quite low and was once the earliest E83W in the club. The chassis refers to a late 1943 date.

Next is HKJ 598, another low but slightly later chassis number but with a 1945 date (photos 1, 2 and 3). Awaiting restoration it was to be converted into a truck via parts from an extremely dilapidated E83W JUX 345. Photo 1 depicts the vehicle in its original form plus those windows and at the time of registering the owner had removed the rear portion of the body, leaving the cab and scuttle. The vehicle was new to a dry cleaner in Margate in 1945; then it was purchased by a painter and decorator, Sid Bird, who retained the vehicle until 1973. The utilecon so to speak was then passed on to Rosemary Nurseries of Margate with two, possibly three owners until purchased by its present owner, P. Walford.

The third vehicle is the very pristine looking E83W from Malta (Joseph Cini) (photo 4). The vehicle has been owned by Joe since new and again has a quite early chassis, this time early 1946. Not much detail on the vehicle except that it is the window conversion carried out by the Ford agents in Malta. The vehicle now boasts a Morris 10hp engine, 12 volt electrics with the throttle converted or moved to the right.

From our Canada contact

May 22nd marked the 25th annual All British Field Meet held at Vandusen Botanical Garden, Vancouver, BC, Canada. This year British Ford was one of the Featured Marques. I entered my 1951 E83W steel pickup which garnered a

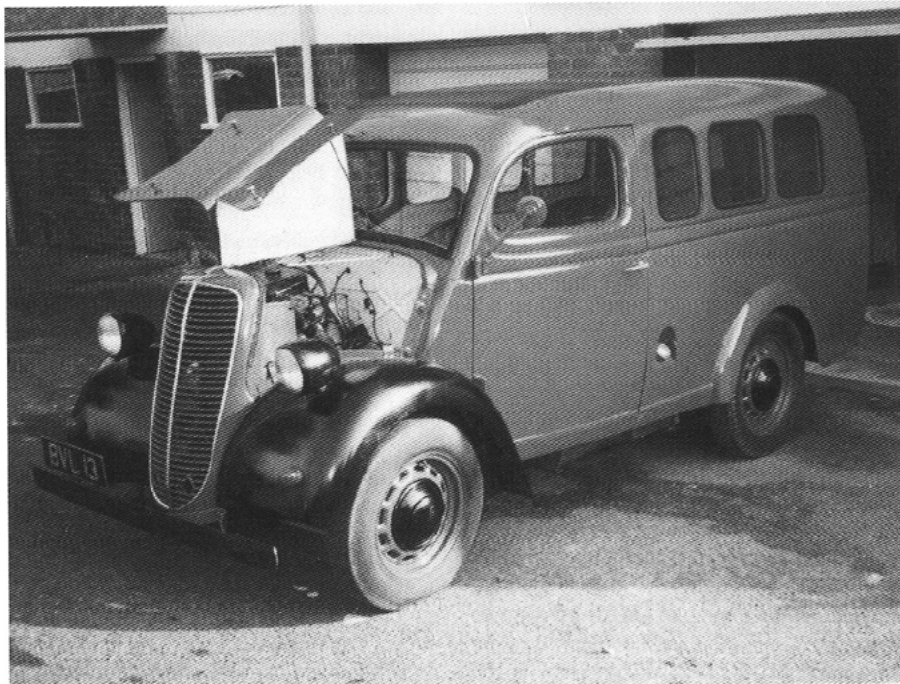


Photo 1



Photo 2
third in class (British Ford). For the first time ever, a second Thames – a 1949 van – was also entered. This van, owned by Gerry Philbrick of North Vancouver BC, had some interesting modifications. Lacking the original engine and



Photo 3

gearbox, Gerry inserted a 25 HP Kubota diesel industrial motor (ex-Boeing Co. generator motor) coupled to a Datsun B-210 gearbox. A Ford Model A differential was mated to the original E83W axles to give a higher ratio rear end. While the body was a bit rough it was still a creditable effort. Some teething troubles with

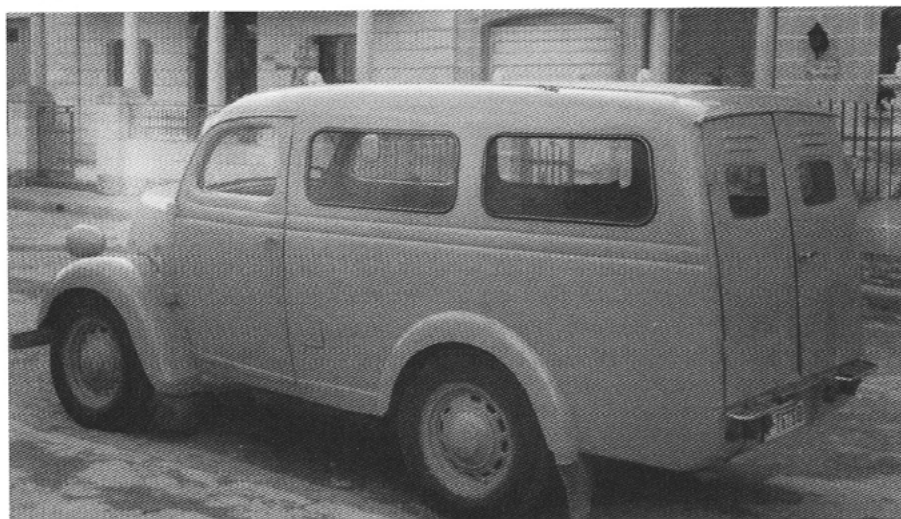


Photo 4

the diesel's governor were encountered but will be sorted out in the future. The van was sign written for Velocette motorcycles as Gerry has a restored example. Seeing two E83Ws in the same event plus a very original 1949 Anglia imported from New Zealand by a Washington State couple and a beautifully restored 1950 E493A was a real thrill. Numerous other Zephyrs, Cortinas, Escorts, 105E Anglias and one very nice 100E Prefect were also present. It was a great day with around 700 British vehicles of all types on the field. – Les Foster

Fordson: additional notes

Ian Maddams writes: The 'Fordson' name! Although Ford may have started using the name on commercial vehicles in the early thirties as you state in these pages, last issue, they had already begun using it on tractors from about 1918 (in the USA) and 1919 (early Cork tractor production). The very first tractors – 1917 models – were un-named, usually referred to as Ministry of Munitions (MOM) tractors. *(Interestingly Ian goes on to say that there is an old wives' tale or urban myth as to why the tractors were not branded Ford. I think we'll ask Ian to come back to us on this for the next or December issue, even though Ian has given some insight to me in the meantime besides some fascinating info on early Ford production tractors. – Yvon)*

Van interior

If you look back on an earlier article in these pages when I compared the E83W to vans of the fifties incorporating a few that could carry a ton or more, the E83W, though the cheapest, was seen to be the most versatile. Certainly the vehicle has survived far better in the numbers that are still around today. In retrospect, after the Second World War when Britain was endeavouring to revive its manufacturing markets and repay the massive loans that interestingly enough were finally paid off a couple of years back, vans were at a premium and the E83Ws from that point up to the sixties were probably far more abused in having to carry exceptional loads far in excess of the vehicle's capacity for the myriad of small manufacturing companies that used to be in every town and village throughout Britain. One of the reasons was its superior design, its basic simplicity, its cheapness and its robustness. Spartan as all this seems today it all worked. Designed with just a driver's seat at the front, the driver could simply hop out of his seat either side of the vehicle for quick delivery and, if not that concerned, could use the space for additional loads. The fact that the Ford Motor Company came out with a chassis strengthening section pointed to the fact that well in excess of 10cwt was the norm for pickups and the versatile van. Photo 5 shows the interior of an E83W (MWU 406 Terence Sanderson) with just the proper driver's seat. Just look at that flat open space – a lovely sight if you were a manager of a company of the

