

News



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Sidevalve



Features this issue

Panhard Rod Kits for Uprights

Winter-Starting Old Sidevalves

Cotswold Historic Sporting Trial

Don't Rely On The MOT

Journal of the Ford Sidevalve Owners' Club

Membership renewal
form enclosed

www.fsoc.co.uk

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Editorial

John Porter

A month has passed since the requirement for pre-1960 cars to have an annual MOT test has ceased. As I write this editorial my local garage should have had a copy of the letter from the minister regarding the situation as it affects our Sidevalves (see Letters & Emails). A fair number of classic car people I have spoken to are intending to continue with a voluntary test and we now know that the test centres will be able to oblige. Either way, we are all required to keep our Sidevalves in roadworthy condition but it is nice to have a third party inspect and pass the car. Are those that carry out spot checks on the highway able to form a view of the roadworthiness of some classics? The extra play in our steering boxes could be deemed to be 'too much' or 'unsafe' without some technical knowledge. Lights, tyres and soundness of the exhausts are straightforward enough to issue an on the spot fine.

Something for the next season. Jill Bradbury, below, is the winner of the AGM driving test – seen here displaying her trophy. Jill had never driven a 100E before the event, which put the rest of us to shame. It is seriously worth a thought as an event in your area when the weather is better, and it makes a change from the ever popular road-run. There are many safe and non-damaging activities that you can get up to in a suitable field ...



Try driving your Sidevalve around obstacles, through narrow gates and parking in a 'garage'. These activities are not fast, nor are you likely to break your car, though your pride may take a hit. They are guaranteed to raise a smile and probably a row with your passenger who obviously knows better. I remember that in the dim and distant past, in a universe far away, a Sidevalve Day (Cotswold Wildlife Park?) featured a selection of these activities. Driving blindfolded with only your passenger to guide progress and gauging how close you could drive your Sidevalve to a bamboo stick

certainly broke the ice between members who had never met before. There was even an egg and spoon race, with the passenger holding the spoon and the driver attempting the course without unsettling the egg. So why not give it a try next year?

Winter draws on

No doubt you will be reading this magazine as you prepare for one of the biggest national and international festivals – Christmas. No matter what your feelings are about this time of year, you know that something is waiting in the garage! Unless you extended your central heating system, it is not the best place to be over the Christmas break, with all that dead time that we endure with most of the services shut down or on short hours. The last event may now be two or three months away and you put the car away without a thought. Now is the time to do something about it. The most obvious thing to do is see if the engine will start with the load of stiff 20/50 grade engine oil. Don't chance it – put the battery on charge the night before you pull the starter knob. If you have an unheated garage then a quick wipe over the ignition leads and a spray of WD40 or similar will give you half a chance of successfully getting a result. With the engine running (don't just leave it idling for five minutes and turn it off), back the car out and keep the engine running at a fast idle – choke in! Run the engine for at least 20 minutes to get water and oil up to working temperature. If the car is not SORNed and is insured then take the car out for a 20-minute drive, provided it is not wet and salty. This is better as the gearbox and axle get stirred up, as well as the brakes and clutch.

It is best to store your Sidevalve with the recommended antifreeze mixture as it will keep all the gaskets from drying out, as would happen if you do it the old way and just drain the water out. For the sake of the tyres, jack the wheels just off the garage floor on stands. If you are going to leave the car for the rest of the winter, remove the plugs and put some Redex or similar down the bores – put the plugs back in to keep out moisture. Also, do not store an engine for the winter period with old and possibly contaminated oil in the sump. Apply some wax polish to protect the paint from a damp atmosphere. Wipe some Waxoyl over the chrome – best done with the aerosol version to get behind the bumpers especially. Keep the dust off with a light man-made fabric sheet – Halfords do a very suitable sheet at a good price. Check the charge of the battery every few weeks or get one of those battery conditioners that maintain the state of charge without over-charging. These precautions will lessen the pain come spring.

All that remains is to wish all a very Happy Christmas and a fruitful New Year.

Events

Very little to report as another year swiftly comes to an end. Looking back, the weather for the first part of the season was certainly very wet, with far too many events being completely cancelled or rearranged. Fortunately the final part of the season was a lot kinder. On the plus side you would have been very unlucky if you suffered from vaporisation.

I recently found a photo of myself with my 103E taken in 1975, which was the year I purchased my Pop. Thirty seven years on, the condition has improved with age: if only the same could be said about yours truly!

If you are arranging a Club event, please send full details to the Events Co-ordinator so this can put on the Club website and logged for the purpose of the Club's Insurance cover. I have sometimes found that the link from events@fsoc.co.uk does not seem to work and your email can be bounced back to you. Should this happen, please use popular103e@yahoo.co.uk

1st January, Horton Historic Vehicle Club. New Year's Day gathering at Sharpness Docks, south of Gloucester. Contact Ivor Bryant for information if you fancy a run out in your old motor.



31st March & 1st April, Weston Park Classic Car Show, Weston-Under-Lizard, Staffs. Club stand being arranged. Contact Stuart Battersby for details: [REDACTED]

21st April, Drive It Day. Full details of activities to be advised.

29th June, Club AGM, Lakeside Lodge, Pidley, nr Huntingdon, Cambs. Further information to be advised.

Federation Report

Report of the AGM and Conference of the Federation of British Historic Vehicle Clubs Limited on 6th October, held at the Rolls Royce Enthusiasts Club at Paulerspury.

John Porter and I attended the AGM and Conference of the Federation of British Historic Vehicle Clubs Limited on 6th October, held at the Rolls Royce Enthusiasts Club at Paulerspury. Some of the items reported here may well now have come to a conclusion or reached a point where more information will be available and may now have been seen in the enthusiast press.

Presentation of the accounts showed that a loss of nearly £8000 was accrued in the year ended 31st May 2012. By way of explanation we were advised that a number of extra meetings took place during the financial year, in particular concerning the proposed MOT changes and the process of the Ethanol in petrol testing. An exceptional figure of £5000 related to the re-testing involved in the Ethanol lab work where unfortunately the problems of contamination in the initial tests were the fault of the Federation, which resulted in the procedures having to be repeated together with the related costs. The Chairman, Chris Cunnington, reported that the Federation continues to represent some 513 clubs – an increase on the previous year – which represent over 250,000 members in enthusiast clubs throughout the UK. There had been a decrease of 24 traders in the membership which it was thought was a reflection of continuing difficult trading times. Following his report the Chairman stood down after holding the office

for the last three years, his place being taken by David Whale, previously Director of Heritage.

Following the AGM the conference developed the theme of the work of the Federation over the next ten years with particular reference to Legislation, Trade and Skills, and Communication. On Legislation it was confirmed that the Federation's initial thoughts were that all vehicles manufactured before 1920 should be exempted from testing, but as it was felt that a wider view from member clubs was required, enquiries were made. These met with the same statistics produced by DVLA that 1960 should be the cut-off date. One disturbing fact was that 60 e-mails sent to member clubs asking for urgent replies only produced responses from 22 clubs. It was also reported that following pressure from enthusiast groups the DVLA will be offering an alternative MOT-type test, although the details were not as yet available. As a result the Federation had managed to persuade one of the major classic car insurers to hold back on their proposal to introduce their own test in order to preserve the low premiums we all enjoy. One disturbing proposal for the future was a pan-European test for all vehicles with an exemption for all vehicles over 30 years old on a rolling basis. The test would be carried out by machine which would be fed the data of all known vehicles and as a result no deviation from originality would be allowed – so out would go electric wipers on our cars, 12 volt electrics on the Uprights and a whole host of other improvements. This was generally agreed by all parties in the UK as unworkable, including government and DVLA, and we need to keep an eye on developments.

The Federation wished to increase our heritage potential, and to develop the concept of establishing historic vehicles as cultural items and to demonstrate their impact on society.

Continuing support would be given to Trade and Skills and we were introduced to a young man – only 17 – who had recently taken up an apprenticeship with a classic car restorer, as part of an industry which produces a large sum for the the economy – £4.3m according to the Federation AGM – and employs some 27,000 people.

Some interesting facts were given at the meeting, notably that 70% of classic cars were valued under £10,000, which apart perhaps for a few Utilicons and pre-war Tourers covers all our cars. Also, the London to Brighton Run is said to give an increased income of £1.1m to the town and surrounding area. Classic car motoring only contributed to 0.24% of total mileage covered annually by all vehicles in the UK. A plea was put out at the end of the meeting for volunteers to assist in all areas of the Federation's work because, like many of their member clubs, the age profile is getting older and it is proving difficult to attract younger people into our hobby. Surely there is nothing better on a cold winter's day, with snow piling up against the garage door, than to crawl under your Pop or Prefect and take out your frustrations on that stubborn nut, or paint that chassis member that you have been promising yourself you would do all summer when the sun was shining – perhaps not this year, though!

Regional News

Cambs, Lincs & Norfolk

Brian Cranswick

Ramsey Country Show, 30th September

A very enjoyable local show, especially when the weather is kind, and it certainly did not disappoint us this year with a very nice, pleasant day. It was pleasing to see the return of the ploughing demonstrations, along with the usual stalls and museum exhibits. Attendees: myself (103E), Mike Capps (E93A) and Bill Buchan (100E), with a further three sidevalvers from the North London Group – Robin (E04A), David (103E) and Stuart (100E).

End of Season Run, 7th October

Another very enjoyable day with really grand weather, being just perfect for a 'drive it' end of season run. For the local group the starting point was the George Hotel in Whittlesey, using the country back roads through the villages to meet up with the North London group at Godmanchester. The final destination had to be changed at the last minute, to the Hitchingbrooke Country Park, due to a car boot sale being held at the Wood Green Animal Shelter. This was a much better venue than I originally planned, resulting in a really fantastic turnout of members, with six Sidevalves from the Cambs group, including John Roberts bringing both his 300E and a lovely original newly acquired green 100E Anglia. John now owns three Ford Sidevalves. I have to ask the question: has he room for any more motors?

The North London group were also very well supported with a further six Sidevalves, along with Richard Healey driving a rather smart Humber Sceptre. A stray Morris Minor joined in as well, making a great total of 14 cars on the day (5 x Uprights, 7 x 100Es, 2 x non-Sidevalves). Many thanks to everyone who came along: I hope we can repeat this again next year.

And finally

I would like to wish all the members a very Happy Christmas and Happy New Year.

Finally, please note my contact telephone number has changed to [REDACTED]



Regional News

Scandinavia

Håkon B. Øverland

Despite my failed attempt to meet some of the Scandinavian members at the Autojumble at Falun in September, I have for the first time met face to face with one of 'my' members.

My wife Emily (yes, there is more than an old Prefect with that name!) and I made a short trip to Copenhagen at the end of that month. Before we left home I called Søren Palsbo to inform him of our visit. He kindly turned up in the most popular part of Copenhagen (Strøget) where we spent a couple of hours together over wine, beer and coffee. For the occasion my Emily took a picture of the two elderly gentlemen, while Søren took a few snaps of Emily and my good self. Despite a dreadful summer both in Denmark and Norway – as indeed in England as well, I believe – it was a very nice day when we visited Copenhagen. Maybe I am in luck when I am at any FSOC meeting?



Meanwhile, much to my surprise I got an e-mail from far away Sri Lanka, from a FSOC-member there named Dela Bandara. He sent me many pictures of his 107E Prefect, including one where I believe Dela himself appears (top right).

I wish all FSOC members a Merry Christmas and a Happy New Year with lots of time for good sidevalving.

Anything but a Popular

Søren Palsbo: One of the images you get when you search for pictures of Ford Populars on Google is a hand-drawn advertisement for the little Ford, probably dated around 1955.¹ Considering that British Ford conceived of the Popular 103E in 1953 with the main aim to produce a reliable but by no means innovative car as cheaply



Mr Dela Bandara from Sri Lanka proudly displays his 'new' 107E Prefect

as possible, one could have expected that the advertisements would emphasise that Popular buyers would get great value for their money. A sturdy construction, but nothing posh!

