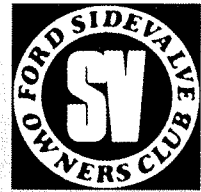


News



Volume 28 · No 3 · June 2011

Sidevalve

Features this issue

Editorial: How to Go About Restoring

Regional Reports

Sidevalve Powered Tractors & Tugs

Journal of the Ford Sidevalve Owners' Club

Annual General Meeting
Saturday 18 June, Manchester

www.fsoc.co.uk

John Porter

I am constantly amazed at the number of our Sidevalves that are turning up after many years resting in a locked garage or remote barn. That well known auction site has the greatest number but the classic weeklies advertise a considerable number each week as well as the online classic car private sales sites. They are advertised as barn finds, all complete with a thick layer of dust, down to the incomplete failed restoration project. Some are bargains but some are most definitely not! We can all get swayed by the romanticism of saving a sad old car, much like buying a derelict house, but unless you have an overwhelming desire to bring a Sidevalve back from the dead, it is wiser to buy a car that is 'all there' and unmolested *with* the correct paperwork! If you do find a project, please don't expect to renovate the car and make money – if you are lucky you might break-even. Instead view the whole thing as an investment in your enjoyment and you won't be disappointed.

If you are unsure about what you are buying please contact your Regional Contact (details inside front cover of *Sidevalve News*) as they can advise or suggest a local member who can possibly go with you and may be prepared to help to evaluate the project.

Buying the best project car you can afford will save a significant amount of time and money during the restoration. The price difference between a tired but solid vehicle and a complete basket case is often not a great deal. Whatever your plan the whole thing will cost more than you estimate! Poor repairs carried out when Sidevalves were just cheap transport are far more difficult to restore than original but rusty metal. Original trim will also give you something to work from even if it's badly worn or torn.

Garage and tools: have you got an undercover work area with basic equipment that you need to enable you to work on the restoration? To attempt a restoration outside adds many difficulties to an already daunting task for some. Tools and workshop equipment have never been better value so there is no excuse for making do with substandard equipment – they really are an investment.

Resist the temptation to tear it all apart – get the vehicle running if you can and drive it up and down the drive. Check for smoke

and knocks, clutch and gears operation and of course brakes. It makes the planning easier if you know the main problems before you start!

Body & chassis: this is where it is best to begin, as this will be the biggest section of the project. Most tasks are likely to fall into the restore/ repair category, but do look into second hand panels (try the FSOC stores) and, in particular, repair panels for the 103E-based vehicles as well as the 100E/107E range – they are worth the money if available.

Suspension and steering: weak road springs can be re-set, though picking up good secondhand ones from an autojumble could be a cheaper option, but don't forget that the club stores has a wide range of second hand parts – just ask! Shock absorbers are best bought new or reconditioned – the FSOC can supply new shock absorbers for all Sidevalves from 1937 to 1962. Check everything that moves for wear and, for a better drive, replace all the rubber bushes especially on the 100E/107E range.

Brakes and clutch: if the project vehicle has been standing for a long time in its barn, it's a safe bet that all moving hydraulic parts (100E/107E) will need to be rebuilt or replaced. The Uprights don't suffer in quite the same way but have their own set of problems such as worn clevis pins and brake rod linkages together with the inevitable incorrect setting up in the past.

Transmission & wheel hubs: work through the drive-train from gearbox to hubs looking for roughness and play. It is much easier to replace worn parts at this stage than when the whole car is back together again. Replace the clutch while the engine or gearbox is removed – it is much easier!

Wheels and tyres: Refurbishing steel wheels can definitely be tackled at home for either Uprights or 100E/107E although the welded wire wheels of Models Y & C can be more time consuming. Tyres will probably appear on all shopping lists and decent ones can be expensive. All the Uprights use 17" with some Prefects on 16" rims – the E83W used 16" or 18" wheels. The 100E/107E are arguably better on radials as handling on the original 13" crossplies is best described as 'skittish'.

Continued on page 5

Specialist Applications Registrar

Due to pressure from other posts on the committee Mark Bradbury is stepping down from the post of Specialist Applications Registrar. This register is concerned with the recognition of the part played by the Ford Sidevalve engine in 8 and 10hp and 100E form in applications other than road-going vehicles. The list of these applications is long and varied, from aircraft and boats to rail and agriculture. The register aims to gather together the history of the illustrious Ford Sidevalve engine in these applications. If you have an interest in this fascinating field, please get in touch with Shirley Wood or John Porter.

Contents

- 3 Editorial
- 4 Events
- 5 Regional News: Cambs, Lincoln and Norfolk
- 6 Regional News: Eastern Scotland
- 7 Regional News: Kent
- 8 Regional News: Merseyside
- 9 Regional News: Surrey
- 10 Regional News: Yorkshire
- 11 Regional News: North London; Gloucester, Hereford and Worcestershire; Central Scotland
- 12 Regional Report
- 13 Regalia & Spares
- 17 Order form
- 18 Pop Shopper
- 21 Pre-War Register
- 23 E83W Register
- 25 107E Register
- 26 Anglia, Prefect & Pop Register
- 27 Tales of BLC
- 28 Specials Register
- 30 Letters & Emails
- 32 Sidevalve Powered Tractors & Tugs

Events

Brian Cranswick

I am pleased to report that many members participated in our Drive It Day meets, with some great sunny weather. If you have not attended an event before in your old Ford, why not give it a try?