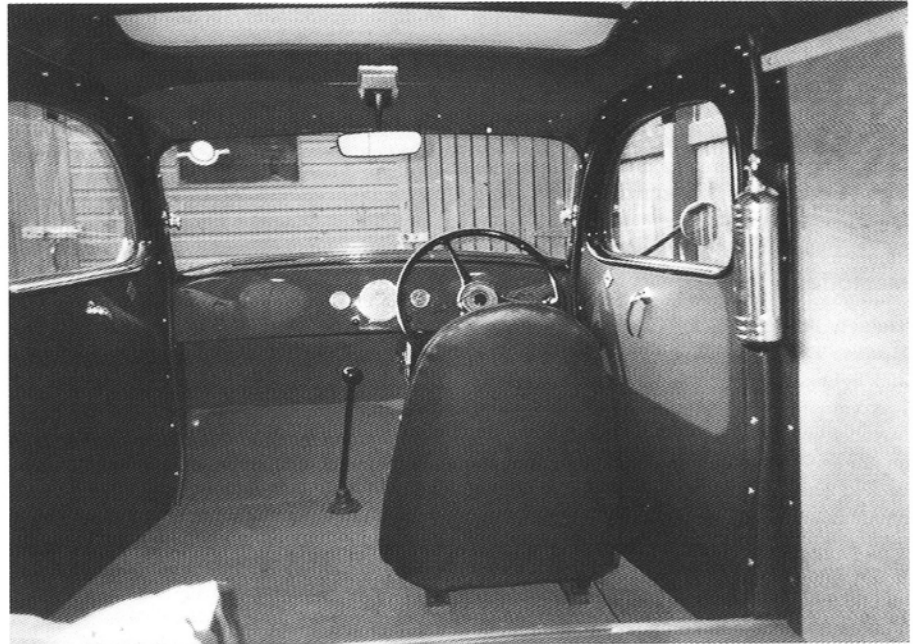


Photo 5

day, although not too much fun if you were the driver and deliveryman who had to hump the full load off the van.

From Portugal

Leendert Uitenbroek is a Dutchman by birth. Brought up in Holland he decided with his family to emigrate to New Zealand and after 11 years in Auckland returned to Europe and decided to settle down in Portugal.

A garage was initiated and his love of older vehicles started to take pace with a number of exotic cars. The E83W depicted in photo 6 was located parked up on the highway between Estoril and Sintra, for sale. It was passed a few times until Leendert succumbed. The vehicle

was totally original condition apart from the wooden sides, which have been replaced. The odometer showed 97,000 which probably was correct and considering the mileage, its condition was quite remarkable. Mechanics however were a different affair: suspension, steering, kingpins, shackles and springs have suffered over the many potholes found then on Portuguese roads. Clutch, handbrake cables ordered via the FSOC were also installed. A few problems were experienced with the whistling via the vacuum tube, wobbly steering prior to new kingpins, engine missing a beat and not knowing the ideal cruising speed. The information goes back to the early to middle 90s so hopefully Leendert is still motoring and may be able to give us an update.

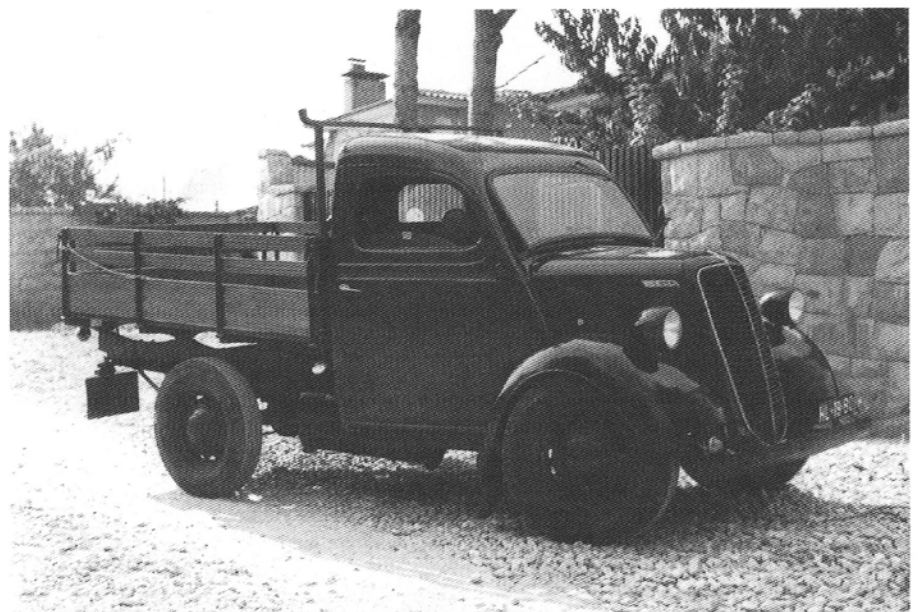


Photo 6

Anglia, Prefect & Pop Register

Andy Main

Registrar's Comment

I was unable to attend the AGM due to being on holiday and therefore missed chatting to members including Håkon Øverland from Norway, a regular attender.

Memories

The Hadlow Down Traction Engine and Historic Vehicle Rally programme for the cars and light vans section caught my eye. (What was your first car? Mine was a Morris 1000 traveller but it could just be as well have been an Austin 7 or a Ford Popular. When we think back to 'The good old days' memories of family holidays, off to the seaside on the open road, may still come to mind. In those days petrol was cheap and AA patrolmen on smart yellow and black motorcycles used to salute you! Many vans and light commercials were built around standard family saloons and were often overloaded and worked until they literally fell apart. Thanks to the dedication and skills of vehicle preservationists we can see examples of many classic makes on our rally field today. Memories are made of this!)

One of the enjoyments of attending rallies is hearing these memories from the members of the paying public but do we ever record the details? A visitor at the rally told me that whilst tracing his family tree he learnt about a relative that had suffered a heart attack and died whilst driving his 100E Prefect but luckily no one else was involved. He has since been able to obtain copies of the police, coroner's reports and witness statements. Another 100E story told to me at another rally and which took place on the Isle of Alderney will wait till next time.

Third museum move for 103E Popular

The Museum of Transport in Glasgow closed in the Spring, not because of financial problems or falling attendance but because it is being relocated to a new and much larger building.

The first Museum of Transport in Glasgow was established in 1964 in the former Glasgow Corporation Coplawhill tram depot, in Albert Drive, Pollokshields, following the closure of the tramway in 1962. The museum contained trams, locomotives, road vehicles and ship models.

I visited the museum during August 1965 following a week's holiday at Butlin's Heads of Ayr Holiday Camp and afterwards stayed a few days with friends of my parents at Bearsden. The holiday was in my father's 103E Popular.

Scotland and Glasgow once had large engineering manufacturing companies that

built motor vehicles, locomotives and ships including the three Cunard Queens, the last being the QE2. Motor vehicles represented in the museums included Argyll, Arrol Johnson, Albion, Hillman Imp, Chrysler Avenger and Chrysler Sunbeam.