Nevertheless the Ford people tried to convince the customers that the Popular was one of the most elegant cars ever built and that its boot would give room for a considerable number of big suitcases belonging to the lady of the house! In the Google advertisement in question the lady of the house waves eagerly to her husband as he is parking the Popular in front of their home. The family evidently has the most modern furniture of the mid-1950s (Danish design, who knows?) and Mrs Popular is dressed very smartly indeed. And apparently the design of the Popular 103E beats it all. Quite a challenge!

Don't let me be misunderstood. I pat my Popular 103E regularly to let it know that I love it

but you can hardly claim that it is breathtakingly elegant. Which reminds me of what one of my colleagues said when she saw a picture of my Popular for the first time: 'My father and the father of my best friend were both planning to buy their first car in the middle of the 1950s. We both prayed: "Anything but a Popular!" My prayers must have been heard as my dad bought an Anglia (100E). My friend's father bought a Popular. A notable social decline!'

Luckily, in the many years which have passed since then the few remaining Danish Populars and other Ford Sidevalves have accumulated a lot of interest. And as regards charm, they are unbeatable.

As the history of my car is unknown it could be the 'Anything but' Popular.



¹ http://www.stockphotopro.com/photo-thumbs-2/stockphotopro_632951QYV_0340001084.jpg

Yorkshire

Nigel Hilling

General info

Our monthly meetings continue at the Reindeer except for December when we will be back at the Electra Cinema for a Christmas do hosted by Trevor Miller. This should be on Tuesday 18th December but if anyone is in any doubt as to the date or venue then contact me by phone or e-mail.

Compliments of the season to everyone – don't forget to renew your subscription, and I hope to see many of you in the New Year.

Meltham 1940s Weekend

One of a number of nostalgia weekends in Yorkshire is held in the village of Meltham near Huddersfield in July. Trevor Miller and Dinah Bentley are seen entering into the spirit with Dinah's not quite 1940s car (photo 1). The event had a number of attractions including a military parade and a Spitfire flypast.



Photo 1

York Racecourse

This was one of the last outdoor events of the year and is run by the York Historic Vehicle group at the Knavesmire. We put on a Club stand for the second year running and had seven Sidevalves in attendance (photo 2). It stayed dry for the day but a cold wind swept across the site such that only the hardy types didn't have a good few layers on. The only thing I bought in the autojumble was a snow shovel in preparation for the winter!

Edinburgh Trial

Two hundred and thirty cars and bikes were entered for the 88th running of the Edinburgh Trial. The start was at Tamworth as in recent years, the sections scattered around Derbyshire, and the finish near Buxton.

Although it was dry and mild on the day, the preceding days had seen heavy rain and the sections were wet and muddy as a result.

The morning went well except for delays on the first two hills which were frustrating. Last



Photo 2

hill before breakfast was the double helping of Putwell which caused even more delays, partly due to ramblers and cyclists but also due to a difficult restart for the higher classes. Putwell B has always been rough but continues to get worse, and we crashed and banged to the top to find a severely bashed wheel rim which we drove on through to the breakfast halt (photo 3). There were many other tales at breakfast of bent rims and punctures on that section.

Bamford Clough soon loomed after breakfast with yet another long queue and many cars returning down after failing. Bamford is also getting rougher and I backed off shortly after the turning point for a particularly bad rock outcrop, then put my foot down. I know the car now has the power for Bamford but at that point the hill was very greasy and the resultant wheelspin soon put paid to our attempt. Anything getting past this greasy part went on to clear the hill: it was frustrating to find that our running partner David Child in his similar Ford Popular (but with lower gearing) just kept his foot down from the start, and cleared the greasy part and then the whole hill (photo 4). The frustration was further compounded when I bashed a rear wing trying to control the slide back down to the turning point.

A failure on a restart on the next section (in common with 95% of the entry) due to wet, shiny and polished rocks was the start of a slippery slope! The remaining sections were either



Photo 3

cancelled or a joke as they were mainly grass or mud by the time we reached them.

We finished the event three hours late, which was better than some who were up to six hours late. Our four failures were reduced to three in the results as one of the sections was not climbed by anyone in our class, or anyone in any class other than the top Specials one. This was still not good enough for an award. The results also showed that only five entries cleared all the hills that remained, demonstrating the difficulty of the trial this year.

The bent wheel has been treated to a large amount of heat to bend it back and the wing has been removed, bashed back into shape, repainted, and refitted ready for the Exeter trial in January. Why do I do it? Good question!



Photo 4

Regional News

North London

Robin & Jennie Thake

After a mixed show season when some large shows were cancelled due to bad weather, September improved, so the Sidevalve Holiday turned out fine (see report, right). On our return we had a very good show at Ramsey Rural Life Museum where we met up with Brian's group, which made it a good turnout. The following week we had arranged to meet up with Brian's group again at the Wood Green Animal Shelter but Jen found out there was a Grand Car Boot Sale on that day, so a call to Brian changed the venue to Hinchinbrooke Country Park. This turned out to be a good day with plenty of sunshine and a nice walk in the park and good company. Our last show of the season was at the Canvey Island Bus Rally with Andy, Richard and Shirley and ourselves. This was a good event with many classic cars on display and trips to the seafront in classic buses. Finally, to finish off the old cars events of a very wet year I went on my annual trip as a passenger in a 1903 Darracq on the veteran run from London to Brighton. Three hours of the five hour journey were completed in torrential rain and when I arrived back home Jen said, "did you get wet?" Reply: "!!!!YES!!!!"

As you will read in the holiday report the cars had a few problems, with David Heard's 103E losing a tooth in the gearbox, Richard breaking a clutch on his 103E, and a vibration on our E04A Anglia. All have now been put right with David replacing the parts in his gearbox, myself and Richard changing the clutch on his Pop, and myself changing the universal joint on the Anglia.

I have recently found the advantage of meeting other members and discussing problems. I met Tim Griffiths and was talking about soldering leaking carburettor floats, as I had tried on several occasions to re-solder them without success – when the float cooled off the float would collapse. He said to drill a very small hole in the float, then solder the main joint and allow to cool; then, with a soldering iron, seal the hole. I have now done this with success!

May I wish everybody a Happy Christmas and New Year and thank our group members for their support during the past year.

Sidevalve Holiday 2012

Jennie and Robin Thake

Our destination this year was Lowestoft so we could attend the Grand Henham Steam Rally at nearby Southwold.

We joined up with the Kent members at the show and after a little confusion on booking in we parked up and made a good display. As we started chatting David said that his car was playing up in 1st and 2nd gear and we had to admit that our car was a bit unwell with rumbling and vibration at certain speeds. We decided that neither problem was terminal but would investigate on our return home. We had a very enjoyable two days at the show with lots of exhibits and stalls we had not seen before. The kite flying was very impressive, particularly on the Sunday when there was more breeze with one chap flying three kites on his own. As Tim Brandon had joined us on the Sunday there was a total of eight sidevalves and one Humber on show, and we had a lot of interest and enquires about joining the club.

On Monday we decided to have a fairly quiet day so had a boat trip on Oulton Broad, just a couple miles from our hotel, and after a very pleasant trip and lunch we all went our separate ways for the afternoon. We and two other couples had a gentle stroll along the prom to Lowestoft Town Centre before meeting up at Hotel Victoria, just up the road from our B&B for an evening meal. We were made very welcome and decided to use this hotel for our evening meals for the rest of our stay. David and Lesley went home on the Monday afternoon and arrived safely back home in Hertford, and on investigation found that a tooth was missing from one of the gears.

On Tuesday Caister Castle and Motor Museum was our destination. We made a good sight in a convoy to the museum, parking up under the trees in the car park. Looking round the castle ruins was very relaxing, and after coffee we looked round the car museum where they are very strict on not putting a hand over the rope barrier! We did find a Model Y, Anglia



E04A, 100E Anglia and a 105E all lined up together.

Bressingham Garden Centre and Steam Railway with a Dad's Army exhibition was Wednesday's outing; we had a lift with Rob and Janet as our car was still not too happy and we all arrived safely after taking various routes. We had a good time looking round, riding the garden railways and gallopers and watching a Dad's Army film among the various scenes and memorabilia from the series. Richard managed to fall asleep during the film!

We were joined by Tim Brandon on our last full day on Thursday for a visit to Southwold, followed by a trip to the East Anglia Transport Museum on the outskirts of Lowestoft. The pier at Southwold has some very entertaining sideshows: don't let Robin near a Zimmer frame, and dog walking is not easy. On arrival at the Transport Museum which opened at 1pm we were welcomed by one of their members and directed to park up within the grounds on a pleasant grassed area. We kept the café in business and enjoyed the tram rides, train ride and even a trolley bus ride around the site, and did not leave until just before closing time.

After another very good evening meal and thank yous said, we chatted about our week and finally returned to our B&B for our last night there and our last enormous breakfast the following morning. We all arrived home safely despite the various problems we had had. Even our car seemed happier; perhaps it did not like staying in for the day? And so cars have been put away to await our next trip and repairs over the winter.



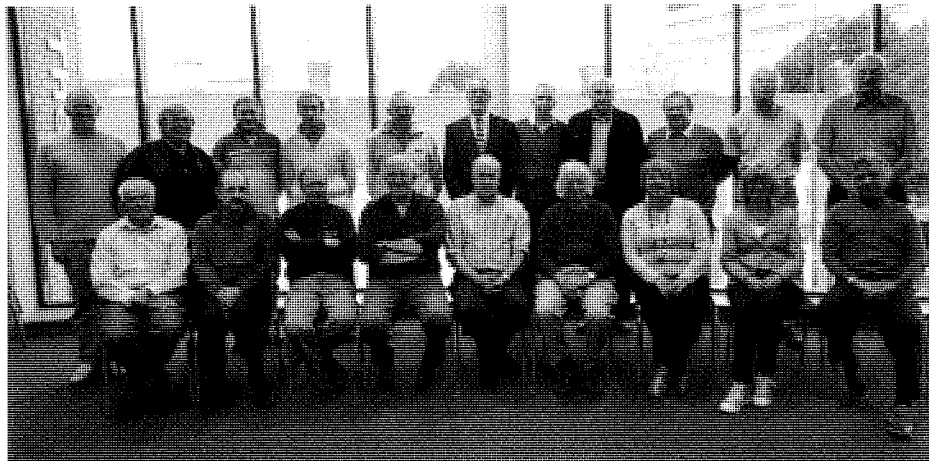
Regional Report

East Essex and South Suffolk

I am very pleased to report that following the resignation of John Hull, the Club's Regional Contact in Essex, John Gater has agreed to become the Regional Contact for Essex. It has to be said that he still has reservations about taking on the role but believes that, if no one else is willing to take it on, the Club is better being represented in the area by him than not at all. I am really grateful to him for trying and just wish that more members in other areas would follow his example. At the end of the day, if he finds that the job is not for him, so be it. At least he will have tried and I sincerely thank him for that.

John lives close to the county border and very much hopes that members living in south Suffolk would be interested in becoming involved. He is planning that come spring he can meet up on the occasional Sunday morning with fellow members at various locations. Further details will be in February's magazine but in the meantime, if you would like to find out more about what John has in mind, please contact him on 01206 240100. He would be delighted to hear from you – and for any help or support that you might be able to offer.

As John pointed out, there are plenty of members in the 'other' half of Essex to enable another group to meet in the south west of the county. All that is needed is a Regional Contact to make it happen! So please, if you live in that part of the world and would like to make a positive contribution to the Club, follow John's example and get in touch with me.



Back row, left to right: Geoff Hammond (Coventry and Midlands), Robin Barlow (Scotland – East), Glen Woolway, Richard Greenaway (Kent), Steve McKenna (East Lancs), Joe Wheatley (Merseyside and NW), Robert Marshall (Nottinghamshire), Tim Griffiths (Somerset), David Pickett (Sussex), Andy Main (Anglia, Prefect and Popular Registrar), John Duckenfield (Regional Co-ordinator). **Front row, left to right:** Ian Woodrow (Specials Registrar), Brian Cranswick (Cambs, Lincs and Norfolk), Nigel Hilling (Yorkshire), Martin Hatfield (North Yorkshire and Teesside), John Porter (FSOC Chairman), Robin Thake (London – North), Jennie Thake (Membership Secretary), Sally Litherland (Wiltshire), Danny Moody (Northamptonshire)

Annual Regional Contacts' Meeting

This year's meeting was held at The Welcome Centre, Coventry, letting Regional Contacts as far apart as Angus in the north-east of Scotland and Sussex in the south-east of England meet and discuss common issues, common problems and good practice.