11th & 12th June: Doddington Country Show, Doddington, Nr Peterborough. Possible Club stand. Details Brian Cranswick.

11th & 12th June: Wrotham Steam & Transport Rally, Wrotham on the A20. Club stand on the Sunday. Details Richard Greenaway.

12th June: Garstang Road Run. Details Joe Wheatley.

18th June: FSOE AGM, Museum of Transport, Cheetham, Manchester.

19th June: The Friars Rally, Nr Maidstone. Club stand. Details Richard Greenaway.

19th June: Ashton Under Lyne, Static car show. Details Joe Wheatley.

20th June: Hope Valley Motor Show, Travellers Rest, Hope Valley. Details Joe Wheatley.

25th & 26th June: Kelsall Steam Fair. Details Joe Wheatley.

26th June: Shaw & Crompton Rally. Details Joe Wheatley.

2nd July: Raising the Roof Country Show, Charity Country Fair and Classic Vehicle Rally, Nr Banbury. All Club members are welcome to attend: entry details from Neville [REDACTED]

3rd July: Scottish Region Event – Scottish Ford Day, Strathallan Games Park, Bridge of Allan. Club stand. Details Graham Little [REDACTED]

4th July: Danson Park Festival, nr Bexleyheath. Details Richard Greenaway.

9th & 10th July: Cheshire Steam Fair. Details Joe Wheatley.

9th & 10th July: Ardingley Vintage & Classic Car Show, South of England Showground, Hampshire group event – sorry, no more spaces available.

10th July: Birdingbury Country Show, Warwickshire. Details Geoff Hammond.

10th July: Darling Buds Classic Car Show, Bethersden Nr Ashford. Club stand. Details Richard Greenaway.

16th July: Kent County Show, Nr Maidstone. Details Richard Greenaway.

16th July: Bottle & Glass Merseyside Group Club Meet. Details Joe Wheatley.

17th July: Darling Buds Classic Car Show, Bethersden Nr Ashford. Club stand. Details Richard Greenaway.

17th July: Newby Hall Rally & Autojumble, Ripon. Club stand. Details Nigel Hilling.

17th July: classic car show to raise funds for Macmillan Cancer Support, Clandon Park, West Clandon, just east of Guildford. Details Mike Jillians.

23rd July: Polhill Garden Centre Show, Sevenoaks. Details Richard Greenaway.

24th July: Old Ford Rally, Gaydon Motor Heritage Centre, Gaydon. Details Bob Wilkinson. [REDACTED]

24th July: Kent Air Ambulance Day, Marden. Details Richard Greenaway.

31st July: Summer Picnic day, Nr Cranbrook, Kent. Details Richard Greenaway.

6th August: West Huntspill Classic and Vintage Show, South of Bristol. Club Member Rob Palmer would like to invite all owners of Ford Sidevalves to this event/ Contact Rob on [REDACTED] for further details.

6th & 7th August: Southern Sidevalve Day, Lingfield Steam Show, Blindley Heath, Lingfield. Details Mike Jillians.

7th August: Northern Sidevalve Day, Hebden Bridge, West Yorkshire. This was a great success last year. You are advised to book early because this is held on a small field. Details Joe Wheatley.

7th August: Eastern Sidevalve Day, at the BL / BMC Rally Ferry Meadows, Peterborough. Overnight camping is available. Details Brian Cranswick.

6 & 7th August: Southern Sidevalve Day, Lingfield Steam & Country Show, nr Edenbridge. Details Richard Greenaway.

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

13th & 14th August: Bluebell Railway Vintage Transport Weekend, The Bluebell Railway, Sheffield Park Station, East Sussex. Details Mike Jillians.

20th August: Capel Classic Car Show, Capel, Surrey. Details Mike Jillians.

21st August: The Cranleigh Lions Classic Car Show, Cranleigh, Surrey. Details Mike Jillians.

20th & 21st August: Ramsey 1940's Weekend. The event is not limited to just pre-war models. Closing date for entries is the 30th June. Details Brian Cranswick.

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

21st August, Burley Summer Festival Classic Car Show, Burley-in-Wharfedale. Details Nigel Hilling.

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

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

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

4th September: East Anglian Transport Museum, Lowestoft. FSOE members invited by the Ford V8 Club. Details Colin Peck [REDACTED]

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

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

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

17th September: Steeple Morden Harvest Fair, Steeple Morden, Herts. All FSOE members are welcome. Details David Heard. [REDACTED] com.

18th September: Surrey Classic Gathering, Rural Life Center, Tilford, Surrey. Details Mike Jillians.

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

25th September: Ramsey Country Show, Ramsey, Huntingdon. No cost entry for Club members. Closing date for entries is 31st July. Details from Brian Cranswick.

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

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

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

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

Regional News

Cambs, Lincs and Norfolk

Brian Cranswick

Drive It Day

All the members who attended this event enjoyed a glorious lovely warm sunny April day, which was absolutely perfect for driving out in your old motor: a great scenic run through the countryside, arriving at a nice location, which was just period for our type of car. We had nine Ford Sidevalves – 2 x 103Es, 5x 100Es, 1 x 300E, 1 x E04A – joined by a very rare model 1936 Austin 12 and a 1965 Ford Zephyr, all meeting at the Nene Valley Railway Station. The Fenland roads are very easy indeed for 3-speed Sidevalves with normally no hills to encounter: however, for a change we did manage to find a couple hills on the day. Many thanks to all who supported the day, particularly to the North London Buddy Group for driving up from Hertfordshire.