In 1975 an exhibit built at Dagenham, Essex first displayed a 1955 103E Popular! The Dorchester Grey Popular was donated to the museum by Mr A. MacMillan with a mileage of 66,406. Registration VS 6866 was issued by Greenock Town Council, a registration series which commenced in January 1903 which was the same year as the Motor Car Act. The VS series may have been issued up to VS9999? I don't know when the last vehicle in the series was licenced so it may be an original issue or transferred from a previously owned vehicle of Mr MacMillan? I do know however the reverse of the registration series occurred in December 1959.

In Kinrossshire just 21 miles north of Edinburgh across the Firth of Forth the double letter SV (a lovely sidevalve registration) was first issued in January 1904 and the last in December 1963 – yes, 59 years later.

The museum moved in 1988 to Kelvin Hall, 1 Bunhouse Road, and became one of the most popular museums of transport in the United Kingdom, attracting half a million visitors a year. VS 6866 is featured on a museum postcard but regrettably the Ford 105E Anglia features more prominently. The first museum was converted into the Tramway Arts Centre.

The museum closed on Sunday 18th April to be relocated beside the River Clyde in a waterfront regeneration scheme called Glasgow Harbour at Partick. The new Museum of Transport will be twice as large and ships' models will increase to a full size tall ship moored alongside. The museum is due to open in 2011 and hopefully the Popular will continue to be displayed.

New owner for number 10

We all know that there is a new occupant at Number 10 but there is also a new owner for vehicle number 10 on the register. RPU 507 is a black E493A Prefect.

Alastair Burian from Glastonbury bought it on 17th January 2009 with a mileage of 69026. Alastair did not give details of who he purchased it from but the last known owner was Mr Reed in Weston-Super-Mare.

RPU 507 was purchased new on 6th September 1950 by Alfred Baldwin from London E17, a Ford employee and therefore purchased at 18% discount. With new cars in short supply an employee had to keep the car for a year. It was sold in October 1951, no doubt at a good profit, unlike most cars today; sold again in 1955; and in 1973 Bryan Baker purchased it following an article in Ford News, 'Wanted Home For Old Faithful' in October

1975. The Prefect now residing at Brighton had to go as the husband of the wife had bought a new Ford Escort and couldn't afford to keep the Prefect too.

Bryan bought it as a hobby car since he cut his teeth on these as a Ford student employee in 1953. Bryan's uncle was a works rally driver for this type of car and had completed in the Tulip and Monte Carlo Rallies. New parts were acquired and during the seventeen years of ownership Bryan fitted new shock absorbers, steering box, gearbox, clutch and complete rear axle. The engine was fully reconditioned, new headlining and a new respray. It is said that life begins at 40, and for this 40 year old Prefect, it must have been in as good a condition as when it came off the assembly line. Bryan was for many years Technical Adviser and Archivist for the club.

It was sold in May 1993 to Anna Wooder from Knockholt, Kent, who joined the club and updated the register file too. RPU 507 changed owners again (no detail given) but during 1999 another steering box and a new carburetor were fitted. Advertised in *Classic Car*, the Prefect headed off to the seaside resort of Weston-Super-Mare, Somerset, when purchased by Mr Reed. When purchased by Bryan the mileage was 52,000; on registering in 1980 57,600; January 2002 65,379; and January 2009, 69,026.

The register was formed with the aim of building up a record of all surviving vehicles, no matter what condition. It is gratifying to know that 29 years after initially being registered with The Popular Register, as it was originally called when formed in 1980, the latest owner has taken the time to update the records.

Register 25 Years Ago – Sidevalve News, August 1985

Two further new reprints became available: Winter Starting and Service Bulletin II. Remanufactured E493A Prefect radiator muffs were now available and exchange reconditioned dynamos, distributors and brake shoes were offered. We were also looking into exchange wheels which would be shot blasted and stove enamelled and therefore were asking for members that were interested. A further batch of front carpets was to be ordered subject to support.

A caption to a photograph of a guy sitting on the running board of a Prefect whilst playing his guitar read 'A great friend to have along your Yamaha Folk Guitar'.

The members profile was of a Roger Grosselin from Quebec, Canada who was restoring a 5 cwt van which featured the body off the chassis.

Shirley Wood

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

The Annual General Meeting of the Ford Sidevalve Owners Club was held on Saturday 26th June 2010 at Little Hallingbury Village Hall, Little Hallingbury, near Bishop's Stortford, Hertfordshire. Thirty three members were present.

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

1. Apologies for Absence

Apologies were received from Ivor Bryant, Gordon Cowley, Godfrey Hands, Angela Hume, Mike Jillians, Andy Main, Jim Norman, David Pickett, John Pole, Joe Wheatley and Sylvia Wood.

2. Minutes of the Last AGM

The minutes of the previous AGM held on Saturday 27th June 2009 at the Youth Centre, Greenhill Road, Alveston, Bristol were accepted by the meeting.

3. Matters Arising

As requested by Jim Norman a Spares Day had been held on the 24th April 2010.

There were no further 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 Jennie and Robin Thake and the other members of the London North regional group for organising the AGM and the excellent lunch on behalf of the Club.

Membership had slowly declined over the last ten years but she was pleased to report that there had been a slight increase in the membership in 2009. There had only been an increase of 24 but it was still an increase in the difficult economic climate. More importantly it was the second yearly increase in the membership numbers. The membership 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 spend some of its spares reserves on new spares rather than leave the money in the bank where it was earning very little interest.

Despite numerous attempts to find a volunteer Editor the Club continued to pay for the services of a part time Editor to put together the magazine on its behalf. This was one area where the Club could save money if a volunteer Editor with the necessary skills could be found. However, the current Editor, Ben Jeapes, was doing an excellent job in producing the magazine and receiving positive comments from the membership about the quality and variety of the articles. Shirley believed that the funds spent on the Editor were well worth it as it was a service enjoyed by all members.

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

The registrars for the various models continued to produce text for the magazine as well as dealing with DVLA queries over the year. Yvon Precieux has done a sterling job as both Pre-War and E83W Registrar. Rob Goodland was doing an excellent job as 100E and 107E Register. Andy Main and Rob Daniels continued to provide a good service to all their Register members. Peter Williams had resigned from his position as Specialist Applications Registrar and Archivist due to his eyesight deteriorating. The Club would miss the interesting articles that Peter produced for the magazine.

John Duckenfield continued to perform a valuable role liaising with the regional coordinators while Mark Bradbury did an excellent job in developing and maintaining the Club's web site.

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 2009 were distributed to those present (see page 26). 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 an opportunity to comment on the Club's finances. 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 not paying tax on any profits from the sale of spares or regalia.

The Companies Act 2006 prevented the Club from having a full independent audit as the new regulations insisted that the auditors were present at stock checks, etc. Therefore the auditors had produced an independent assured financial statement on the Club's finances.

Tony reported that the Club was financially strong as it didn't have any debts. The Club had started purchasing new spares stocks towards the end of 2008 and this spend had continued in 2009. 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 but also to ensure that items such as a colour magazine could be funded. Tony recommended that the Club always kept a minimum of £30,000 in the bank to allow for unforeseen purchases of spares or to act as a buffer against difficult times.

The Club had maintained the membership fee at £28 for a number of years despite costs increasing but this could not continue. Tony recommended that the membership fee be increased to £29 from the 1 January 2011. Tony Lloyd seconded the proposal. A member asked if the increase in the fee would be used on specific spares projects. The spares were effectively self funding and therefore the increased membership fee would not be spent on spares. The members present were in favour of the increase of the membership fee. Another member asked how to find out what spares were in stock. Queries could be made to the spares secretaries by letter or e-mail.