More than that, though, it is a forum for raising issues to draw to the attention of committee members – often issues that are of concern to Club members within the Regional Groups. It is therefore an important link between the membership of the Club and Club officials and another means by which the voice of the membership can be heard. Conversely, it is also a valued sounding board for Club

officials whereby they can seek opinion from across the country about future decisions or current practices.

The meeting is an extremely informal gathering of like-minded, loyal and dedicated members of the FSOC. As the new classic car season rapidly approaches there is still the need for more Regional Contacts in several parts of the country. If your circumstances have recently changed, or you are a new member who would like to establish a Regional Group where you live by becoming an FSOC Regional Contact, please get in touch. The decision as to whether or not to proceed is yours. If you do, I honestly believe you would find it extremely enjoyable and rewarding.

A Word from Wilts

John Duckenfield is regularly asking all members to consider their commitment to the FSOC by becoming a Regional Contact, and you might wonder whether the time involved could outweigh the benefits. Think again! I have been the Wiltshire Regional Contact for a couple of years now but I am the first to admit that as a teacher, work has never allowed me to devote much time to the task – but that doesn't matter. Wiltshire is a large county and our delicious Sidevalves don't generally travel far, so any idea of a regular gathering is unlikely ever to happen here. Oh, and the small fact that despite having taken a car maintenance course in 1967, I am not technical! You see, this Club is your Club, our Club, and the delight we have in our cars (or bits of metal and engines yet to become cars) is a shared one. I put in as much or as little time as I have available. To start with, this was just an email address for Wiltshire members

to contact (they never did...). Now it is getting easier. The recent Regional Contacts Meeting in Coventry, so perfectly organised by John, brought together a wealth of knowledge and enthusiasm, so I am sure any problem you might have with your Sidevalve is something on which one of our members can advise. This isn't a sales pitch for you to sign up as a Regional Contact; however, it is a request for you to share more in the life of the Club. Send in your pictures, your problems or better still your solutions regarding your car. Use the website; order from our spares department and share your stories.

But now I must tell you about my 103E Molly's summer. It was heart-breaking. At the suggestion of an acquaintance I took her to a 'classic car' repairer in April. Initially they fixed her small incontinence problem within a week, but one mile from the garage the oil just poured out and she had to go back. After that they gave me all sorts of reasons why she could 'not be fixed yet'. I was away for most of the summer (celebrating retirement with a visit to my daughter in Australia) leaving the

garage with the one condition that she should be kept in a dry place because her roof leaked. When I returned in September she was still not back home, but after pestering she was brought back late one night in the dark. Next morning I could not start her and could see that she had been left out all summer. Her bodywork was spoiled, headlining stained and her beautiful red leatherette interior was splitting and damaged. I had to take her straight away to Graham Dimmer Motors who sympathetically fixed her broken choke cable and tightened up her engine mounting which had been left loose, plus so much more. Molly is 56 years old and has been with me for just over 30 years. This year she aged more than even L'Oreal can fix – and she is worth it. I'm sure none of that would have happened if I had first contacted my friends in the FSOC ...

So, members in Wiltshire – how was your Sidevalve summer? Let me know and let's put our county back on the map! Oh, and does anyone near Salisbury know a sympathetic classic car restorer? Molly needs a new vinyl roof.

Pre-War Register

Registrar's comments

A good year for the register. The only gripe is that some members are not returning the register form, yet still asking me to identify their car! I have several registers in the pre-war section to keep up to date besides the E83W, so please return or update your vehicle information with the chassis, Briggs body number etc. It really does help. In the meantime I will be here next year so am wishing everyone a happy Christmas and the usual intoxicating New Year.

The Constabulary

We hear about our old Fords being used in all theatres of motoring. All those pundits that today just think of our cars as old have no idea what they were capable of. In this instance Model Ys, Model Cs/CXs, 7Y, 7W, Prefect and 100E models were used by various Police forces throughout the country from Scotland to Ireland to Gloucester, Manchester etc. The row of pre-war Sit-Up-and-Begs illustrated were from Fife constabulary and the Model Ys were used by the Garda, Eire. Proof that the cars could take on the rigours of hard driving on all sorts of roads, and capable of carrying equipment and the odd crook.

The Chester division also used the later models and one of their oldest models was a Model Y Popular of 1936. Police cars and their drivers were regularly inspected and inspections meant that personnel stood by their vehicles, usually for the Lord Lieutenant or other dignitary to pass alongside and comment. Yearly inspections were the norm and cars had to be spick and span as well as a well turned out driver. Tourers were also used, as sometimes it was easier to install the transmitters, some of which were of the Morse code variety. As with any electrical equipment, suppressors were necessary although there seemed to be no cure for a complete wipe out when the odd electrical tramcar passed by. Those were the days! (Photos 1, 2 and 3)

Those grille surrounds

The late Ted Broadhurst, who worked at Davis Bros, wrote this some years ago:

The chrome trim piece on the grille and some instrument panels fitted to our small Fords is in fact a stainless steel lead filled beading. It was made by a company called Davis Brothers (Motor Supplies) Ltd, Nightingale Grove, Hither Green in South East London, who also made the stainless steel fittings. Long lengths of stainless section were made on a draw bench, and then filled with lead. This was to permit bending to shape after cutting approximately to length. The final trim to length was after bending, to get a precise fit on to the radiator shell. The clips, which were actually brass bifurcated rivets, were installed by melting the

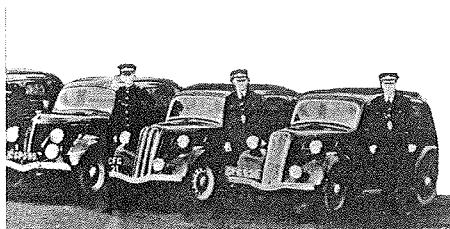


Photo 1

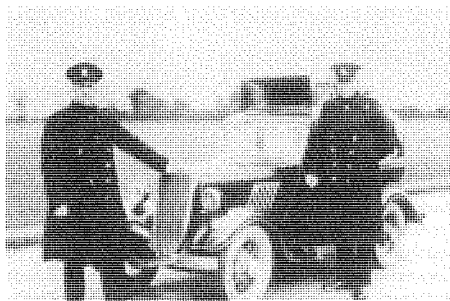


Photo 3

lead locally while the rivets were held in small jigs to keep them upright. After testing for fit on a shell grille the beading was sent to the polishing shop. In the early thirties, the lead filled beading was wide enough to take the normal head of a bifurcated rivet, but as the years passed and models changed, the beading became narrower and the round heads had to have the side cropped off to fit the narrower section.

A further change was also made to the method of making the joint. At first it was a butt joint, near the bottom reinforced with a piece of brass let into the lead like the rivets, but towards the end of the Model Y manufacture the joint encompassed a stainless steel clip at the bottom point.

Locally melting the lead with a very gentle flame, BOC Sapphire No. 1, a lead burning torch, or even a Bunsen burner, will release the remains of the broken rivets. They may be replaced with new rivets if a supply is readily available, but just as good and probably easier to position would be some small brass screws: about No. 4 or No. 6 ANF, or No. 5 or 6 BA would be suitable. A drop of soldering spirit on the heads helps before melting them in, and make sure that they are located upright by something more substantial than fingers.

The Briggs Manufacturing Company

Briggs Motor Bodies Limited was the UK arm of the Detroit Company of the same name and was a major partner with the Ford Motor Company at Dagenham, Essex. As a separate company it supplied Ford with bodies and at the same time also built bodies for other companies such as Austin, Riley and others during the pre-war period. After the war in November 1947, Briggs bought an old aircraft plant in Southampton, originally owned by Cunliffe-Owen Aircraft Ltd (now the Ford Transit factory). The latest news is that Ford will close this complex. This site was located at the southern edge of the then Eastleigh airfield. Briggs produced van and truck cabs and

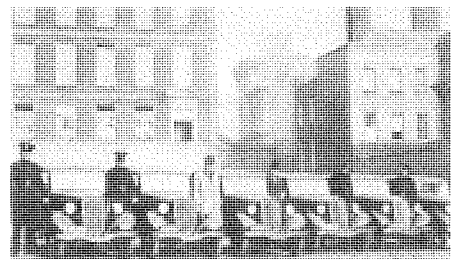


Photo 2

bodies from a basic design with differences for Leyland, Dodge, Guy and Thames.

Towards the end of 1943, when the Second World War was well under way, the idea of founding a Lodge by members of the craft employed at Briggs Motor Bodies Ltd, Dagenham, was put forward by a Jack Worship. A number of the so called 'Brethren' in Briggs were contacted and eventually fourteen members of various Lodges attended a meeting held one evening (after office hours), when provisional arrangements for a committee was made. Various names for the Lodge were suggested and by a unanimous agreement, the name 'Lodge of industry' was decided upon. The 'Briggs' Lodge was established in 1945. The crest depicted the boiler house of Briggs Motor bodies at Chequers Lane with the annual subscriptions set at three and half guineas (£3.68) and the dining fee assessed at ten shillings (50p).

In May 1953 Briggs Bodies was acquired by the Ford Motor company on express authorization from Dearborn (Henry Ford II) to secure body supplies and to ensure that Briggs did not fall into the hands of its competitor Chrysler, who had taken over the American parent company. The sale included the Dagenham, Southampton and Doncaster Briggs' plants. However it was stipulated that Briggs continue to fulfill its existing contracts with other companies. This meant that Briggs supplied truck cabs until late 1956.

Another off-the-cuff fact was that Redbridge FC, Essex, were, until the end of the 2003/04 season, Ford United FC, formed following an amalgamation in 1958 between Briggs Sports FC and Ford Sports FC. Briggs Sports were the works team of the Briggs Motor Bodies Company and played at Victoria Road, now home of Dagenham & Redbridge FC. Ford Sports however played at Kent Avenue in Dagenham, near to the Ford factory.

Working out the Briggs model sequence: one hypothesis

As with Ford's chassis numbers and certain vehicle codes, Briggs listed their bodies in a numerical sequence. As noted, the small Ford vehicle sequence commences at 121 and continues numerically into the pre-war Dagenham designed Fords and onwards to post-war. Although to many there appears to be no logic, there had to be some identification by Briggs to allocate the appropriate body to chassis to vehicle model. If one looks closely at

Model No	Model Name	Dates of Shipment		Quantity
		First Job	Last Job	
134	Y Fordor FR	22.09.32	30.08.33	2696
135	Y Tudor FR	4.07.32	11.05.34	22000
136	Y Fordor de Luxe	6.10.32	19.06.34	2209
164	Y Fordor FR	1.10.34	12.08.37	7965
165	Y Tudor FE	25.09.33	13.08.37	74350
166	Y Forcor SR	25.09.33	4.08.37	9146
167	Y Tudor SR	7.10.33	12.08.37	16883
362	C Tourer	2.05.35	20.01.36	1058
364	C Fordor FR	12.07.34	16.11.35	5623
365	C Tudor SR	8.10.34	20.08.35	5142
366	C Fordor SR	13.09.34	7.10.35	4634
367	C Tudor SR	14.09.34	6.11.35	2444
462	CX Tourer	25.01.36	1.03.37	1795
464	CX Fordor FR	14.10.35	19.03.37	8446
465	CX Tudor FR	1.11.35	15.04.37	11932
466	CX Fordor SR	28.11.35	7.04.37	4564
467	CX Tudor SR	28.11.35	17.03.37	2997
121	B H.P. Van	14.11.32	7.06.33	1402
126	B H.P. Van	12.06.33	22.11.33	1632
128	B H.P. Van	22.11.33	5.11.37	26572
161	"A" Type Tug	16.09.35	24.09.37	121

Photo 4

the figure work, one can start to see some ideas that may be behind the coding for the earlier Fords such as the Model Y, C and CX, though major changes on the same lines as Ford's vehicle coding were required to be revised by 1937, when the UK and European Ford plants were manufacturing their many very different models.