Other events

Please contact me if you are able to come along to any of the local shows listed. We would like to see some more of our Club members out with their cars, especially for the Eastern Sidevalve Day on 7th August.



Editorial

Continued from page 3

Engine: resist the urge to renovate the engine first and leave it on the garage floor for 18 months. Try and start the engine as soon as you get the car home and evaluate it – you never know. If it won't go then take it out and have a look at the insides which should give a good idea of its basic condition and allow you to plan and cost the rebuild.

Electrics: look out for items that are missing or broken – switches, light lenses, etc. Grope beneath the dash and inside the engine bay to assess the state of wiring degradation – can you get away with localised repairs, or will

you need a new loom? A new battery will probably be a must. Starters, dynamos and voltage regulators can all be rebuilt.

Trim and brightwork: again, don't do this first and lose all the bits or let them deteriorate. Buying replacement chrome trim is often cheaper than restoring originals but don't try getting mazak rechromed (which is similar to the metal that Dinky Toys were made of). Some parts and fittings might be hard to find for the convertibles and rarer models. Don't forget to check and replace windscreen seals

and rubbers before you get that new interior fitted, available from the Club stores.

Interior trim and upholstery: all but the most skilled will choose to leave the interior work to specialists. Be warned, the best are normally booked up for at least six months and others pay no regard to time!

Finally, get a workshop manual (regalia section in the parts list) and don't forget the two technical advisors: they have a wealth of experience and knowledge to draw on.

Regional News

Eastern Scotland

Robin Barlow

Somehow I have ended up as North East Scotland Regional Contact. In the past I have not been a great attendee of Shows etc., having been more orientated to classic trials in my Mk 2 Dellow. Unfortunately the ravages of time have managed to wear out my knees and legs and once my refurbishment of the Dellow is complete a less violent involvement with cars is on the cards! Hence, following John's recent requests in the magazine, I have agreed to become a regional contact for my adopted part of the country.

I will write to all the known local members, on my return from the Lands End Trial at Easter, to see if they have any particular requirements and to canvass opinion about any activities they think worthwhile.

After my appointment I immediately left the country for a month so that nobody could contact me! For some time I had planned another trip to visit family in Australia: Victoria to be exact. I contacted Wayne Lodge, a Dellow owner in that part of the world, and he sent me details of the Bi-annual Ford Sidevalve Club Main Event.

Some of you may know this is an event that moves around Australia, centred in each state on an ad-hoc basis depending on where volunteers can be found to organise it. This year it was based on Castlemaine in Southern Victoria during the time I would be Down Under.

Many of the participants had close ties with the UK; indeed one of them had previously belonged to the FSOC here before emigrating. Many of them had seen or read copies of *Sidevalve News* and some expressed the wish for more contact with the FSOC here in the UK.

The cars, vans and utes (utilities) were lovingly prepared, many having travelled some distance to attend. One couple I spoke to had driven their car down from Queensland, a distance of about 2,000km.

Obviously I had family commitments but there was time to attend the rally for 4 days of



My Dellow, Edinburgh Trial

the 8½ of its duration. The object of the event is entirely social, each day consisting of a run of up to 80-90km mostly around the Castlemaine area, visiting many sites and attractions often connected to the gold mining industry, which started in the 1800s and is still taking place – and even expanding with improvements in the extraction process.

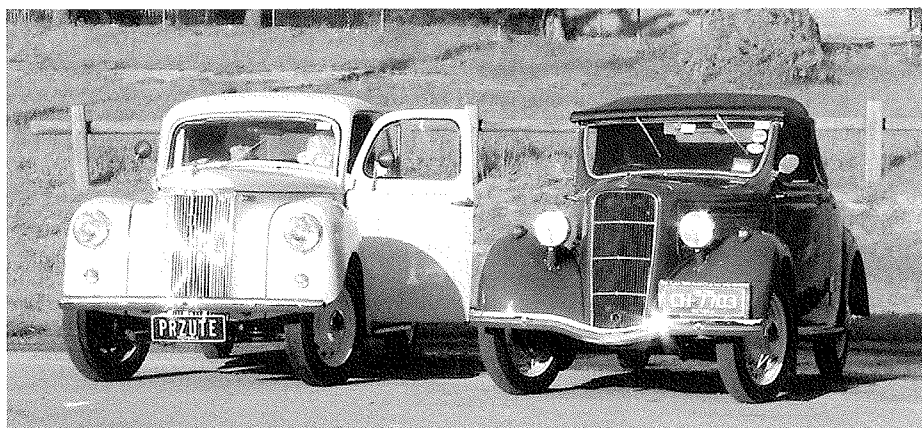
The total number of vehicles varied slightly each day but while I was with them there were about 50 cars, usually with a crew of two, although it was possible to follow the simple route instructions by oneself as I did in my hired Holden! For those who have never visited Oz, the roads in rural Australia are not very busy; in fact even the main highways and freeways are not very busy except when entering the main cities. The event cars were often split into two groups as the various venues may have been swamped with a group of 50+ cars all at one time.