Tony went through the cashbook for 2009 showing the detailed spend for the Club. This document was updated prior to each Committee meeting and enabled the Committee to see where the major spend was being made.

AGM Minutes continued

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 2009

	NOTES	£	£
INCOME - Continuing Operations	2	58,868	
Less: Cost of Sales		12,149	
		46,719	
Interest Received - Gross		35	
		46,754	
Deduct:			
Administrative Expenses		37,508	
Depreciation	1 & 5	410	
Total Expenses		37,918	
SURPLUS (DEFICIT) BEFORE TAXATION			
- Continuing Operations	3	8,836	
Taxation	4	—7	
SURPLUS FOR THE YEAR AFTER TAXATION		8,829	
Surplus Brought Forward		205,223	
SURPLUS CARRIED FORWARD		£196,394	

There were no other recognised gains or losses in the financial year.

Ford Sidevalve Owners Club Limited
(A company limited by guarantee and not having a share capital)
Balance Sheet as at 31st December 2009

	NOTES	£	£
FIXED ASSETS			
Tangible Assets	5	88,362	
CURRENT ASSETS			
Stock	1	177,038	
Debtors	6	5,796	
Cash at Bank and in Hand		46,250	
		229,184	
CREDITORS:			
Amounts falling due within one year	7	1,734	
NET CURRENT ASSETS		227,450	
TOTAL ASSETS LESS CURRENT LIABILITIES		£315,812	
Capital Reserves	8	110,589	
Revenue Reserves - Surplus		205,223	
MEMBERS' FUNDS	9	£315,812	

Notes to the Accounts

1. Accounting policies

The following accounting policies have been applied consistently in dealing with items which are considered material in relation to the company's financial statements.

Basis of Preparation. The financial statements have been prepared in accordance with applicable accounting standards and under the historical cost accounting rules, modified to include the revaluation of certain land and buildings.

Financial Reporting Standard Number 1. Exemption has been taken from preparing a cash flow statement on the grounds that the company qualifies as a small company.

Income. Income represents subscriptions received during the year, sales of spares, books and regalia and events income.

Depreciation. No depreciation is provided on buildings as required by Statement of Standard Accounting Practice 15.

The directors consider that the building is maintained to such a high standard that a depreciation provision is not applicable.

Depreciation is provided on all tangible fixed assets, at rates calculated to write off the cost or valuation, less estimated residual value, of each asset evenly over its expected useful life, as follows:

- Office Equipment - over 5 years
- Tooling - over 10 years
- Club Equipment - over 5 years

Stocks. Stocks held at the 31st December 2009, which were entirely goods for resale, have been valued at the lower of cost or net realisable value by the directors or officials of the Club.

Deferred Tax. Deferred tax is recognised in respect of all timing differences that have originated but not reversed at the balance sheet date.

Deferred taxation is provided in accordance with Financial Reporting Standard Number 19

Value Added Tax. Value added tax is not recoverable by the company and as such is included in the relevant costs in the income and expenditure account.

	2009	2008
2. Income		
Sales of Spares, Books and Regalia	26,617	26,990
Subscriptions	31,722	33,685
Events & Sundry Income	529	511
	£58,868	£61,186

Subscriptions represent monies received in the year, including arrears for 2008 and in advance for 2010.

	2009	2008
3. Surplus before taxation		
This is stated after charging:		
Depreciation - owned assets	£410	£534
Directors' Remuneration (see below)	£ -	£ -
Auditor's Remuneration	£ -	£1,646

The directors do not receive any remuneration for their services to the company. See note 14 for details of honorarium paid.

4. Taxation

The company, being a mutual trading company, is not liable to corporation tax on its income, other than on interest received. The liability for the year is £7 (2008: 251)

5. Tangible fixed assets

	Freehold Property & Improvements £	Tooling £	Office & Club Equipment £	Total £
Cost:				
At 1st January 2009	85,948	27,537	16,780	£130,265
Additions	-	-	-	-
At 31st December 2009	£85,948	£27,537	£16,780	£130,265

	Depreciation:			
At 1st January 2009	-	24,715	16,778	41,493
Charge for the Year	-	410	-	410
At 31st December 2009	£ -	£24,715	£16,778	£41,903

Net Book Value at 31st December 2009	£85,948	£2,412	£2	£88,362
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Net Book Value at 31st December 2009	£85,948	£2,822	£2	£88,772
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6. Debtors	2009	20078
Prepayments	£5,796	£5,890

7. Creditors: amounts falling due within one year

Creditors & Accruals	1,727	1,645
Corporation Tax	7	228
	£1,734	£1,873

8. Reserves

Capital Reserves	£110,589	£110,589
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9. Reconciliation of movements in members' funds

Opening Members' Funds	306,983	298,014
Surplus for the Year	8,829	8,969
Closing Members' Funds	£315,812	£306,983

10. Share capital

The Club is a company limited by Guarantee not having a share capital. The liability of the guarantors, who are the members, is limited to £1.00.

11. Post balance sheet events

Since the Balance Sheet date no events have occurred which would have a material effect on these financial statements.

12. Capital expenditure

At 31st December 2009 the Club had not contracted any capital expenditure (2008: none)

13. Contingent liabilities

At 31st December 2009 the Club was not aware of any contingent liabilities (2008: None).

14. Transactions involving directors

The Club pays an honorarium to A B R Young for accountancy services. The amount paid in the year was £960 (2008: £960).

Tony took the members through a subset of the accounts. The Club turnover for the year was £58,868 which was well below the VAT level of £70,000. The interest received on the Club's accounts had gone down from £1203 to £35 for the year due to the low interest rate. The net current assets were £227,450. Tony stated that the Club tried to keep its costs down but during 2009 costs had increased by 4.5%. Tony was asked about the credit card charges. These were the costs paid to the credit card company to cover the two machines that the Club had. He was also asked if it was possible to make online payments. Tony said that this was not possible at the present time but Shirley had agreed procedures with a number of members which allowed them to place orders via e-mail with their credit cards.

c. Membership Secretary (Jennie Thake)

Jennie Thake reported that the FSOC must be one of the few Clubs that had an increase in membership for 2009. The Club finished the year with 1189 members, which had pleased her as she had been set a target of 1172 to earn a yellow FSOC duster. This year she had been set a target of 1200, which may be a little harder to achieve.

Most members continued to pay by cheque and a good number by credit card. At the present time the Club had 186 members who had signed up for payment by Direct Debit and this had remained constant for a couple of years. Jennie stated that there were fewer payments that failed to process at the end of 2009.

All members who had not renewed by the middle of March were sent a reminder letter and this year Jennie had sent out 230 letters and received 70 responses; two just a fortnight ago.

Current membership stands at 1077, which is slightly down on 2008 but the Club had reduced the number of complimentary members so she was sure that as soon as the weather picks up the Club would see new members. This year at the Enfield show only one member had been signed up despite a very active stand on the Sunday.

Jennie welcomed the members to the AGM and thanked the Little Hallingbury committee for allowing the Club to use their excellent village hall. She also thanked the members of the North London group for their assistance in setting up and helping with refreshments. The group had arranged a fun run for the members to take part in at the end of the meeting. There were a few seats available for those that would like to join the fun run but had not brought an older vehicle with them. The run would only take about an hour and would finish at a pub about a mile from the village hall.

d. Spares Report (Shirley Wood)

Shirley reported that 2009 saw sales of the upright spares up on the previous year by about £400 which resulted in sales of over £1,000 per month. Sales of 100E spares for the year were about the same as the previous year. This year Shirley expected the sale of spares to be about the same as 2009 unless there was a significant increase or decrease in sales over the remaining six months of the year.