The first two digits could be taken to identify body: 12 the Vans; 13 the Short Rad bodied cars; 16 the Long Rad bodied cars to include the Tug; and 36 and 46 the C and CX cars respectively. Looking at the third and final digit, this number could be taken in appearing to assist in the vehicle specification for example: 1 could be designated as something like commercial, 2 = tourer, 4 = fixed roof 4-door car, 5 = fixed roof 2-door car, 6 = 4-door spec variation, 7 = 2-door spec variation and 8 = cab variation. Have any members any further ideas on the subject? (photo 4)

Component Age

Our youngest vehicles in the pre-war register are over 70 years of age. Not bad for our Sidevalve Ford models, and more are still coming out of the woodwork. However some of us seem to forget that parts wear, with a majority ignoring the situation of metal fatigue. Whereas the first situation can be dealt with by proper periodical checks, metal fatigue is that more difficult to detect as today, such methods of crack testing etc. are now specialist, with the general hike-up in charges even if one can find such companies locally.

Stub axles are an example where most of us assume that such parts can continue to carry the loading and steering actions indefinitely, especially after constant use. Of note is that many of our vehicles have done over 100,000 miles, some twice over and more. You may have renewed the king pins and bushes regularly, but are you still using the original stub axles? Very robust these items are but one must not forget that initially when these cars were in use, a gauge as illustrated was developed to enable dealers to check the set of the front spindles in relation to any distortion due to an accident, collision or kerbing (photos 5 and 6).

Photo 7 photo illustrates what can happen to some of these older components. In this case it is a Model Y part with the straight arm. The Model

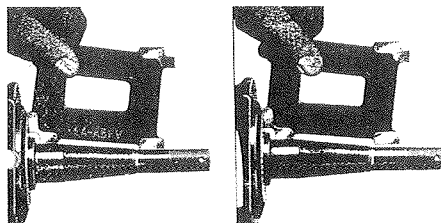


Photo 5

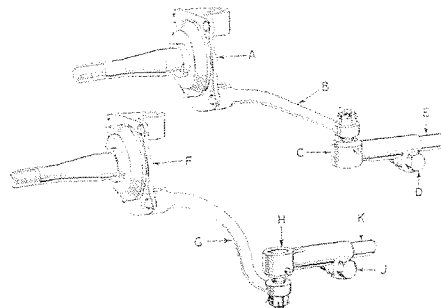


Photo 6

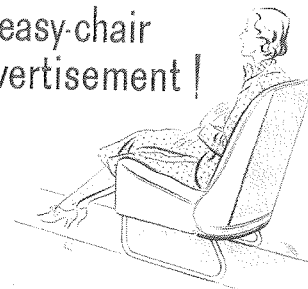


Photo 7

C and CX are similar but not identical and it was not until the later 7W and 7Y came along that Ford came up with the kinked arm type (circa Jan-March 1938) that is installed on all the later sit-up-and-begs. For those of you who are contemplating building a Special, I would recommend you use the later spindle body. You also have the safety of the track rod end being installed from the top as from the Model C onwards. On any independent suspension, strengtheners for the arms will be required, bolted to the back plate. If you use pre-war or post-war spindles, expect breakage at the arm as it connects to the spindle. What happens when the arm breaks when you are driving? Well, you will lose 70% control of your steering with the vehicle wanting to steer itself. Gentle hand braking is required while at the same time carefully feathering the steering wheel to keep the vehicle from veering systematically from side to side.

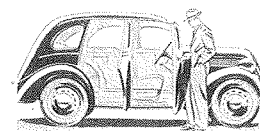
Another no go is not to mismatch the axle shafts when changing axles. In initial use they undergo a twisting action in the metal in one direction. Re-installing them, but changing the side they were originally matched, reverses their normal twisting action and they will fracture, usually at the juncture of wheel drum. Always label. Not so serious but still with metal fatigue is the bulkhead area of the Ford 103E around the spring for the accelerator and rod. After much use an area of 4"-6" square around the accelerator spring can flex. This reduces the lift at the carburettor, which means than when you

No; NOT an easy-chair Advertisement!



Merely one designed to indicate some of the many features of the FORD "Ten" which make it welcome you, make you to enter, relax, be comfortable, just as long as your journey lasts.

It is a fact that no other car of comparable price offers such an invitation to enjoy every moment you spend inside it.



FORD "Ten" £150

Photo 8

want full power, you will not get it. A plate to stiffen up this area will restore the appropriate lift at the carburettor direct to the action at the accelerator pedal.

An easy chair

Of all the seats in the small Ford range, the model C and CX bucket seats are in my opinion the best fitting as they contain both the passenger and driver of my van when I go round corners at speed. The tip-up seat versions I find dangerous as in an emergency stop they propel you towards the windscreen and the steering wheel. So, an advertisement for the Ford 10 with the seat advertised as an easy chair is a bit far-fetched. Mind you the back seat of all the old Fords are actually quite comfortable, especially when I have been lucky enough to just be the passenger, but those occasions are few and far between. (Photo 8)

Cylinder heads

For our newer members who wish to identify the engine in their vehicle, a letter or combination of a letter and numerals is used to signify an 8 or 10 engine. Normally it is a Y (8hp) or C (10hp) but earlier 8hp engine had a code 19E as the part number (post-late 1934) and early 8hp cylinder heads with the heart shaped combustion chambers had no detail at all. Even some C heads can be baffling with a 2 digit number. The peg or spigot type head was used on the Model Y, C, CX, 7Y and 7W. However, with the need to economise on metal, a new head was introduced with no spigot or platform to mount the dynamo. Instead a special separate pressed steel cradle was fabricated to mount the electrical equipment with the final aircraft platform type cylinder head being manufactured towards the end of 1945. Aluminium heads were around and available on all 8 and 10 engines from 1932, as indeed were the overhead valve conversions and remote gear control accessory items off the shelf. Nowadays one has to hunt for such specialist equipment.

Registrar's Comments

I've survived another year in the post that I thought was temporary. It has been another good year, but again I would ask for the register forms to update the info for Club records. The restoration carried out has been to a very high standard and is remarkable considering the E83W was the workhorse of the day. Some interesting vehicles have come out of the woodwork and the special bodied van for transporting pianos has been quite a favourite. I'll endeavour to get through next year with your help and I thank Les, our Canada contact, and others for all their help during the year. Have a happy Christmas and again, as I am in Scotland, an intoxicating New Year.

Official Olympic vehicle

Did anyone else notice the article that Nigel Hilling saw in *Classic Car Buyer* that referred to the London Olympics in 1948? A fleet of E83Ws was the official transport for guests etc. and all were of the 'Car-o Van' 'Woodie' specification that could seat up to eight passengers, or six passengers with luggage. The young drivers were all female from the Auxiliary Territorial service, some with wartime service and all experienced in all sorts of driving. I am endeavouring to obtain a photo and permissions to use it in a future register page.

Restoration

Bob Deacon is currently restoring E83W registration OPL859. Bob would like any information on this vehicle.

Want to swap?

Shaun Adams-Thirtle has now finished the restoration of his Utilecon E83W. The vehicle has been shown in these pages at various times during restoration during the year. It looks the part now and, though a Utilecon is rarer than a van, Shaun is still keen on swapping the Utilecon for a van. So, does anyone out there want a swap? Shaun is your man to chat to. Enquiries through me. (Photos 1 and 2)

A past regret

Andy Cadell: Fifteen or so years ago my friend owned a Ford Thames E83W Utilecon, OBY362. The vehicle was original and in very good condition. We are wondering if it would be possible to be put in touch with the current owner? It would make an old man very happy, to know what the vehicle has been up to. Hope you can help. Many thanks.

The vehicle is still around and hopefully contact has been made -Yvon.

From the Archives

Photo 3 is interesting as, although seemingly just a front view of a pick-up, the notice in the window identifies it as a 'UTILEVAN' designed by Martin Walter. Photo 4 was taken at the LCC housing development in Picton Street, Camberwell in South London. The van seen outside this new housing scheme shows the E83W with quite a space between the two rear panel windows. It looks professional enough.

FYR 839

The ENSA (Entertainments National Service Association) had its headquarters at the Theatre Royal in Drury Lane, London during the Second World War. One area of the Entertainments aspect was the 'Sing-a-Long' section. The idea at the time was to use or recruit various theatre touring companies, rehearsed and managed by ENSA, to tour (in every sense of the word) the whole countryside in specially fitted vans. The smallest of the three types of vehicles used were the 8hp saloons, namely the more ancient Model Ys and 7Ys, with the larger vehicles being the Ford E83W and the Morris.

The Ford, being capable of carrying a heavy load, especially bore the brunt of the loaded equipment, which was stashed away very efficiently with every space allocated. A baby piano was positioned along one side of the E83W and along the other side was a set of seats for two of the 'Minstrels', of whom there were four. The other two occupied the passenger seat and the driver's position. A wardrobe was also accommodated for the various costumes and the numerous props were placed where they were out of harm's way - harm's way usually being on top of the piano and wardrobe.

Each of the entertainers was entitled to an attaché case and with the majority of cases bulging with added extras, these final additions made up the usual heavy load. Each touring company of four had to be quite versatile, unlike the 'entertaining' lot on TV these days. Not only had they to be masters of the song and dance, they had to be able to present short and snappy sketches. Drivers had to be skilled mechanics, or at least have some idea on making some of the older vehicles start, and make running repairs when minor breakdowns occurred. Many journeys were cross country, especially in the summer, and audiences varied from 10 to more than a thousand. Where there were just 10 spectators, this usually consisted of a searchlight crew and to reach them, the E83W in most instances had to cross ploughed fields with some undulating results as to the crew, the equipment and particularly the piano.

The number of shows per week per company usually averaged between 14 and 16 and the average number of airmen, sailors and army personnel was something like

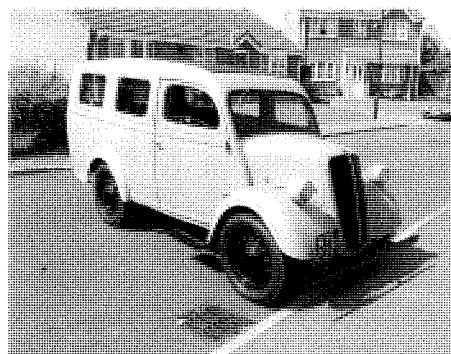


Photo 1

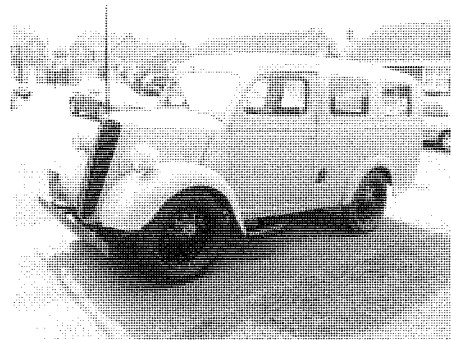


Photo 2

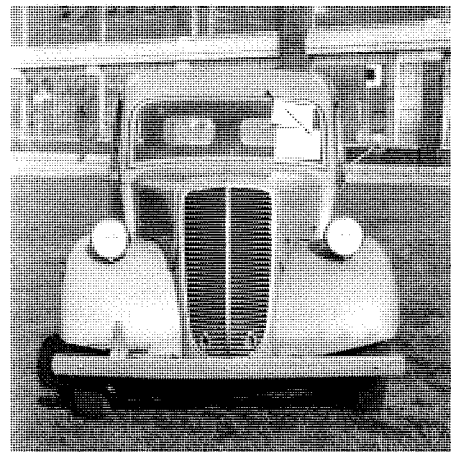


Photo 3

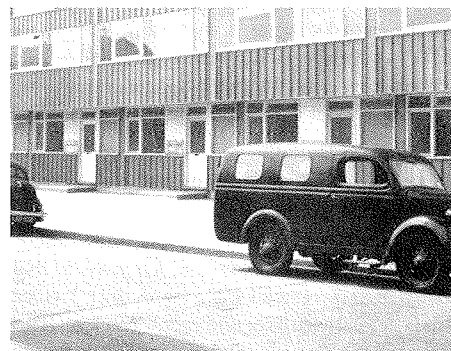


Photo 4

1500. In the first 12 months of the scheme some 40 odd units were on the road, each covering some 42,000 miles. Individual vans were away for some nine months or more and the adventures of some of the E83Ws could probably fill a volume. During one foul winter, two E83W vans were lost for some seven days, totally snowed up, a far cry from situations today where individuals are freed

Continued on page 21

E83W Register contd

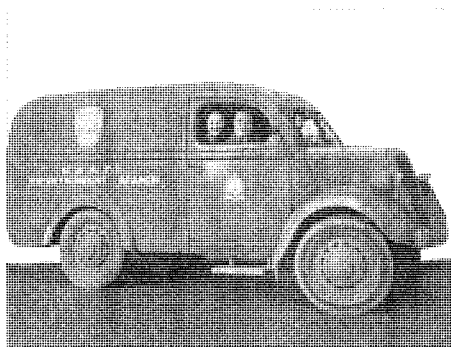


Photo 5

during snowy weather usually in a day. One E83W was actually found on a railway line with the snow so deep the railways could not run, while another persevered in the inclement weather for some 13 days in order to travel from Morecambe to Plymouth. The motto at the time was 'Take an hour longer ... but get there and don't let the public down.'