The final day I was with the event we drove to Keyneton where we visited a private collection of mixed ancient and modern

cars and farm machinery. The owner of this collection was most hospitable, telling me when he discovered where I lived that he had visited Scotland to see the remains of the Argyll Motor Works. Apparently the facade of the works has been preserved even though the remainder of the buildings have been demolished. A search on the Internet reveals some interesting history of the make. The two Argyll cars in the collection were in great condition.

Another interesting vehicle was a small Singer Monarch tractor, allegedly powered by an Anglia 8hp engine. Some of the club sages suggested it might be a 10hp but I apologise, I did not record the engine number!

Unfortunately my time with the event soon came to an end and I had to leave, having made some new friends and half promising to return in two years when the event will be held in the state of South Australia. Everyone I met was genuinely interested and friendly and needless to say they were all very proud of their vehicles.



A Singer Monarch powered by Ford 8hp Sidevalve, according to the labelling on the tractor.

Kent

Richard & Trish Greenaway

As I write this article (8th May) we have already attended four shows around Kent which have all had attendances of ten or more. This is great to see as this is an improvement on last year. By the time you read this article we will have attended another four or five events, one of which is our Garden Party which we are trying out for the first time in 2011. Although more of a social event we thought this might bring a few more members together as this is our aim in the Kent group. It's surprising when members get to know each other how active they seem to become. At time of writing numbers for the Garden Party are not looking great but hopefully by early June we will have had a few more replies drop through the letterbox.

During March we both had the pleasure of meeting up with two of our older female members. Firstly we had a call from 81-year-old Olive Palmer who was looking for somebody to get her 103E Popular going. As it was our monthly meeting night on the following Wednesday we decided to leave a couple of hours earlier and drive the extra few miles to pay her a visit. Once there she made us very welcome by offering us tea and cakes. When we told her we were off to our monthly meeting she said she would very much like to attend sometime so hopefully we will see her along in the future. We have since put her in touch with a local guy who looks after another member's car in the same area. She did say in conversation that once she's got the car up and running and MOT'd, she would like to know of any member out there that would be willing to take the car and Olive along to a few local shows (watch this space).

Second, as I have to attend Canterbury hospital on a yearly basis, we gave Gwen a ring and told her we would be passing by so would pop round and say hi. She too made us tea and biscuits. Gwen actually owns a 100E Pop which she inherited from her uncle in the 60s. Since then it's been her only mode of transport: although she doesn't cover a vast amount of mileage these days it still gets her to the local supermarket, dentist, doctor etc. We did tell her about coming along to the Garden Party. Who knows: with Olive, Gwen and a certain Mr Farrer (who as most of you probably know also still drives his 300E as his everyday vehicle), all in all we could have a good old chat about sidevalving from the good old days.

For more up-to-date information don't forget to check out the FSOC website.

Southern Sidevalve Day, 6/7th August

This year's event is being held as part of the Lingfield Steam & Country Show. Just a quick

reminder to all those southern sidevalvers out there who still haven't booked into the show: as this is the major event in the south east for Sidevalves we would dearly love to see as many of you as possible either on the Saturday or Sunday. If anybody requires an entry form please give Dave Pickett, Mike Jillians or ourselves a call (details on page 2 of the magazine).

Heritage Show, Detling, 9th April

What a great start to the year. The weather was good. Plenty of cars booked in, so we thought. We and 14 other members had all pre-booked. Unfortunately a few were disappointed due to various reasons. At the end of the day we still ended up with 11 vehicles, which was actually 12 as we parked next to the 105E Anglia Group and one of their members, Terry Smith, had brought along his 107E for the day. So, a grand total of 12 Sidevalves: not bad for the first show of the year. Although there was a keen wind, the sun shone all day.

Drive It Day, 17th April

Another warm sunny day dawned for our Drive It Day event. Eight of us gathered at Mote Park for a leisurely drive to Broadview Gardens where we had planned a stop-off for coffee at around 10:15am. Our plan was to meet up with Tony, Ian and Jim in their 100E Anglia, Siva Special and 103E Pop respectively in East Peckham en route at about 10 o'clock and then meet up with Ted at Broadview as he lives close to the gardens. Unfortunately our plans went to pot as, on leaving Mote Park, Sylvia's 100E Popular wouldn't start. After 10 minutes under the bonnet Glen had her back on the road but not sounding quite as she should. Sadly after a couple of miles Sylvia and Kevin both came to a halt, so Sylvia decided enough was enough and called for the RAC with what we think was a blown head gasket. Kevin meanwhile had Glen under the bonnet trying to sort out his problem which was diagnosed as the rotor arm, so a spare was installed. After several phone calls to the members waiting for us along the route we set off to pick up the East Peckham group. We finally arrived for our coffee break 1½ hours late, so we didn't get to look around the gardens, apart from Ted who had plenty of time while waiting for us to arrive.

Coffee over, 11 of us set off for Hever Castle. Once there we parked up in front of the castle where we all sat round and enjoyed a picnic. Once fully fuelled and watered we spent the rest of the afternoon either looking round the grounds or spending time relaxing in the afternoon sunshine. On our way home Glen, Tina and ourselves decided to stop off on the way home for a pub meal: but guess what, Glen received a call from Kevin to say his car had come to a standstill just after the viaduct in Leigh, so with the meal on hold we set off to find Kevin. When we got there he already had assistance from fellow member Andy Pitcher

who had caught up with him on his way home. A quick fiddle with the electrics saw him on his way. Rather than turn back to the country pub we decided to continue on and stop off at the Beefeater in Hildenborough.