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 2009:

E93A and E83W hand brake cables; E83W shock absorbers; E93A ignition leads; fan belts; headlamp bulbs for the 103E; 103E / E494A and 100E mild steel exhaust systems; E493A water pump repair kits; reconditioned water pumps; piston sets for the upright models; E83W speedo cables; seals and pinion bearings for the E93A models; and countershafts for the E93A and 100E models.

New items purchased so far for this year were:

Manifold studs; fuel pump studs; exhaust clamps; king pin sets; fuel pumps; piston ring sets; 100E stainless steel exhaust systems; radiator hoses; and screen rubbers.

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. Shirley reported that the Club had organised a spares day for the 24th April but unfortunately it was not well attended. She hoped to be able to hold another event in September if she could find enough people to help with the organisation.

Shirley extended a special thanks to Stephen Wood as without his help 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.

e. Regalia Officer (Shirley Wood)

Shirley reported that the sale of regalia items in 2009 was £1136.63 compared to £1316.37 in 2008. This had not been a good year for regalia sales but she did expect the current year to be about the same. A wide variety of regalia items continued to sell but the main items continued to be the workshop and parts manuals.

John Duckfield showed the members samples of possible new regalia items for the regional contacts. He had also organised the production of a Club banner, which would be made available to regional contacts for their local club stands.

f. Chairman (John Porter)

A year ago at the AGM most of us were expecting the worst with the recession in full swing and the Committee had planned for falling membership and less spares being sold. Twelve months later the FSOC, and indeed the classic car movement, appears to be weathering the storm. George Osborne seems to have laid off the motorist in Tuesday's emergency budget and we can hope that we stay out of the limelight in the October budget. John always felt that Gordon Brown used the motorist as a cash cow. Mind you the VAT increase will apply to fuel. John stated that the increase in VAT will affect the FSOC spares in that we will be paying 2½% more to our suppliers and will inevitably have to pass this on to the members. This is not as much as a commercial supplier who will charge the whole 2½% on the retail plus post and packing to the customer. I would like to thank all of you that have supported the relevant spares operations during the last year.

We are still looking someone to look help with Publicity. Since Geoff Hammond resigned two years ago, the Club has not been active in generating publicity material or in pursuing opportunities that arise in the classic car press. If you or someone you know would like to 'dip a toe' into this most important area for the Club's future, please let me know! Any help would be appreciated. While on the subject of Club officers, John reminded the members that quite often what happens when an officer resigns is that the existing Committee members share the workload amongst themselves unless someone steps forward to help. John would like to re-introduce the invitation of a trial period on the committee for a member who may like to know what is involved in the work we do. This worked effectively some

AGM Minutes continued

years ago when John Duckenfield and Mark Bradbury took this opportunity to 'try before they bought' and they are now both active Committee members – Regional Contacts and Web Site respectively. Mark has also taken on the Specialist Application Register.

The activities of the spares operations have been reported earlier but John mentioned that the Club has experienced some issues with parts that apparently do not fit or function correctly. Yvon touched on one example in his reference to Ford's saving ways with misaligned block journals. Ford was not alone in this practice however. As a result bearings could be ordered in good faith and correctly supplied but the outside dimensions would be wrong. End result is low oil pressure and loose bearings! The Club then has to supply more bearings and one of us would have to remotely diagnose the likely problem which is not always easy. The Club will always do its best to come to a fair outcome for the member utilising an amount of goodwill. As you can imagine there is cost to the Club of replacing parts – correctly supplied – extra gaskets and a fair amount of post and packing. Commercial suppliers can afford to be more robust in their dealings with customers but there is a risk to their reputation in the long term. From the FSOC's view point we will always have to be sympathetic to the member. However the member's lack of experience and knowledge can make the situation much more complex. What I must say is that if you are out of your depth, get some advice from your local group or the Club's relevant technical advisor. If you really are not sure, get the parts and ask the local classic car specialists to do the job for you. Our cars are not the most complicated compared with modern equivalents but some of their systems are not used today and therefore can pose problems. The system that often causes headaches is the Upright mechanical brakes and your local garage is not likely to be much help either! The workshop manuals are a great help as are the parts lists *but* both were written for experienced and trained mechanics. In the case of the 100E/107E you can rely on Jim Norman's excellent booklet to explain all the procedures in layman's terms The Uprights are not so well supported at the moment and maybe the FSOC should try and get the most common articles together. There are plenty of old articles in publications like *Practical Motorist* but some of the methods may raise an eyebrow from the Health & Safety squad!

One member stated that he always took the workshop manual with him to the garage for the MOT to ensure that the mechanic understood the vehicle.

John said that the Committee was thinking of providing an insurance valuation service to members. If the service is provided then volunteers would be required in the various regions to undertake vehicle inspections.

John had a quantity of showcards for the various models available with Perspex stands for a small cost.

John Hull thanked Mark Bradbury for his work on the web site. He asked the Committee if a list of companies able to work on the Ford Sidevalves could be put on the web site. This would be possible but would be subject to the normal comments that the Club could not be held liable for any work undertaken by any of the companies suggested.

5. 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 Chairman and Membership Secretary to be re-elected. The other four directors continued in their current positions.

The following Company Directors were elected unopposed.

- John Porter – Chairman
- Jennie Thake – Membership Secretary

The following directors continued in their current positions.

- Andy Main – Anglia, Prefect and Popular Registrar
- Yvon Précieux – Pre-War and E83W Registrar
- Shirley Wood – General Secretary
- Tony Young – Treasurer

The Management Committee members were elected unopposed and they were:

- Mark Bradbury – Web, Archivist and Specialist Application Registrar
- Brian Cranswick – Events Co-ordinator

- John Duckenfield – Regional Co-ordinator
- Rob Goodland – 100E and 107E Registrar
- Neil Patten – 100E and Remanufactured Spares
- John Pole – Technical Adviser for upright models
- Stephen Wood – 8 & 10hp Spares

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

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

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

7. 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 £1701 but this was expected to rise for 2010. Tony Young proposed that the Officers and Committee were authorised to fix the remuneration of the independent reporters. The motion was passed unanimously.

8. Any Other Business

John Duckenfield thanked the Committee for their hard work on behalf of the membership. This was supported by the members present.

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

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

Technical Tips

John Pole

Hot weather + petrol = ...

It's that time of year again when fuel vaporisation raises its ugly head. A member emailed me with what I interpreted was a vaporisation problem and you can read my response below. However, as he has not got back in touch I can only assume that he thinks the answer was rather superficial or his problem was fixed. On reflection I think it may be the former rather than the latter so at the risk of raking over old ground here are some of my thoughts and if you know better please inform us all (in brief!).

I have 2 Ford Prefects E493A. One I have no problem with at all. The other one that I bought a couple of weeks ago does not run right when hot. I've had it on a Crypton tuning machine and the points, plugs and timing are spot on. The carb is correctly balanced. When starting it from cold it runs like a dream, so I take it out on a run. It goes smashing for about 10-15 miles then it starts chugging, coughing and spluttering as though it's only running on 2 or 3 cylinders, or there is a shortage of fuel. Last night it ground to a halt and wouldn't run anymore so I had to call the AA and get it recovered. Starting it up when it's hot is a nightmare. I went to my garage to start it this morning, when cold, and it fired up straight away and runs well. It seems to do it in hot weather. Any suggestions? Also I've noticed that the spark plugs it has are champion L90, but according to the book they should be champion N10. I don't know if this should make a difference or not. If you could help me on this I would be very grateful. Regards, Charles.