The Ford Model Ys were identified as 'Double Minstrel Acts' with just two personnel, the driver and passenger. Due to weight, there was no baby piano in the back for the Model Y, just an accordion. The E83W van FYR 837 is seen with its four crew ... From the looks of things in photos 5 and 6, they probably have bartered the piano for more drinks than desired.

Canada News

Les Foster: My Anthony Hoist E83W pickup is under complete restoration in all respects. Currently, friends are helping me rebuild the Anthony Hoist box. We are replacing the complete floor with the exception of the front main cross-member, otherwise everything else will be new metal down there. The bottom two inches of the sides, which are bent 90 degrees to form a flange that attaches to the floor plate, will also be replaced. Patches on the base of



Photo 6

the uprights at the four corners and a new rear cross-member will also be necessary.

To this end, my friend and fellow British vehicle enthusiast, Gerry Parkinson, has drawn up a plan of how efficiently to extract the complete floor plate, metal strips for folding into all the floor channel members, and the box front wall and its top cross-member from two four by eight foot sheets of 18 gauge sheet metal. Enough will be left over for smaller patching needs and the two long patches needed to replace the bottom two inches of the box sides (these are identified on the plan as the 'flanges'). We'll do these in two sections per side as our metal brake is limited to a maximum length of four feet. Two feet of two by one-quarter inch flat bar stock will also be required to replace the plates that locate the rods that mount the box to the truck chassis. The rods can be made of threaded rod or plain rod hand-threaded at their ends. I thought that this information might



Photo 7

make the task of re-building an Anthony Hoist box easier for our members.

Yvon: Les has sent me the full details re the efficient manner to obtain metalwork from the sheets of metal, detailed with all the figure work and dimensions concerned worked out. His info sheets are available to those interested and the three detailed pages will be placed in the archives for future use. Thanks again, Les - this will save a lot of work for those undertaking metalwork on the Anthony Hoists version of the E83W.

Photo 7 shows Gerry triumphantly wielding his plasma cutter after removing the rotten floor from my Thames box. Also replaced was the box's rear main cross-member with heavy square tubing, which had one side cut off to accommodate the ends of the channel members as was done originally.

Panhard Rod kits for Uprights

The FSOC is looking into the production of Panhard Rods for the 1937 to 1959 Uprights. The plan is to produce kits of the rear Panhard Rod first with the front one to follow. For this plan to go ahead we do need a response from owners of Upright models: namely, are you interested in buying a Panhard Rod kit for your car? For those of you that do not know what this device does:

A Panhard rod is a component of a car suspension system that provides lateral location of the axle (front or rear), originally invented by the Panhard automobile company of France in the early twentieth century. While the purpose of the suspension of an Upright Sidevalve is to allow the wheels to move vertically with respect to the body, it is undesirable to allow them to move side to side (laterally) which is why our cars

wander and sway on uneven roads. The Panhard rod is designed to prevent lateral movement and is a simple device. It consists of a rigid bar running sideways in the same plane as the axle, connecting one end of the axle to the car body or chassis (in our case, the spring U bolts). The rod is attached on either end with rubber lined bushes that permit it to swivel upwards and downwards only, so that the axle is allowed to move in the

vertical plane only. These were very popular (sorry!) in the 50s and were often sold by the Ford garages to uprate your Pop.

These rods are also essential for Ford Specials to prevent the handling from resembling a puppy on ice! So, if you are interested, please register your interest with John Porter for rear, and later front, Panhard rod kits.



A strange thing

It is funny how one thing leads to another. Take the other day for instance. I was writing a letter to John Duckenfield because I could not attend the Regional Contacts meeting. I was writing about how the time when our cars are remembered as everyday transport is passing into history. We are all getting older and we need to attract a younger element into the Club. It got me thinking and I was trying to remember when was the last time that I personally saw a 100E as everyday transport. For me it was well into the nineties. I remember that there were two ladies who lived in Hornchurch, Essex who had a Green Popular 9382 EV. This car they had loved and owned for many years and it was their everyday transport. One day they used it for a journey to Dagenham and while they were there it was stolen. They were mortified. At the time I was the local organiser for the Essex group (or Regional Contact if you want to be posh) and of course they contacted me to spread the word about the theft. Their car was never found, as I remember, but they went on to buy another 100E which they used for some years as their everyday transport. My memory is not all that clear on this but it must have been close to or soon after the millennium before they changed to a more modern car.

Have you any memories or knowledge of 100Es as everyday transport? Maybe there are some that are still used every day. Let me know if you do know of any.

Rain, rain, rain

This year it seems to have rained forever. Back in April the doom-mongers were forecasting a major drought. Reservoirs were at their lowest ebb for years. The water companies here in the south east imposed hosepipe bans and had their stand pipes and water tankers at the ready. What happened? Did somebody revive a long lost rain dance? I do not know, but I do know that a lot of summer shows and fetes were cancelled across the country due to the rain. It is therefore with some current interest that our old friend Colm O'Neill has sent a picture of a Prefect that appeared in the *Irish Times*:



Photo: Jimmy McCormack © The Irish Times

The above picture was taken in June 1963 following flash flooding in the suburbs of south Dublin. The woman motorist is being helped by two uniformed busmen and another woman and the atmosphere seems good natured despite what has happened to her Prefect.

To judge by the white dashboard knobs, this car was a late model 100E Deluxe rather than a pre-dogleg 107E. This picture was published again as part of a weekly series called *The Times We Lived In*.

Witty captions, anyone?

Colm O'Neill

MOT news

As you can see elsewhere in this magazine (see Letters & Emails) the DVLA has finally got their act together and sent a letter clarifying the situation regarding the new MOT regulations for pre 1960 vehicles.

You can check that the DVLA has the year manufacture of your car on their records. If you go to www.taxdisc.direct.gov.uk and enter your registration number, the vehicle information that is then displayed should

include the year of manufacture. If they do not have the year of manufacture and you want it recorded then you will need to supply the relevant supporting information as detailed in their letter.

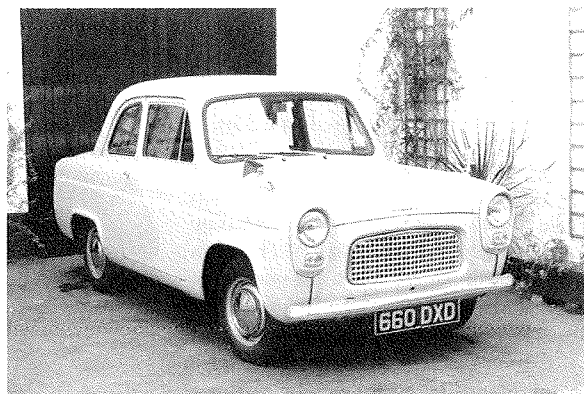
Where are they now?

This is where we try to find out what has happened to 100Es that have not been heard of for some time. Do they still exist? Have they been scrapped? Are they now hot rods?

The first car this issue is a late Popular. It was last heard of in February 1983 which is almost 30 years ago when Mel Smith was the 100E registrar. At the time the colour was lime green and the registration was 210FHO. The car lived in Worksop and the owner was the sixth custodian.

Another late Popular is grey 660DXD. This car was last heard of in 1984 and lived in Twickenham.

If you know the whereabouts or any information on these two Populares, I would be pleased to hear from you.



Anglia, Prefect & Pop Register

Registrar's Comments

This past year has been described in many ways as challenging – the economy, weather related problems with the farmer's crops, cancelled events and the fall in visitor numbers at many attractions. Therefore it was perhaps helpful that we celebrated the Queen's Diamond Jubilee (even if the weather was not that great) and the Olympics bought some 'gold' cheer.

In October it was announced that the Ford Transit factory at Swaything is to close next year – the last Ford vehicle assembly plant in the UK. For just over a century, Ford has assembled/manufactured vehicles in Britain, at its peak rolling more than 3,000 cars a day off its production lines.

Amongst this gloom it is great that Sidevalve owners are enjoying their hobby. For some of us in previous austere times, when our parents/families purchased their first Sidevalve it then cost around a year's wages. For 3½ times more, a three bedroom house could have been purchased.

It was a privilege to be invited recently to the yearly Regional Groups Contact meeting and listen to their enthusiasm. They give up their spare time to organise and run events, host regular meetings and assist in vehicle inspections. Whilst local group meetings will differ they have one important principal, being run by enthusiastic regional contacts. The Kent group which I attend is very friendly, helpful and assists each other with problems.

New members

We welcome three new register members and one change of ownership. New: Kevin Appleby from Warrington with a 1949 E493A Prefect; Colin Goodwin from Lancashire with a 1949 E494A Anglia; and Trevor Stevenson from Hertfordshire with a 1955 103E Popular. Changing owners is Matthew Jagger from Kent with his 1953 E493A Prefect.

Pump globes

Fuel pumps used to be tall and slim with either a glass or plastic globe on the top, usually with the fuel company name and marketing name.

I photographed the Esso Popular pump globe (photo 1) made from plastic from the mid 1950s at the East Anglia Transport Museum at Carlton Colville, near Lowestoft, Suffolk earlier this year. Was it 2*? Can anyone supply further details?

This period photograph (photo 2) of the Haynes Brothers, Ashford Road, Maidstone, Kent site features Cleveland globes. The 1953 E494A Anglia registration NKP404 parked to the left may well have been supplied by Haynes Brothers. Haynes was originally founded in 1790 as an ironmongery business and is now run by

Andrew Haynes, who is the sixth generation to run this substantial family business. Haynes in Maidstone is Ford's largest dealership in Kent and celebrated their centenary in style in 2011. The photograph is reproduced with the kind permission of Haynes Brothers Ltd.

Emergency breakdown kit

Every car/van should carry an emergency breakdown kit from the Club which comprises points, plugs, rota, condenser, fan belt and distributor cap (1935 onwards), which come packed in a plastic container and costs £60, cheaper than buying the items separately. Also worth having is a spare set of E93A ignition leads at £14.95. **Don't forget that these prices and other spares/regalia item prices are what you pay: there are no hidden extras like postage and packing plus VAT.**

Christmas Quiz

For those cold turkey days after Christmas when you're fed up with the repeats, here is a quiz on the Club. No prizes but answers in February 2013 edition

1. Who founded the 100E Owners Club?
2. To which Kentish town did the founder move to in the 1970s?
3. What model 100E did he own and in what year was it built?



Photo 1 – Esso Popular pump globe

4. How many chairmen have the 100E & FSOC had, and can you name them?
5. In the June 2012 *Sidevalve News*, how many UK regional groups are there? Can you name them without looking at the inside cover?
6. The first National Ford Sidevalve Day was held on Saturday 21st August 1971: where was it held at?
7. What was the cost of membership in 1975?
8. At the 1975 Sidevalve Day John Farrer (now the last founder member of the 100E Owners Club) was a winner in the event called Family Affair. What was his award position?
9. In which year was membership of the 100E Owners Club extended to all 8 & 10hp Ford Sidevalve-powered vehicles including the 107E?