The Medway Festival of Steam & Transport, 24/25 April

This show takes place at the Chatham dockyard every year over the Easter weekend. This year the majority of us planned to attend on the Sunday. Nine of us planned to meet up in the main car park at 9 o'clock sharp and, can you believe it, all nine managed to make it to Chatham with no breakdowns! Hopefully the trend will continue after our earlier gremlins. In addition to the nine Kent members we were joined by Trevor, Angie and Michael Dobney, down from Essex in their 100E Escort. This pleased Glen as it was the first time he had seen another Escort/Squire at a show other than his. Once inside we all managed to pack together. Although the parking space was a bit tight at the dockyard we managed to set up camp on a small piece of grass adjacent to the parking area. Once inside the dockyard there are plenty of attractions to look at, so if you've not been before we would certainly recommend it for another year.

Steam in Dartford, 7th May

This was the first time this year that we've woken up on the morning of a show and been greeted by that dreaded wet stuff falling from the sky, so after a quick chat with Glen we decided to delay our leaving time by an hour. This turned out to be a good decision as by the time we set off it had stopped raining and the sun was starting to shine. With Glen in his 100E Escort, Steve in his 1938 Model Y and ourselves in our 100E Prefect we set off from Maidstone for the 15 mile journey down the M20/M25. After a couple of miles I caught a glimpse of a black shadow lurking in my mirror. This in fact was Steve in his Model Y overtaking me, so if anyone tells you that Uprights only travel at 35/40mph, don't believe them. Once at the show we decided to put up the gazebo as there were a few dark clouds looming on the horizon. Halfway through, down it came, but luckily it only lasted for a couple of minutes and better still that was the last we saw of any wet stuff until we were about two minutes from Maidstone on our journey home.

Set in Central Park, Dartford, this show has the potential to become a lot larger in future years. The town centre/weekly market was close and it was well supported by the Sidevalve group with ten cars present.

Regional News

Merseyside

Joe Wheatley

In April I mentioned that long-standing member Dave Broad was back in the fold, having bought a 100E Prefect and E83W van. Now he has sold both vehicles and bought a 1936 Model CX Tourer. I've not seen this yet because the engine is knocking like a Peruvian gold miner but Dave says the body, interior and running gear are in good fettle and the brakes are excellent for a pre-war Ford. In fact he has devised a new test for Upright brakes. If they are fierce enough to cause your dog to slide off the front seat then they are in good nick! (Not recommended with large or ill-tempered canines.) Not content with one car, Dave has also bought Dave Rothwell's beautiful E83W Utilicon and a decent little 103E in case he needs another engine.

Steve McKenna continues to have fuel problems with his Aquaplane-tuned 103E and is gradually working his way through the whole system to try and fix it. It did appear to be running okay on 2 May. Obviously a glutton for punishment, he also bought the 100E Prefect from Dave Broad. This is now under refurbishment and will be up to Steve's exacting standards later this year.

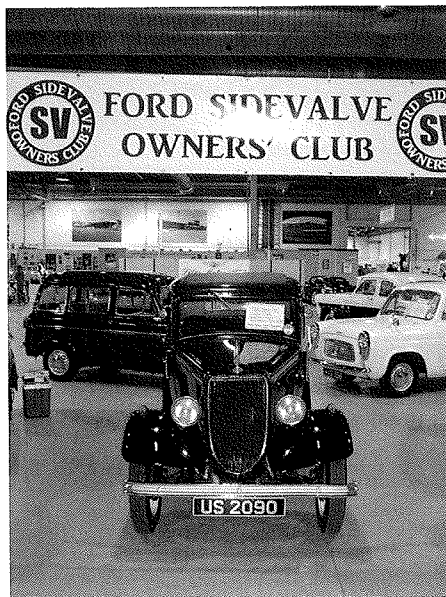
CAP Event City, Trafford Centre, 25-27 March

This was a new indoor event organised by Cheshire Auto Promotions ('CAP') who have been putting on the Tatton Park shows for years. The Event City venue used to be the Museum of Museums and is right next to the Trafford Centre. Because space was limited we could only display five cars. I had to try and put on a good display without upsetting anybody so decided that all the vehicles should be different. Dave Rothwell kindly brought his 1932 Model Y short rad, Steve McKenna his tuned 103E and Freddy, my E493A, represented the Uprights; Bernard Ellicott's Pop and Mike Brocklehurst's Squire represented the 100Es. Julian Ashworth and Neil Wildbore had managed to get an individual entry for his maroon E493A, though they were two halls away at the other end of the venue.

This was a real team effort because we had to set up on Friday afternoon and leave the cars on site until 16.30 on Sunday. Dave trailed his Y all the way from Southport and then dropped off Bernard, Mike and myself on his way home. He then did the opposite on Sunday, picking us up in the morning. All this cost him a lot of diesel, doing some 200 miles over the weekend.

Bernard had been busy as well. He had modified the poles that make the entrance to the stand to support our new, smaller, banner and Dave R had welded up some plates to go under the car wheels to support them. Bernard

had also made up several posts from plastic conduit and timber to support our bunting around the edge of the stand. The effect was excellent and really made our stand look professional. The only improvement I could suggest would be to borrow another banner from our colleagues in East Lancs so we could have a double-sided entrance with our logo seen from both sides. Bernard and Dave's hard work was rewarded when we received Second Highly Commended in the club stand prizes on Sunday.