Hi Charles,

Thanks for your enquiry. What you have described are the classic symptoms of fuel vaporisation so it would probably be worth addressing this before we look for something more complicated.

The volatility of modern fuels is far higher than it was when the sidevalve engine and fuel system was designed. On a sidevalve engine the exhaust gases have to pass sideways through the block, heating the engines up as they do so, and these gases are, I believe, hotter than they would have been on the older fuels as they burn at a higher temperature. The result is that the engine runs hotter than it was designed

to. Now this would not be a problem if the fuel supply system (i.e. petrol pump) was not bolted to the engine block and this then readily conducts the heat from the engine and vaporises the fuel.

The cure to vaporisation involves keeping the petrol supply as cool as possible. I suggest that as a first measure you make sure that the pipe from the pump to the carburettor is not running close to the block and that cooling air forced back by the fan is not impeded in any way.

Check that the petrol supply to the pump is in a position to get maximum cooling from the air flow.

It was my experience that I got some vaporisation on very hot days so this may not cure all your ills.

If this does not work please contact me again and we could look at other possibilities. Best wishes, John.

The key is keeping the fuel cool.

1. Drive intelligently i.e. try to keep the car moving whenever possible as this will keep the petrol flowing and therefore less likely to vapourise. Not always a possibility, I know: I remember a steep 90 degree climbing right hand bend after traffic lights on the way back from the All Ford, Abingdon in the late summer which always brought a joyful anticipation.
2. There are a number of kits out there involving heat reflection/lagging. I have never tried any of these so I can't comment on their efficiency but can see no reason that they might not work.
3. Perhaps the most efficient and elegant solution is to fit an electric pump to the bulkhead with flexible fuel hoses and bypass the mechanical fuel pump altogether.
4. Carry on regardless. With the foot hard down, eventually the engine picks up. This is my solution and it works for me.

BUT this does mean that the rest of the engine management system must be working at its best, so if you are having symptoms similar to Charles' I suggest that you check the fuel supply i.e. pump, carburettor and fuel flow and then the spark supply, i.e. distributor, rotor arm, condenser, and coil.

Do remember the Golden Rule: *check/change one item at a time only.*

Start with the fuel supply. Undo the union on the petrol pipe where it connects to the carburettor and pull the pipe out a little way.

Hand pump the petrol pump. Check to see that you have a good jet of fuel coming through. When was the last time you cleaned out the gauze pump filter? If you take it out to clean, make sure you replace it the right way up and don't over-tighten the cap retaining bolt as it fixes into a casting. Clean out the pump body at the same time: there are always a few bits in the bottom. Try not to poke it about; use an air line or foot pump to blow out the base.

Check that the carburettor bowl is clear and that the needle valve moves up and down with finger pressure. *Blow* through the jets, having carefully removed them with the *correct* size screwdriver and never, *never* be tempted to poke anything in them.

There is always a possibility that foreign objects in the fuel tank may be dislodged after a few miles and cause an intermittent blockage in the fuel line, but unless you have a particular reason to be concerned about this nightmare (!) we can move on to the spark supply.

When the system is stressed, i.e. hot, what could be failing? As the problem occurs intermittently and there are known problems with replacement rotor arms and condensers, try replacing (one at a time remember) with items you know are good. (Use the rotor arm first as these are well known to 'short' when hot.) Use the parts you replaced at the last service and kept as spares because you know they are 'good' - you do service this car, don't you?

Does the coil get nearly too hot to touch in use? It shouldn't. Also, check that the two leads to the coil are fixed correctly and not transposed - very, very easily done as I know to my cost.

I assume that the points are correctly adjusted. Have a good look at the sparking plug leads.

Charles of course has one big advantage over the rest of us. As he has another car that drives well he can take one item he knows works well and swap it with another that he has doubts about and see if it makes a difference.

I think that this is about the best you can realistically do to remedy the situation but any other suggestions would be appreciated.

With regard to the sparking plugs, I am only familiar with the N10 but surely if they work okay at start-up I would have thought that they are unlikely to cause a deterioration in performance when the engine heats up.

Happy sidevalving to all.

Bernard Ellicott

I have driven a 100E for a number of years and have been very happy until I had to go up hills. I purchased Jim Norman's book *Technical Tips for 100E* and the section on 4-speed conversions was too much engineering for me being an amateur. So when the company Pop Parts Plus came up with the conversion for a bellhousing I thought this was probably the best way to proceed.

The first thing to obtain was a suitable 105E/107E gearbox. At the Tatton Park Classic Car Show the 105 Club have their own stand. I approached a group of members and asked if they had a spare gear box for sale. One member had a spare in his garage and offered it to me for a reasonable price. My journey to Preston was very successful: I purchased the gear box and a Speedo cable.

The next stage was to order the bellhousing from Pop Parts Plus; I took delivery of this within four days. I also needed to obtain a 105E clutch drive plate, a clutch release bearing, a clutch release assembly and a gear box mounting bracket. One of our members who is also a member of the 105E Club ordered these parts for me. When I received all these parts I was ready to go. (Or so I thought.) On inspection of the bellhousing I noticed there was no fulcrum pin for the clutch release fork, so I ordered one through the FSOC. When it arrived the end was straight and the hole in the bellhousing was threaded. That problem was sorted out and fixed.

I have a spare engine which I put onto my workbench to check if it would all fit together. First I had to remove the fly wheel to take off one tenth of an inch of the fly wheel flange, i.e. the outer face containing the six holes for the pressure plate mounting bolt, because the 105E clutch disc is about one tenth of an inch thinner than the 100E disc.

That done I put the fly wheel and the sump back. I then fitted the pressure plate without the disc to see if the release bearing would work on the pressure plate. (I now know that this was wrong, but back to this later.)

On bolting the bellhousing to the gear box and offering it to the engine I found that they did not meet up, leaving about a 16 mm

gap between the bellhousing and the engine, because the input shaft of the 105E gear box is longer than the 100E. This meant I would have to have a 20mm packing plate made to go between the gear box and the bellhousing.

While I was waiting for that to be made I got a 107E prop shaft from Jim Norman, who knows a thing or two about cars. When the packing plate arrived I had to get an extra long bolt to bolt it to the gear box. I then put it all together minus the bellhousing bolts, and tried the clutch fork to see if the release bearing would work: I pressed it and it pushed the gear box back so I thought that was OK.

The next job was to take the engine out of the car to change the flywheel. I then fitted the pressure plate with the disc this time, then put it back into the car and fitted the gear box. When this was done I tried the clutch fork backwards and forwards and this did nothing.

Problems

Off came the gear box and out came the engine, back onto the bench. I then noticed (as you well know and now I know) when you fit the pressure plate with the disc, the three levers in the pressure plate go in 15mm. That meant that the release bearing had to go in further in order to make a connection with the pressure plate levers. Thus a longer fulcrum pin was needed to bring the bearing further into the clutch. The bellhousing was sent to an engineer to have a new fulcrum pin made 10mm longer than the original and fitted to the bellhousing. I also had the release bearing retainer made longer by 20mm.