Photo 2 – Haynes, Maidstone

10. In which year did the 100E Owners Club become the FSOC?

Overseas members' Prefects

For many years in the December edition I featured the vehicles of overseas members that had joined during the year. In more recent years this has not always been possible. However I was most pleased that two overseas members joined in late 2011, but missed being featured.

Nils Carlbaum from Allerum, Sweden purchased his E93A Prefect registration AC 4928 (photo 3) on 1st August 2005. Nils acquired it from a friend at university who got it from his grandfather who was the original owner. It was photographed on collection to await restoration. Sadly the interior has been destroyed due to the roof leaking.

Jan Bouma (photo 4) was born in Holland but since 1973 has been living in Germany and is now living in Fassberg. Between 1945–1956 Fassberg was an airbase and from which the RAF was involved in the 1948 Berlin airlift. Jan was in the Dutch military and stationed in Germany as part of NATO. Following the withdrawal of the military in 1993 and with much cheaper living in Germany, Jan's family stayed.

Jan's first car in 1960 was a 1949 Ford Taunus. He then purchased a 1952 model followed by a 1958 Consul, 1964 Zodiac, and during the 1970s/80s several Taunus Granadas. Jan's first love in the world of cars was a Ford and that was the reason the Prefect was bought in March 2004. First registered on 1st August 1953 in England, Jan bought it from a friend in the Netherlands, then with a British age related registration PSJ 922. The original is unknown and it is now registered CE FO50H.

The Prefect was never available new in Germany so they either survive here after being sold by members of the British Forces, or as more recent imports. However the model is rare and therefore gains much interest when displayed.

Since purchased, Jan has de-rusted the chassis and inside of the wings, treated them with a rust resisting coating, and welded the door pillars. Flashing indicators have been fitted which is a German requirement. Jan is now considering a full re-spray.

Register 25 Years Ago – Sidevalve News, December 1987

It was my second year at the helm (steering wheel) of the Register – Your Register.

It had been the worst winter for years, a tropical Easter, wet summer (nothing changes) and hurricane winds followed by flooding. As a daily Sidevalve driver I mentioned how today's motorists drive too close to one's rear bumper. Green shield stamps returned and according to an article in *Commercial Motor* one used to get

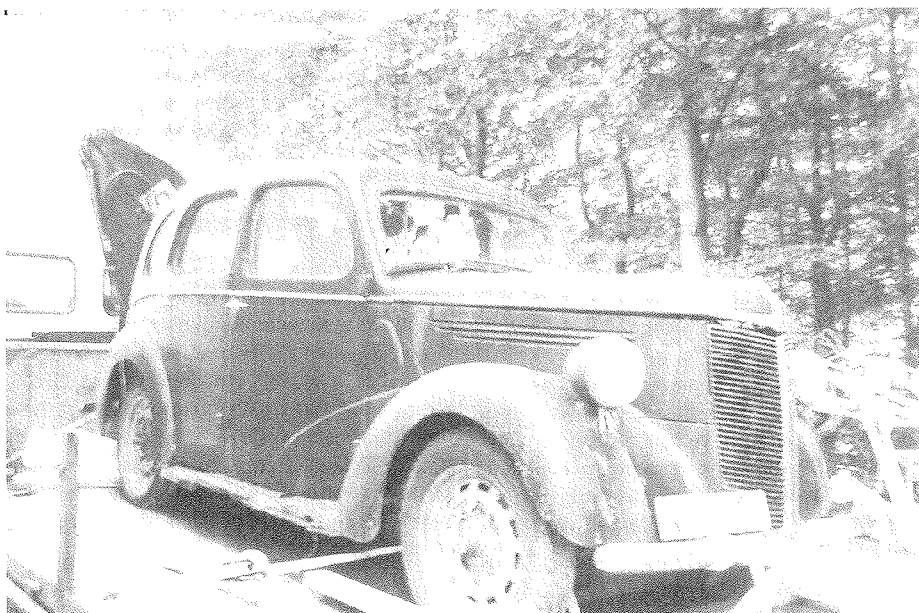


Photo 3 – Nils Carlbaum's Prefect

thousands of them for every tenner spent. It took years to fill those saver books to get a toaster, and even longer to get patio furniture. Those with the longest willpower eventually got a Ford Popular after 30 years saving stamps.

Members Profile was of the Scott family from Auckland, New Zealand owning a 1948 E04A Anglia named Mid Night, two 1951 E493A Prefects and a 1952 E494C/B Anglia named Atom Ant.

Mid Night was owned by a disabled driver in the late 1960s, so when they purchased it vacuum hoses were still fitted under the floor that that were used to control the brakes. The hoses went up the steering column and were operated by hand controls just below the steering

wheel. These had since been removed with just the hoses under the floor intact.

Atom Ant had been converted to 12 volt and a 100E engine fitted. '100E into E93A Goes' was an article on how it was done with three sketches on the 100E/E93A modified sump.

Greetings

I would like to thank area contacts Dave Pickett, Yvon P, Martin Hatfield, Nigel Hilling, Robin Thake and Stephen Wood for inspecting vehicles for me this year as part of the process to obtain original/age related registrations.

May I also take this opportunity of wishing you and your families a happy Christmas and New Year and good Sidevalve motoring in 2013.

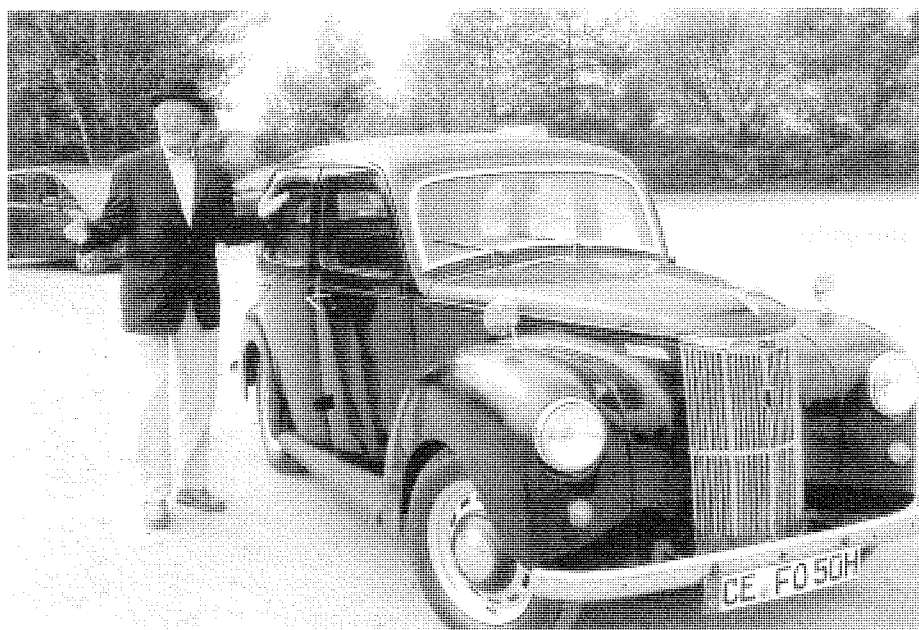


Photo 4 – Jan Bouma and Prefect

Specials Register

Ian Woodrow

By the time you read this I expect you will all be ready for Christmas. I've put my cars in to hibernation for winter, although providing the weather's not too bad I'll take one of them to Romsey's 11th Annual Boxing Day Classic Car & Bike Meet. This get-together always attracts a great selection of vehicles and is a good opportunity to get outside and burn off any excess Christmas calories!

Hibernation only means checking the antifreeze concentration or draining the cooling system, disconnecting and charging the battery and cleaning the terminals and smearing them with petroleum jelly, covering the vehicle with a breathable dust sheet and putting a calcium chloride dehumidifier in the car.

I've received a steady trickle of Specials information during the autumn, but very few Specials registration forms to enable me to try and get the Specials register in order; if you have sold, bought, made changes or not registered, please email or write for a registration form.

Special Sports Open Top

An interesting Special has been spotted by John Porter for sale on the internet: Special Sports Open Top, 933cc Engine, Tax & MOT, £1995. (See photo)



Special Sports Open Top

I've also received some photos from Italy of a beautiful Falcon Competition; I'm still trying to find out more details about this car. (See photo)

Falcon Bermuda Reunited

A few people have expressed an interest in Adrian Leveridge's 4-speed gearbox conversion detailed in the last issue. Adrian has now managed to trace the original builder of his Falcon Bermuda with a Leslie Ballamy chassis.

Adrian writes: I am pleased to announce that the mystery surrounding my Special has been resolved, as I have managed to track down the original builder Mr C. P. Relf of Hawkhurst Kent. (Charles Peter, though goes by the name Peter.) (See photo)



Falcon Competition

I purchased the car in the early nineties, as just a bodywork and a LMB chassis; all other components of the reputedly complete car were missing.

Back in 1961 Peter, who was only 18, bought the Ballamy chassis with a view to making a useable Special: this would be the equivalent of nearly £2000 in today's money, so not an insignificant investment to start with. He had intended using a boxed-in Ford chassis, but on stripping the body off a donor vehicle he considered the chassis to be a lot of work.

The owner of the place where he worked as an auto mechanic was involved in stock car racing and was aware of LMB because of his Independent Front Suspension, and recommended he have a look at the LMB chassis. This Peter liked, so he purchased one.

Over a year later he ordered a bodywork from a component supplier somewhere in North London. Peter recalls that he was a little surprised by the lack of customer attention he was afforded, and likened the service to be as if he were buying a few nuts and bolts, not spending a good three weeks salary on a bodywork.

He never finished the car; although it was complete, he does remember that there was something significantly wrong with the build. I know that the front body support fouled the track rods during cornering, and that the mounting of the rear axle relied on the boot floor for support. I have modified these problems, as neither of these would have made the car safe to drive. The definitive cause Peter could not recall, but one of these is where my money is.



Falcon Bermuda

Courting and moving into a flat in Stevenage with his girlfriend (now wife) that was nearer his then current work meant that he could not dedicate time to finish off the project, so it stalled. He lost his free storage in 1967 when his parents moved house, and after spending the equivalent of thousands of pounds Peter gave the complete car, with the sales receipts for the chassis and body shell, to his friend who was involved in stock cars. It was still unfinished but the friend said he would complete it. He clearly never did, as the problems with the build were still evident when I purchased the remains.

Neither Peter or I know who stripped the car of all of its components – Engine (rebuilt with balanced crank, flywheel, aquaplane head and twin carbs), close ratio gearbox, with Wooler remote, rear axle with high ratio diff, 15 inch wheels, bucket seats and all the dials and gauges. However replacements have been found – although now it is supercharged, and fitted with a Wolseley 4-speed gearbox modified to fit.

Peter recalls that it was at the time just a project, and that even if he had finished the

E93A MODELS

Rear Axle Ratio	Tyre Size	Gearbox	1st Speed	2nd Speed	Top Speed
4.4:1	4.50 x 17	Std E93A	33	58	103
4.4:1	135 x 15	Std E93A	30	52	93
4.7:1	4.50 x 17	Std E93A	31	54	96
4.7:1	135 x 15	Std E93A	28	49	87
5.5:1	4.50 x 17	Std E93A	27	47	82
5.5:1	135 x 15	Std E93A	24	42	74

car, it would have been sold in the subsequent years.

He drove the Bermuda for the first time since starting the build in 1961. I hope it brought back some fond memories.

Peter is still actively involved with motor vehicles and has just purchased a dismantled Austin 7 Ruby to restore. Perhaps it will be a Ford Special next time?

Back axle gear ratios

Adrian's Falcon Bermuda is fitted with a 4.4:1 rear axle and 15" Ballamy wheels, with a supercharged 100E engine. Sometimes a 4.4:1 rear axle ratio is too high, especially when 17" wheels are used. The standard E93A rear axle has a final drive of 5.5:1. Although this ratio is fine for the Ford saloon, a light Special would be undergeared if this ratio is used. Alternative crown wheel and pinion sets are available for the rear axle with 4.7:1 or 4.4:1 ratios.