Dave Rothwell's Y Tudor with Mike Brocklehurst's Squire & Bernard Ellicott's yellow Pop behind.

I think the publicity for this show and directions to the venue were a bit lacking because Saturday was quite quiet, which must have been a worry for the organisers and stall holders. Things were busier on Sunday and Stuart Holmes of CAP has written to us to thank us for our support and to say that the event will be repeated next year on Saturday 31 March and Sunday 1 April 2012. A good way to start the season.



Tottington. From left: Mike Brocklehurst's maroon Squire, Rod Peter's grey 103E, stray Singer, Bernard Ellicott's yellow 100E Pop, Freddy.

Tottington High School, 10 April

The first outdoor event of the year and the weather was beautiful! We put on a good display with at least 25% of the classics being Sidevalves. Steve McKenna – 103E; Ken Riley & family – 107E; Mike Brocklehurst – Squire; Rod Peters – 103E; Bernard Ellicott – 100E Pop; Freddy, my E493A; Julian Ashworth – E493A; Neil Wildbore – E493A; and Dave Rothwell – E493A. A non-member also turned up in an early 100E Anglia with Peugeot front seats and 107E front wings, grill and rear lights: an interesting mixture!

Riverside Steam Fair, Southport, 16-17 April

I could only attend on Saturday, parking next to Dave Rothwell's beautifully restored E83W Utilicon. Julian and Neil arrived in Julian's maroon E493A, followed shortly after by Bruce & Carol Allen in their Y Tudor.

This was only the third year that this show had been run and it has grown significantly. Lots of stalls, though not a lot of autojumble. Many steam engines; small 'models' (still big enough to ride on); working farm machinery powered by traction engines, including a sawmill and grain thresher; and two of Fred Dibnah's engines, his Land Rover and living van. A large number of commercial vehicles, tractors and motorbikes.

The weather was cold in the morning but better in the afternoon and dry for the third year running. Unfortunately the car section was near a band stand with enthusiastic amateurs annoying all and sundry. Dave R left at lunchtime because the over-amplified din made conversation difficult. Fortunately they did not carry on all day but I'm glad I did not return on the Sunday when there was no let up! Dave R put in another appearance, as did Bruce & Carol, plus Steve McKenna – 103E (still having fuel problems with his Aquaplane

tuned engine), Steve Rooney – 103E and Mike Brocklehurst with his Squire.

Culcheth Community Day, 2 May

The Parish Council had once again asked me to put on a display of classic cars for our village fete. We had an excellent turnout in good weather with 12 Sidevalves and two other Fords. Bruce & Carol Allen in their Y Tudor; Freddy; Dave Rothwell in an immaculate, low mileage Mk5 Cortina; Frank Wells – 100E Pop; Steve Rooney – black 103E; Dave Broad – black 103E; Steve McKenna – blue 103E; Julian Ashworth – E493A; Neil Wildbore – E493A; Mike Brocklehurst – Squire; Chris Toombs – Grey 103E; Ian & Sheila Sidebotham – black 103E; Alan Tomlinson – green E493A; and Bill & Adrienne Moore in their 105E.

In addition we were well supported by the North West Casual Classics, Manchester Historic Vehicle Club and various locals who displayed another 20 cars including Austin 7s, Mk3 Zodiacs, 2CV, Jowett Javelin and an enormous 1972 Buick Riviera with a V8 engine 12 times bigger than that in the 2CV.

Julian once again won 'car of the show' with his maroon E493A but all had a great time, and the Parish Hall did excellent trade in soup, sandwiches and cakes. Hopefully this event will grow even more next year!

Wirral Classic Car Club – Thurstaston, Wirral, 8 May

Dave Rothwell (E493A), Bernard (100E), Julian and Neil (E493A) and myself met up at the petrol station at the junction of the East Lincs road and A570 to Southport. We then proceeded in convoy into Liverpool and through the Wallasey Tunnel onto the M53 on the Wirral. The heavens opened as we left the tunnel, upsetting Julian who lost a wiper and blade as we trundled through the downpour.

The venue is in Thurstaston Park overlooking the Dee estuary. Magnificent views and handy visitors centre and café. About 100 cars in all ranging from pre-war to relatively current, our class (1946–1972) being the biggest. The only other Sidevalve in attendance was the very nice blue and white 100E Popular of Dave & Jackie Pearson.

The weather improved as we got to site. A few brief showers in the morning, but a very pleasant dry and warm afternoon. No prizes for FSOE members today, not even in the raffle, but a very pleasant day out for all.

Surrey

Mike Jillians

There are many members in the Surrey area who I would like to contact by email to keep them informed about various events and such. Unfortunately, a large proportion of email addresses get bounced back possibly due to incorrect characters within the address etc. If you would like to be kept informed by email and do not mind being on a multi-circulation list (circulation to members only of course) then email me at michael.jillians@btinternet.com so that I will then have your correct or current email addresses. For those without access to email, events and so on will be published in this magazine and I am quite happy to be contacted by phone to answer any queries or help with booking cars into any of the shows which I am organising.

There are four shows which I have proposed for this year and all are welcome to join in. If enough people do wish to come to any of these shows, I can organise a dedicated area where we can all park together (a Ford Sidevalve Owners Club area). If you would like to attend any, please try not to leave things to the last minute unless unavoidable as sometimes space can be at a premium.