Three weeks passed before it was delivered back to me. I then found that I had to alter the angle of the clutch cylinder clamp, to get a straight push when you applied the clutch.

The engine and gear box were refitted again; a new crossmember was made to fit with the gear box mounting; a 107E prop shaft; a speedo cable; and new oil was introduced to all parts.

Crunch time: now I had to get it on the road. I took it for a run: success! All that work for an extra gear was well worth the trouble.

The only thing left to do was reform the tunnel inside the car as it had been cut away; the new gear box was larger.

with all that was advanced in the world then. Quoting from the brochure, the author highlights the car's comfort, convenience and appearance, defining in one stroke an attainment to entirely new standards. Accordingly two full sized men could sit in the front or the rear seats without their elbows touching, which makes one wonder if elbow touching was the order of the day in the earlier cars.

On the other general comparisons with the earlier Model Y, where one could see a

SVN Editor,



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Thanks for another year

Dear Sidevalve,

I wish to express my thanks for yet another cheerful meeting with old as well as new friends and colleagues of the club at the AGM 2010 at Little Hallingbury. As usual the weather was very nice and a lot of the treasures were present. At an earlier AGM I stated that my intention was to bring my Prefect over for inspection once I manage to finish the restoration. Tony Y. was impertinent enough to point out that according to his interpretation I should have brought it this year, and as I did not I certainly had to do so next year. My articles on the progress of the project must have slipped by him!

I am happy to direct readers' attention to an article from one of our Danish members, Søren Palsbo, which you will find under Scandinavian News.

Best wishes,

Håkon Øverland



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Pre-War Register

Continued from page 21

The new Ford 8

Over the years I have managed to purchase the odd brochure and publicity leaflet that refer to our small Fords of the pre-war era. One of the most poetic – and I am talking about poetic licence here – was one on the 7Y. Then the new Ford was described as a car of strikingly graceful lines, setting the design and standard for cars in general. Its long sweeping contours identified

great deal of improvement were the fully compensated powerful brakes, the very easy to clean 'easiclean' wheels, spare wheel recess, well-less floors, body conforming seats, pistol grip handbrake and a four position engine mounting that created a smooth and silent engine. Certainly there were some major advances from the Model Y, yet with the continuance of the similar body style until the late 50s, this has probably stifled the impact of these cars when they entered the market in the 30s as the first sit-up-and-begs.

Getting Through the MOT Test

Bryan Baker

There cannot be many who, when their car is undergoing its MOT test, do not suffer some degree of apprehension. But whilst the test for modern cars gets more and more comprehensive the test for Sidevalves remains much as it was. In other words the new more extensive tests are not applied to older cars. There are a few exceptions and these are detailed in the following notes.

A big problem for Sidevalvers is finding a tester conversant with 'our' type of car. All too often the younger technician, brought up on disc brakes, rack and pinion steering and the like simply expects more than a Sidevalve could give even when new. So my first suggestion is – find a knowledgeable and sympathetic tester. If you don't know of one, ask around.

But I think that one should welcome a qualified tester taking a look over the car. Any car should be safe: safe for you and safe for others too. It is quite normal for a driver to compensate, sometimes quite unconsciously, for systems that slowly drift out of correct adjustment.

Presenting a car that is clean, obviously well cared for and not full of silly malfunctions is more than likely to put the tester in a good frame of mind. So, where do you start your pre-test check? The following are some 'thought starters'; as you check through the items, make any minor adjustments required. Or make a shopping list of the items needing attention, especially for those items needing spares. It can be seen that the whole procedure:

- carrying out the pre-test check
- making minor adjustments
- making a shopping list of repairs required
- obtaining the relevant spares
- carrying out the repairs
- applying for and taking the test

-might just take more than ten minutes! Am I depressing you? The point that I'm laboriously making is that it is too late to do it on the day before the test is due.

From the driver's seat

Handbrake. Check that the brake applies fully without using all the available travel. Also check that once applied it cannot be released accidentally, i.e., the ratchet must hold securely. Check that the handbrake itself is securely mounted.

Footbrake. Depress the pedal hard. The brakes should apply with plenty of pedal travel in reserve. Check that the pedal is securely mounted and that the rubber is in good condition and secure on the pedal (on the Uprights the pedal rubbers are part of the pedals and are available on exchange from club stores).

Steering. Check that the steering wheel itself is in good condition with no cracks or loose spokes. Grasp the wheel and attempt to move it up and down and side to side: there should be little or no play at the bearings at the top of the steering column. This check will also serve to confirm that the steering column is secure in its support.

Now check the amount of rim movement before the front wheels are turned. No need to use excessive force but you do have to be honest with yourself – the tester will be checking this. With the type of steering gear used on the Uprights there will be some 'play' at the wheel but how much is acceptable? A total free movement of 75 mm or 3 inches at the steering wheel rim is the figure in the manual.

- If there is more than this then you need to track down the cause(s). It is more than likely that the movement is the sum of several items but if you observe the steering linkage whilst someone else moves the steering wheel it should be easy enough to track the causes down. Look for:

- steering box mounting bolts that are loose.
- wear in the steering box (check the oil in the steering box while you are at it – Castrol Hypoy 90 grade or equivalent).

Later, when the car is jacked up you'll be able to check for:

- wear in the steering linkage ball joints
- worn king pin bushes
- slack wheel bearings.

Windscreen. The windscreen must be free of cracks or significant damage within the driver's area of vision. The test manual defines 'significant damage' as a crack or defect in front of the driver that cannot be contained within a 10 mm./0.4 in. diameter circle, or a 40 mm./1.5 ins. diameter circle elsewhere within the area swept by the wiper/s.

One of the few retrospective requirements is for screen washers, so make sure they work – it has been known for a certificate to be refused for an empty washer fluid container. Actually vehicles with an opening windscreen do not have to have wipers or washers but, as with most things, if they are installed, they must be effective. Anyway, you know it makes sense!

Rear view mirror. Cars first registered before 1st August 1978 need to have only one mirror – but that mirror must be secure, unobstructed and in good condition.

Seat belts and seats. Seat belts are compulsory for vehicles first used on or after 1st January 1965, therefore they are not legally required in Upright Sidevalves. However, if they are installed they will be tested: to ensure they are secure, the webbing is not frayed and that the buckles operate satisfactorily.

The tester is asked to: 'As far as practicable without dismantling, check the condition of the vehicle structure around the seat belt anchorage points ... floor mounted anchorage points might need to be inspected from underneath the vehicle.'

The seats will be checked to ensure they are firmly attached to the vehicle floor. Some belts have been bolted through the plywood floors on Uprights ...

Outside the car, with car on the ground

Doors. All the doors will be checked to ensure that they open and latch shut properly. The front doors will be checked to confirm that they can be opened from the inside and outside.

Body. Ensure that there is no torn or damaged bodywork that could injure someone as you drive by.

Fuel filler cap. The security of the filler cap will be checked; also the seal within the cap to ensure that fuel is not spilt on the road.

Number plates. These must be in good condition and legible (for the cameras). The letters and numbers must be correctly spaced. I was refused a pass once because I had a 'star' stone chip in a perspex type, front plate – the tester told me the police were checking on these for the cameras.