The chart 'E93A Models' gives an indication of the car speeds if the engine was to run at 6000rpm.

If the Special is overgeared, acceleration will suffer and good use will not be made of the gearbox.

As a rough guide, a normal fibreglass bodied 10hp Special with 17" wheels should have a 4.7:1 rear axle ratio. A Special with 10hp engine, mildly tuned, is capable of pulling a 4.4:1, providing 135 x 15 wheels are fitted. The 5.5:1 axle ratio is recommended with 17" wheels, or 4.7:1 with 15" wheels when using the 8hp engine.

The speedometer for Specials

Many Specials are fitted with a higher ratio back axle (4.7:1 or 4.4:1) and smaller wheels which affects the speedometer accuracy.

NUMBER OF SPEEDO CABLE TURNS PER MILE:

	5.5 axle ratio	4.7 axle ratio	4.4 axle ratio
5.00 x 15 tyre	1016 TPM	868 TPM	812 TPM
4.50 x 17 tyre	984 TPM	841 TPM	787 TPM

The following calculations can be used to determine the error. (Of course, if the original 5.5:1 rear axle and 17" wheels are used with the original speedometer, then no error occurs.)

Some speedometers have the Turns Per Mile (TPM) printed on the dial. The number of turns the cable makes in a mile can be checked by using the following formula:

$$\frac{\text{No. of tyre revs, per mile} \times \text{axle ratio}}{\text{Speedometer drive ratio}}$$

Speedometer drive ratio

The tyre revolutions per mile may be calculated by dividing the circumference of the tyre into the number of feet in a mile (5280ft).

The gear ratio of the speedometer drive on the E93A engine is 26:6 = 4.33:1, whilst that on the 100E is 12:3 = 4.0:1.

100E calculations

Normally a 100E is fitted with 5.20 x 13 tyres and 4.429 axle ratio. Tyres 11.14", tyre revs per mile = 905. (Details from the workshop manual.)

Number of turns the speedo cable makes per mile = 905 x 4.429 / 4 = 1002.

The number on the 100E speedometer is actually 1000.

E93A calculations

The circumference of a 135 x 15 tyre is the diameter, 23¼", multiplied by π which equals 6 ft 1 in. This figure divided into 5,280 ft gives an answer of 867 tyre revolutions per mile.

The circumference of a 4.50 x 17 tyre is the diameter, 26 in., multiplied by π which equals 6 ft 9¼ in. This figure divided into 5,280 ft gives an answer of 775 tyre revolutions per mile.

The chart below shows the number of speedo cable turns per mile.

So if your Special is fitted with a 4.4:1 rear axle with 17" wheels and a standard

speedometer, when the speedometer reads 40mph you may be travelling at 50mph.

Improved mileage recording and speed indication accuracy could be achieved by:

- finding and fitting a speedometer with the correct TPM
- connecting the speedometer flexible drive cable via a gearbox
- rescaling the dial of the speedometer. (The reading from the odometer will require multiplying by a correction factor.)

Electronic programmable speedometers are available that work from a magnetic pulse picked up from the prop shaft and GPS speedometers, but in my opinion electronic devices are out of character for a Ford Pop-based Special.

Letter from America

The photo shows Shaun Henderson in his 1923 Amilcar-Ford Voiturette Special at a track called Lime Rock Park in Salisbury, Connecticut.



Amilcar

Shaun writes: This track is approximately the same size and topography as Brands Hatch Club circuit. My car laps in 125 seconds for the 1.5 miles, average speed a little over 60 mph. Top speed is about 80mph. We compete in the Pre-War class with about thirty other competitors.

My car has a 1937 Ford 8hp 923cc engine, supercharged, producing about 36bhp.

We have spent the past two years doing a chassis, suspension and brake rebuild to a very high quality race standard. The engine will be rebuilt internally this winter with a Phoenix solid billet crankshaft and con rods, new oil pump, A&E pistons, balanced and blueprinted. We are aiming for 75bhp. New top speed should be 110+ mph. Car weighs 970 lbs.

2013

To anyone who's got a Special stored away, I hope you will make a New Year's resolution to get it out and get it back on the road. Merry Christmas and a Happy New Year.

Letters & Emails

SVN Editor,

E-mail:
editor@fsoc.co.uk

Moving on at the end of an era

Dear Sidevalve,

Just a note to say that after 30 years in the FSOC I have decided not to renew my membership this year. Over the years we have owned such diverse cars from E493A Prefect, 103 Pop and 100E Escort to a couple of dozen fibreglass specials including Falcons, Ashley, Tornado, Convaire, Rochdales, Speedex and others I have long forgotten. I helped organise Historic Specials Shows at Burford, and the Club stands at the NEC shows for years, and to run the Coventry group for a few years. Latterly I have run the Specials Register and since 2001 the 1950specials.com website.

However over the last few years my interest had diminished and the enthusiasm had gone, and I was hankering for a tin top again. I was thinking of just selling one Special, but thought that I wouldn't be able to get very much for the £3-4,000 I would get. I suddenly decided to sell both. Then, if I had no cars I wouldn't need the spares, so the idea to sell up completely and have a complete change in direction was born.

A lot of my friends now own the cars we all dreamed of when we were younger – 1950s Americans, so I thought, with all the money I could potentially get from the sale of the Sidevalve stuff I could buy a real nice one. It didn't take long to sell the Specials and the spares and in the meantime I looked around for a suitable car.

Four criteria needed to be satisfied. 1: it had to fit in the garage – I had about a 17ft limit. 2: it had to have a reasonable spares source. 3: it had to be not too thirsty. And 4: it wasn't to be one of the more common types and had to have bags of style and the early 50s look that I love.

After lots of reading and talking to people it soon transpired that I needed a Chevrolet, due to the sheer amount that were made. I also decided that 1953 was the most stylish year of the lot. Up to the mid 1950s Chevrolet sold more cars than Ford and were the biggest selling vehicle manufacturer in the world at that time. This meant that spares are plentiful. Friends told me that theirs get mpg in the low to mid 20s, so that nailed it.

Now, which model? In 1953 Chevrolet made 17 variants of the one car and I settled on the most stylish, the Bel Air Sport Coupé. I found a car in Louisiana. I spoke to the owner, had it inspected

and did the deal. I got an agent to pick the car up and deliver it to the port of Brunswick; he also sorted out the shipping and duties etc and delivered it to my door for £1725. We absolutely love the car, it has renewed our enthusiasm and I want to be driving it all the time. I have a nice stereo in the car playing the 50s sounds that we love, but the sound of those twin straight-through pipes is so amazing that we rarely play it. Another friend who lives a few miles from me has since bought one, so our group is now as big as the local Sidevalve group was those 30 years ago and we have as much fun.



We have made many friends through the Sidevalve Club over the years and had many great times that will never be forgotten. Sue and I would like to wish the Club and its members all the best for the future and long may it prosper.

Yours,

Rob Daniels

Dynamo and cut-out

Dear Sidevalve,

My dear friend John Pole recently wrote a superb article on our Upright Fords and referred to the detailed workshop manual. Recently, though, I found that I required further information for my 1955 Ford Popular 103E. My car has the three brush generator and cut-out that is mounted on the bulkhead. A flickering and then non-existent charge rate over a considerable period of time led me to suspect the ammeter. I substituted a spare but to no avail and then wondered about the dynamo and cut-out. A year ago I had purchased at a flea market a 1930s 'Modern Motor Engineer' (by Caxton Press) set of five manuals. There was a section on cut-outs. I then cleaned the contacts, adjusted the gap and all was well and an immediate charge shown, thus leaving me only to adjust the third brush on the generator to suit my driving style.

My car now starts more quickly, even on a 6 volt battery, runs better and has brighter lights. Hopefully, this article may help other Ford owners.

I welcome articles of a practical nature in our great magazine and wonder if someone is knowledgeable about leaking carburettors?

If I can be of help over the charging rate, please do give me a call on 01684 561383.

Yours,

Richard Southall

Abandoned Pop

Dear Sidevalve,

I am not sure if it is of interest but attached is a picture of a Pop in the middle of London, taken in September.

It is behind a wall. I tried to find out who owned it two years ago but nobody knew. I wanted to buy it then but since got one in better condition.

I took lots of pictures including number plate, chassis plate and under the bonnet. The engine is all there though I am not sure of condition. The body is pretty well shot with dents everywhere.

If anyone is interested I will forward more details and pictures.

Yours,

Colin Goodwin



Letters & Emails contd

Mounting a 12V dynamo

Dear Sidevalve,

I do not know how others have mounted a 12V dynamo, but I use an early type 8HP head on a 10HP engine, and this has what I call the 'peg and saddle' mounting for the old 6V 3-brush dynamo.

To fit the larger 12V dynamo during a recent conversion, a friend welded onto the small saddle piece a much larger saddle made from a piece of 4" steel pipe, long enough to cradle the whole length of the dynamo. The strap around the dynamo just needed a new and longer tensioning bolt to hold down the new and larger diameter machine.

The photos below show the new saddle, with and without the dynamo in place. I shall probably eventually cut off the triangular lugs on the dynamo, which are for the standard 3-point mounting, but they do no harm where they are.

If readers are surprised by the good access seen, this is on a Morgan F4, not an actual Ford car.

Yours,

David Harland, Poole



Saying thank you – I do that

Dear Sidevalve,

I should like to thank the Committee and members for my presentation of that very nice steering wheel trophy at the AGM, and to Richard Glen and our lot for the mounted 100E piston. I think Richard has done wonders for our Southern section. Glen, like Robin in N. London, you will always find under the bonnet of any ailing Sidevalve giving it the kiss of life.

Thanking you all,

John (I Don't Do That) Farrer



Hazelcar

Dear Sidevalve,

Earlier this year I visited the Bentley Wildfowl and Motor Museum, not far from Lewes in East Sussex, and was surprised to see this Hazelcar on display (above and below).

The Hazelcar was made locally near Brighton and was powered by a Ford 8hp Sidevalve engine, complete with clutch and gearbox, mounted transversely at the rear of the car. The Hazelcar was designed by Eric Hazeldine in the late 1940s and other versions were made during the 1950s. When the Ford engine was in short supply, an electric-

powered model was produced. Interestingly, a Coventry Climax fire pump engine was tried, though this proved to be unsuccessful. Now, wasn't this the engine later developed to power the Hillman Imp?

For a lot more information on this little Ford Sidevalve powered car, have a look at the website hazelcar.co.uk, where you will find lots of photographs of the cars, newspaper articles and a restoration story.

Yours,

John Skinner



From the DVLA

Dear Sir,

Pre-1960 vehicles

I am writing to notify you of a change in legislation that may impact a number of your members. From 18 November 2012, vehicles manufactured before 1 January 1960 will become exempt from the requirements to have a mandatory MOT test. I can confirm that these vehicles will still be required to be in a roadworthy condition when used on a public road. Keepers of pre-1960 vehicles will still be able to take a voluntary MOT test at all approved testing stations if they wish to do so.

This means that on or after 18 November 2012, keepers of vehicles who need to tax their pre-1960 vehicle(s) will not need to produce a valid MOT pass certificate when applying for a tax disc. Any application to tax via the Post Office or Local Office will require a completed V112 ('Declaration of exemption from MOT testing') where the customer declares that their vehicle is exempt. In addition, the DVLA electronic vehicle licensing system will enable customers with pre-1960 vehicles to tax without a MOT from 18 November 2012.

This exemption will also apply to vehicles where a date of manufacture is not on the Driver and Vehicle Licensing Agency (DVLA) system, but the date of registration is recorded as being on or before 7 January 1960. We also apply this policy to the qualification criteria for the pre-1973 Vehicle Excise Duty exemption.

I can confirm that the Agency will continue to allow pre-1960 vehicles to either transfer or retain their registration mark using the current cherished transfer scheme provided a voluntary MOT has been passed. This is to ensure that vehicles are still in existence and prevent potential fraudulent claims for attractive marks.

Where keepers believe their current vehicle should be exempt due to the law change but their Vehicle Registration Certificate (V5C) does not reflect this, they will need to write to the DVLA to request a change. The address to write to is

DVLA, Swansea, SA99 1BA.