The four shows are as follows:

Sunday 17th July: a new classic car show to raise funds for Macmillan Cancer Support, to be held at Clandon Park, West Clandon (just east of Guildford). After communication with one of the organisers, it appears a very good number of classic and vintage vehicles should be on display. There will be the usual stalls and refreshments; stuff for kids, entertainment etc. Entry to exhibitors plus one adult passenger and children under 10 is free (all others £7.00). I can email or post entry forms to you.

Saturday & Sunday 6th & 7th August: Southern Sidevalve Day to be held at the Lingfield Steam Show (Blindley Heath, Lingfield). This is apparently a very good and long standing show attracting all kinds of vehicles and has the usual sorts of stalls, refreshments etc. A joint Club stand is to be set up between the Kent, Sussex and Surrey groups and we would all like to see as many Sidevalves on display as possible – should be quite a sight! The show actually runs on Saturday 6th to Sunday 7th, but it appears that attendance on the Saturday is favoured by most people. At the time of writing, entry forms are still not yet available on their web site, so please contact me for further information.

Saturday 20th August: the Capel Classic Car Show. In aid of the local church fund, this event is held at Capel (just south of Dorking) and is a pleasantly parochial type of show which attracts around 500 cars/vans/trucks plus a good few motorcycles. All the usual stalls, refreshments etc., and even stuff for kids

and grannies alike. A very good show. The organisers 'prefer' exhibitors to donate, say, £5.00 (or more if you wish) with entry forms but this is not a prerequisite. I can email or post entry forms to you.

Sunday 18th September: the Surrey Classic Gathering, hosted by the Surrey Classic Vehicle Club and held at the Rural Life Centre, Tilford, Surrey (just outside Farnham). Again, a good show, set amongst trees, with the usual stalls and refreshments etc. Loads to see and do within a 'time-warp' setting. This place is well worth a visit. At the time of writing, entry forms are yet to become available so contact me for further information.

There are other events which I and my wife will in all probability be attending and if anyone wishes to join us, we would be delighted to see you. (If enough people want to join in, then depending on the event, I will try to organise a club area). These are as follows:

Saturday and Sunday 13th & 14th August: Bluebell Railway Vintage Transport Weekend. Not a big show, but well organised with trophies given for all sorts of categories of vehicles. (You never know, yours might win a trophy; my car did, unbelievably!). Entry free to exhibitors. Apart from getting free rides on restored steam trains, eating and drinking (even beers etc) in platform 'cafes', there is much more to see than you may realise. We are more likely to go on the Sunday.

Sunday 21st August: The Cranleigh Lions Classic Car Show. This show is *big!* Very good, loads and loads of stalls from autojumble to woollens. Entertainment for kids and everyone else. Impossible to go hungry or thirsty. Last year's show attracted around 1500 exhibitors. Well organised and well worth going to. Entry free to exhibitors (driver + one passenger; any additional passengers are £5 per head).

If anyone would like to bring their cars to any of the above, It would be great to see you. Being parked up on a club stand (should you wish) does not mean having to stay with the car. Nor does it mean you have to arrive at a certain time and leave at a certain time. Most venues are actually quite flexible.

Come along and enjoy the show! That's what it's all about! An array of Sidevalves in one place always attracts the public's interest and makes good photos for the magazine and ourselves. (I tend to take loads of photos which I am happy to send on to others.) At most shows, I can erect my garden gazebo for shelter (sun/rain) and can normally bring a number of camping chairs. (I draw a line at providing food and drink!)

At all shows, all cars are welcome, from the highly restored to the 'tired', and generally we get a good mix; so please do not think your car may be overshadowed. The more on show the merrier!

So, it's over to you ... let me know!

Yorkshire

Nigel Hilling

Northern Sidevalve Day

Another reminder that we will be joining with the East Lancs and Merseyside Groups to hold a Northern Sidevalve Day at the Hebden Bridge Vintage Weekend (Calder Holmes Park) on Sunday 7th August. Individual entries can be made by downloading an entry form from <http://www.hebdenbridge-vintageweekend.org.uk/> or by asking me to send you an entry form by post or email. Entrants should add Ford Sidevalve Owners Club onto the entry form in a prominent position to alert the entry takers. There is a small charge for entry but this goes to charitable causes run by the local Rotary Club.

Other Events

We have a Club stand at Newby Hall on Sunday 17th July; entries close on 24th June. We usually have plenty of space so get an entry in. We will also be having a club stand at the Yorkshire Historic Vehicle Group event on the Knavesmire on Sunday 25th September. I have entry forms if required.

A number of us will be attending the evening Hope Motor Show on Monday 20th June. Dave Manterfield is trying to get us all parked together so look out for a gaggle of Sidevalves.

Polar Ford of Wakefield is organising a centenary event on or around the 30th July and is looking for Classic Fords to be on display. I have no details as I write this but will have by the time you read it so contact me if interested.

If you want more up to date information on events and possible road runs then look in the member's area of the FSOC website or contact me to be added to my email list. Alternatively just telephone and express an interest to be kept informed.

Drive It Day

There were many events going on in the Yorkshire region to celebrate Drive It Day. I and a few others joined the YHVG York to Sherburn Airfield run. The weather was glorious as it was throughout April and as well as having both cars and aeroplanes to watch, some also enjoyed the guided tour of the Aeroclub facilities. Photo 1 shows John Lindley's Sift at the event.