Vehicle identification. Identification plates became mandatory on vehicles first used after 1st August 1980 but it would be sensible to ensure that the chassis and engine number locations of your Sidevalve are clean just in case the tester wants to see them. *100E/107E owners: do not let the tester use the body number as the chassis number – it will rebound on you in three months! This has happened at least half a dozen times in the last few years.*

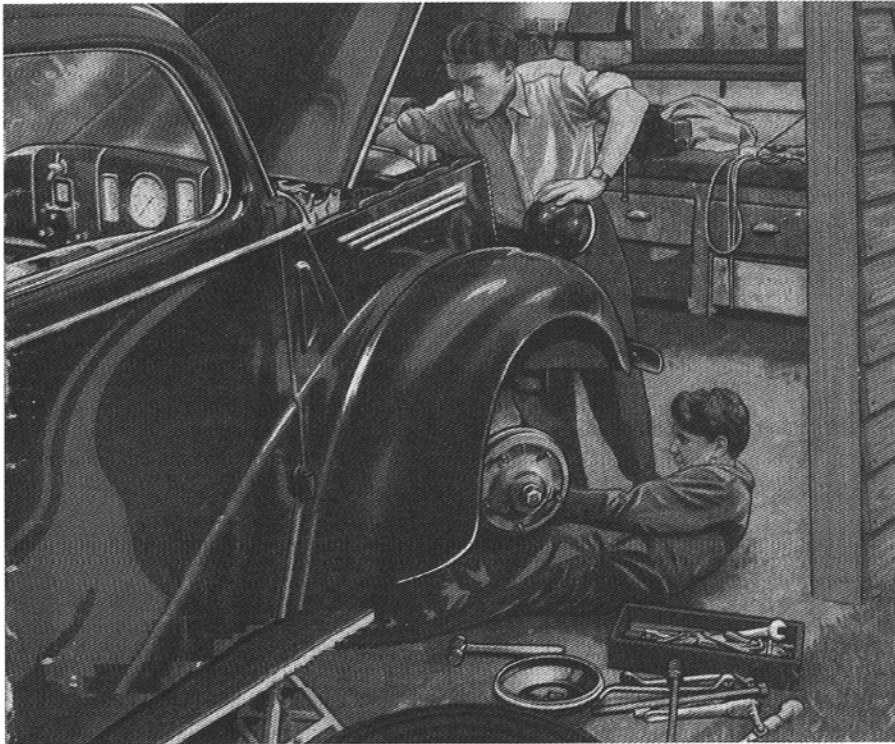
Electrical. Check:

- *The horn.*
- *The side, rear (the requirement for two rear lights was retrospective) and number plate illumination lights.* All must be clean, undamaged and (of course) working properly.
- *The headlights, main and dipped beam.* The tester will check the aim and, probably, will correct it if required. However you would do well to ensure that the adjustment screws are free to turn, before you turn up for your test. 100E/107E models should have a main beam indicator on the instrument cluster – this must be operational.

The headlight glass must not be broken, the reflectors must be bright and no condensation within the light unit (it will misdirect the light beam). Headlights are not required on vehicles first used before 1st January 1931.

- *The stoplights.* Vehicles first used before 1st January 1936 do not have to have stop

Getting Through the MOT Test contd



lights. Vehicles first used before 1st January 1971 must have at least one stop light and if first used after that time they must have two stop lights.

- **Rear fog warning lights** were not mandatory before 1st April 1980 but, if installed, they will be tested. If you have them then there must also be a warning light to show the light is in use.
- **Direction indicators.** These are not required on vehicles first used before 1st January 1936 but, as usual, if they are installed then they will be tested. Indicators, semaphore or flashers, must cancel automatically or have a warning light if they cannot be seen from the drivers seat. Semaphore indicators must light up, raise and lower without sticking.
- **Battery.** Check that the battery is securely clamped in position.

Shock absorbers. Check their action by depressing each corner of the car in turn. The car should only move down and up again once. Check the units for leakage when the car is raised, or if you cannot get under the car, or the wheels are removed. If the unit is not performing properly, check the fluid level. If the unit is leaking then specialist repair or replacement will be required.

Exhaust. With the engine running have someone hold a rag over the end of the tailpipe and check the system for leakage. Repair or replace faulty sections as required. The exhaust hangers should be in place and secure.

Car raised off the ground

Raise the car and support it securely with sturdy axle stands placed under the axles, not

the chassis. Do not work under a car supported only with jacks – if you have not got the equipment then have the job done for you: refer to the last two issues of *Sidevalve News*.

Steering. Have an assistant turn the steering from lock to lock while you check that the system turns smoothly and that no part of the steering, wheels or tyres fouls any part of the chassis or body. Verify that there are no rubbing marks indicating that the front tyres have been rubbing on, for example, the front shock absorber bodies (or, on the 100E/107E range, the flexible brake pipes do not rub on the wheel or bodywork) when on full lock. Make sure that all the ball joint rubber boots are in good condition – they are not technically a fail but who wants to argue the point? To quote from the Tester's Manual: *'If a steering joint dust cover is split or missing greater care must be taken when testing the joints. If no other defects are found the tester should advise the presenter.'*

Firmly grasp each steering link in turn and make sure there is no perceptible play. Worn track rod or drag link ball joints and any damaged ball joint 'boot' should ideally be replaced (all available from the FSOC stores).

Firmly grasp each front wheel in turn at the top and bottom and attempt to rock it to and fro. Only a very slight amount of movement should be present. If there is too much you have to decide whether it is the wheel bearing or king pin (it could be a combination of the two) at fault. Adjusting the brake shoes up to grip the drum will eliminate any wheel bearing play so if there is play now it will be due to worn king pins and/or bushes – more for the shopping list. Re-adjust the brakes. If required, adjust the wheel bearings – as you do this check that the bearings are running smoothly.

Wheels and tyres. Whilst in the steering area check each wheel and tyre. Check the sidewalls (inner and outer) and tread of each tyre in turn. Check for cuts or bulges and, in particular, cracks in the sidewalls. Any cut that exposes the tyre cords is a test failure.

The tyres should be of the same size and type on each axle and correctly inflated. The tread depth minimum is around 2 mm. over at least 75% of the tread width – if the tread is very unevenly worn, have the vehicle tracking checked professionally.

Whilst you're looking at the tyres, also check that the wheels are running true and that the rims are not damaged.

Underside. Make a general inspection for:

- the condition of the springs. No broken or excessively worn spring leaves, shackles or clips. Spring bushes in good condition, firmly anchored at the mid point (and shackles on all models).
- all brake linkage clevises, clevis pins, cables and rods. Check that the pins and clevis eyes are not worn excessively. All the clevis pins should be securely retained with split pins. All adjustment lock nuts should be tight. Inspect all the cables for signs of fraying or rust damage.
- (for cars with hydraulic systems) the brake pipes for security and surface corrosion. Cracks and splits in the three flexible hose are common failure points.
- corrosion on the chassis or monocoque.
- chafing on the fuel line, especially where it passes through the chassis.
- oil and/or fuel leakage.

On the road

During the test the tester will use a brake loading device to check the brake performance of each wheel and each axle in turn. He can therefore accurately check to see that each brake is performing correctly. Whilst you cannot do this you can check that the brakes do not pull to one side or the other during a road test on a deserted, straight stretch of road. Early on Sunday morning before the world gets going is my recommendation. At the same time check that the car is running true, i.e. it doesn't pull to one side or the other when you take your hands off the wheel – briefly! I did state briefly, please note!

Sounds like quite a lot but in reality it doesn't take that long. The main thing is to keep your eyes open while you're doing the checks and to think 'SAFETY'. A useful website is www.ukmot.com.

Here's hoping you get through the test and that the heartbeat rate soon reverts to normal!