In order to ensure the accuracy and integrity of the vehicle records held at the DVLA, it is important that evidence provided to amend or add information already held on our system is accurate and truly reflects the vehicle for which it is issued. Therefore it has been decided that for these specific cases, requests will only be considered where it has been accompanied with either an extract from the manufacturer/factory record or an extract from the appropriate 'Glass's Check Book'.

The 100E and the Aronde

Dear Sidevalve,

I was very interested in the article in the last *Sidevalve News* comparing these two cars, as I am quite interested in Simca, although I own a 100E Prefect and a 300E van. Then your article reminded me that among my collection of period photographs, I had one with an Anglia and an Aronde together.

The attached image was taken in 1961 in Tullamore, a town in the Irish Midlands. The Anglia standard model has a November 1959 registration, which makes it one of the last of the 100E Anglias. In fact I once had a half share in a pre-dogleg 107E registered CZA 568. I obtained this print from the National Library of Ireland several years ago and got permission to use it in not-for-profit publications such as car club magazines.

The link with Ford and Simca arose in a more direct way when Ford pulled out of France in the early Fifties, much against the advice of Sir Patrick Hennessy, then head of Ford of Britain. Simca acquired Ford's production facilities and the designs and tooling for new models, which appeared as the Simca Ariane, Simca-Vedette Trianon, Versailles, Chambord, etc. Apart from looking a lot like the 204E/206E Zephyr/Zodiac range, the engine compartment structure had very similar McPherson strut mountings and radiator support panel, also to be found in the original Consul/Zephyr/Zodiac E0A range.

Many thanks for an enjoyable article.

Regards,

Colm O'Neill



O'Dea Collection, copyright National Library of Ireland

Both these documents will have a direct link to the chassis number that should already have been accepted and recorded on the vehicle record as part of the initial registration process.

I can confirm that for these specific cases, DVLA will not accept general dating certificates as evidence to amend or update the date of manufacture. Such certificates will however continue to be accepted for other purposes such as V765 claims and requests for

age related numbers for recently restored or recently imported vehicles.

I trust this explains the situation.

Yours sincerely

Claire Rush
Corporate Affairs Directorate

Winter-Starting Old Sidevalves

Just to remind readers, I am the member who owned a Ford-powered Morgan 3-wheeler (Model F4) in the early 1960s and who got it back and restored it in this century.

I am commenting on the article in the October 2012 edition of *Sidevalve News* in which an owner comments about the difficulty of winter-starting an Upright Prefect.

I think that we are totally spoilt by modern cars which we expect to start instantly, even when covered in frost or condensation, and they usually do. It was not like this in the past! I remember that in cold weather, despite normally garaging or covering the car, for those of us with pre-war cars, or ones using pre-war technology, the first challenge on a winter morning was to get the car started, and one needed to allow time for this. We did not take it for granted that it would start on demand.

Half a century ago and more, people who needed to use their cars regularly normally

kept them in a garage, not left open to all weathers. This was partly because in earlier times anti-freeze was simply not available to the public, so to prevent frost damage it was normal either to drain the cooling system on a frosty night and refill it (if lucky with warm water!) in the morning, or to have a heater (often paraffin-burning!) under the sump all night.

By the time I owned a car (the Morgan) in 1960, antifreeze was available, based on ethylene glycol, which I believe was used in Merlin aero engine cooling systems in the war. I used glycol coolant antifreeze but did not have any pre-heat advantage so I sometimes adopted what now we would think of as extreme measures. Firstly, in cold weather, the warm engine was wrapped in old blankets on arrival home and the bonnet closed again on it. Then, with only 6 volts available it was a complete gamble whether it would start 'on the button' on a cold morning. As the cranking speed was so sluggish I usually used the starting handle anyway for a cold start, and have continued to do so until recently when I have converted to 12 volts. I can also

vividly remember, after a failed start on frosty mornings, taking out all four spark plugs, probably now wet with excess fuel, drying and warming them around a gas burner in the kitchen, then refitting them as hot as I could handle and starting the engine as quickly as possible afterwards, before they cooled completely. I also have a friend who tells me she often played a hair drier under the bonnet of her 'modern' car around 1960 in order to get it to start on winter mornings.

In the 1960s the Morgan was my everyday transport. Now it is kept only as a hobby so I do not need to cold start it so often, but I know that when I do it may take some time and trouble. I have just (in September 2012) converted to 12 volts and the engine certainly cranks briskly but I do not yet have any experience of really cold-weather starts with 12V available.

Perhaps one of our technical experts would also comment, and give some advice to younger drivers on techniques and possible tricks to help cold starting of our ancient types of engine. The notes above are simply from my own personal experience.

Cotswold Historic Sporting Trial

3rd November 2012

Stroud and District Motor Club held their first Historic Sporting Trial at Horsley in Gloucestershire and welcomed an excellent entry of 18 pre-1974 trials cars. In line with the inaugural trial in May the field was classified into four groups depending on the level of modification of the car. In an attempt to promote pre-1970 specification, the main award would go to the winner of class A: those cars that were running 18 inch rear wheels, transverse leaf spring front suspension, fiddle brakes and 1172cc sidevalve engines. As it happened this was the largest class which was made up mainly of Cannons, plus John Heppenstall in the Cotton Cannon and Ian Veale in the IRH2. In all nine cars had 1172cc engines.

Conditions were near perfect, crisp and clear but suitably damp underfoot. The seven sections had been laid out with both this and the ability of the cars entering in mind. At the end of the first round (of five) there were some very respectable scores from all the classes. Leading overall was Neville Collett (Class A1) in his modified Cannon with a score of 0. Kiel Wright (Class B) driving one of the last Cannons ever to be built had dropped just a

single point while Ian and Nigel Moss (Class B1) were tying on a score of 2. Ian Veale led Class A on 3.

With the passing of cars the sections became more and more slippery and with tyre pressures set at 10psi, power was not necessarily the order of the day. With some of the cars having not seen action for many years a few gremlins understandably started to appear. Martyn Halliday lost a bolt from his front suspension, Kiel and Bianca Wright's engine kept running out of fuel and Richard Neale retired his Dellow after round 1. At lunch (after three rounds) Neville Collett was still ahead with a score of 7 from Ian Veale on 10 and Ian Moss on 13; all the classes well represented on the leader board. Lunch was suitably leisurely with plenty of opportunity

to look over the cars and chew the mechanical cud.

With sections tweaked for the afternoon runs and conditions becoming increasingly difficult, scores started to rise. Hill 3 at the bottom of the site had a brand new start which was tricky enough in round 4 but became very difficult in the final round. Only five competitors managed the first turn, the penalty for failure being 9 or 10 points lost. Despite collecting an unwelcome 10 points here, Neville Collett managed to hang on to win Class A1 with a total of 28 points. Tim Barrington prevailed in Class B while Ian Moss secured Class B1 with only 36 points lost.

First in Class A and therefore overall winner was Ian Veale with a score of 23 points, with his son Tristan as passenger. The winning car was built in 1964 by Ian Headon who drove it with much success during the sixties and early seventies, including three outright wins in the London-Lands End Trial, one of these with Ian Veale's father as passenger. The fact that three generations of the same family can enjoy success in the same car almost 50 years apart sums up the fascination of the HSTA and the desire to bring these old cars out and competing again. Congratulations to Stroud and District Motor Club for providing the latest opportunity in this process.



Photo: www.charliewooding.co.uk

Don't Rely On The MOT ...

David Durrant

The photo of my E83W ONG813 in the October 2012 issue is flattering! In the flesh it is now somewhat scruffy as compared to what it was after I refurbished it in 1991, the story of which subsequently appeared in *Sidevalve News*. Twenty one more years of use, much of which could be classed more accurately as mild abuse, have taken their toll, although in deference to the rust I now prefer not to use it too much in the wet. I must make one minor correction, however, in that I have owned it rather longer than 30 years. I bought it in 1969, so 43 years of use. The present engine is a 'bitsa' and has been in for about 15,000 miles, with no bother apart from the head gasket, which was my own fault. I had fitted an ancient autojumble-sourced part from a manufacturer which I later found out had a poor reputation. The extremely long-lived engine I had in years ago (which was burning a hideous amount of oil by the time it cracked its block and I had to discard it) was one I built up with great care from new and reconditioned parts in 1974 or 1975, and ran in most carefully with graphited oil. There are of course a number of other important factors – amongst which are air and oil filtration, oil change intervals, oil type (about which I could pontificate controversially at some length!) and the additional expedient of an industrial governor, which effectively de-rates the engine and prevents overloading. Yes, it is slower, but not by much, and I'm happy with the trade-off. I still have it fitted.

A few weeks ago I had a call from Chris Winter of Sleaford, whose magnificent coach-built piano transporter van was not running properly, despite various attentions to ignition and carburetion. As it was booked in for a parade in Bourne the following weekend, and time was becoming of the essence, Chris trailered it to my place. Fortunately rectification was not difficult and it was soon running extremely well, and the opportunity

was taken to have a photo shoot with John Wilson's Utilicon, all parked up on my lawn. (See back cover of this issue.) I suspect there are not too many occasions now where three different varieties of E83W can be seen together at short notice. Unfortunate, perhaps, that no pickups were available.

We drove each other's vehicles, a sort of 'compare and contrast' exercise, and herein is my main reason for writing this. I had been aware that my van suffered from some intermittent excess of engine vibration and had been steering badly for three years or so, but I'd checked the tracking, which was okay and nothing obvious was visible. Replacement of the 'A' frame bush gave minimal improvement. MOTs were happily passed without adverse observations. I'd put things down to a combination of poor East Lincolnshire rural roads, worn dampers, worn springs, and some slightly dodgy spring shackles, worn gearbox bearings, and perhaps a rather over used and now somewhat flexible chassis. (Evidence of a little movement has been visible between the front crossmember and the side rails for some while.) I had stiffened up the dampers a bit by adjusting the valves (tedious to get them right, and equal) and anchored a helper spring at the rear, which had only improved matters marginally, at the expense of harsher ride and more rattles. Now, having driven these other two, I was forced to acknowledge how bad the steering had become, and that attention really was necessary.

My van was due for a service, which I duly started a few days after our gathering. One extra item, which I always attend to, is the removal and thorough cleaning of the engine breather/oil filler, which tends to collect condensation and sludge. I don't like the potential for this to get back down into the engine and indeed, if present in real excess, cause some obstruction to crankcase ventilation in particularly cold weather. When replacing the breather, however, I happened

to glance down and notice deterioration of the nearside engine mount. Investigation revealed that this had failed badly, with bolt well seized in the now completely separated centre, with the rubber profoundly degraded. Cause of periodic vibration now evident. Significant deterioration was also present in the offside mount, all very irritating, as they had only been renewed 21 years previously. Fortunately I had a pair of new mounts in stock, but the state of the nearside mount and inaccessibility necessitated the removal of the engine bearer. This was a filthy job, with much accumulated greasy and muddy gunge.

So, with access from underneath being required, it was into the inspection pit. Replacement was straightforward, but in the course of this my attention was drawn to the central spring mount. To my consternation the central bolt was broken, no doubt caused by the 'U' bolts being loose (nuts apparently tight, but threads damaged). The cause of the bad steering was now apparent, with local damage suggesting that this derangement had been going on for some time, with significant lateral movement of the spring, and abnormal lateral interleaf movement. Fortunately the chassis crossmember had little damage, and no broken spring leaves were present. However, some excess strains will have been imparted, and time will tell.

I had replaced the spring in the early 1970s, when the previous one broke, and have subsequently introduced an extra leaf or two to counteract general wear and sagging, so I suppose it's done quite well. And the steering is now much improved, although not, I think, up to the standard of the other E83Ws, so spring shackle bushes, at least, are now on the 'to do' list. Lessons to be learnt – don't ignore unexplained changes, and don't necessarily (and this is now an obsolete observation) rely on the MOT, even if passed without adverse observations by an experienced operator, as mine was.



A taster of Michael Saunders' Siva - full details to follow in February!



Photograph by David Durrant: see page 31