Tadcaster Classic Show

This is held in the John Smiths Brewery Car Park and some of our number did disappear to sample the local hostelrys during the day. Overall attendance was down on normal but we still had a good turnout of Sidevalves (photo 2) and again had warm sunshine, although the



Photo 1

strong wind did keep bringing a smell of hops over the car park.

Land's End Classic Trial

On my way to pick up my navigator the car lost a lot of power. I checked the electrics first before finding one of the twin SU float chambers empty. Even when this was full there was still a misfire which I finally traced to a dodgy plug which was duly changed. All seemed well until we got on to the M1 and the float chamber refused to fill again. I couldn't see anything wrong with it so put on a spare float top and all was well.

During scrutineering at Michael Wood the reversing light decided not to work. This was eventually traced to a bad earth and we were ready to go. At 8.24pm we were off on the touring assembly down to Bridgewater Rugby Club where the three starts come together for a late night/early morning breakfast and the start to the trial proper. The touring assembly included a short regularity section where we had to cover a quarter of a mile in 60 seconds: we believe we did that within a second.

Shortly after midnight we were on the way to the first sections to be climbed in the dark. There had been little rain in the days leading up to the trial and the sections were drier than



Photo 3

normal, giving more grip. The organisers had put in more restarts than usual for our class but the dry conditions meant these were giving no problems. We made a good climb of Cutcliffe Lane, a section that I had only once previously reached the top of, and further success followed. The last of the morning sections, Crackington, is one that the locals always tamper with, usually by diverting a stream onto the hill to make it very muddy. This year they had managed to deposit a large amount of clay which they then soaked to make a quagmire. I was very pleased to make a storming climb through the clay to some applause from the spectators.

The afternoon went equally well and despite some tricky restarts (which I usually make a mess of) we were clear going to the last section (Bluehills). Once again the dry weather resulted in plenty of grip and we went clear (photo 3) to end the day with no fails and hence a gold award. The provisional results not only show us with gold but also a class win as we completed the two special tests faster than the other three golds in our class of 16 starters (we run in the prewar Class 2 with Austin 7s, MGs, and the like). All in all an excellent weekend despite the 950 mile round trip.

The other 2 Pops of David and James Child running on the main trial finished the event but with a number of fails, whilst I have yet to see how the Pop of Barry Wallace fared in the gentler Class 0 event. There were as usual many Dellowes competing, some still Sidevalve powered.



Photo 2

North London

Robin & Jennie Thake

What a start to the rally season, with five shows and five sunny and warm days – can it last?

The first show was at Colne Valley Railway. Six cars attended and we all enjoyed trips on the steam trains and diesel which ran all day; we also visited the engine shed, where I am a volunteer restoring a Black 5, to show the group the progress from last year. Our next show was on Drive It Day when we met up with Brian Cranswick and his group at Nene Valley Railway. Six of our group helped to swell the numbers including new group members Steve and Viv Vaudrey with their recently acquired 300E van; Peter and Harsha also gave a quick visit in his Jaguar (he also owns a Prefect). On Easter Sunday six cars attended the Ford day at Whitewebbs Museum: we were outnumbered many times over by the Capris on show.

On May Bank Holiday weekend four of the group went to Rushden Cavalcade on Saturday, with Andy and Sara Westwood attending on the Sunday and John Swade attending on the Monday. On Sunday Richard and Shirley Healey and ourselves with Stuart and Laura Cecil (who gave their Consul a run out) went on the Dacorum run around Hemel Hempstead – a 50 mile route but 60 plus if you got lost! They visited four areas that make up the Dacorum District and the roads were interesting to say the least; one person made the comment 'Danger, there are roads beneath these pot holes'. On the route we called in to see John and Peggy West so when we got to the final check point most cars had gone off to the final destination at Hemel Hempstead Town Centre, where 250 vehicles parked up in the Marlow's Shopping Centre for the afternoon.

At our March meeting David Heard arrived and said he had lost a tooth. Now, I am not into dentistry but what he showed me no dentist would be able to fill or crown; a tooth off the pinion from his 103E rear axle. I advised him to investigate further and he found he had in fact lost two teeth (the car was still running) so he stripped down a spare axle and found that was as bad. This was where luck came in as I looked on eBay and there was a new old stock Crown Wheel and Pinion at a reasonable 'buy it now' price, so he purchased it and we soon managed to reassemble it on the Friday and test run on Drive It Day with no problems.

When we go on our journeys we consider the cost of fuel. David Heard, who is a member of the Enfield and District Veteran Vehicle Club who own a 1911 Belsize fire tender, went on the London to Brighton Veteran Commercial Run of approximately 60 miles. The vehicle usually does 4mpg but was not running well and only did 2mpg; not a cheap day out.

Gloucester, Hereford and Worcestershire

Phil Birch

This month saw three shows in the area: Coleford, on Easter Monday, Monmouth Show, and Wheelnuts, which is a fund raising car show at the Roses School in Stroud for handicapped children.

Monmouth saw three Ford Sidevalves: my 7W, Len Shorthouse with RVC 734, his 103E, and an unknown E83W panel van in green, FFG 757. There were two Sidevalves at Stroud – another Pop, TDF 721, and a black 5cwt van, which I suspect had a V8 engine but the paintwork was superb.



Monmouth

A new problem raised its head this month with the 7W. The cut-out would not close on start-up unless the engine was revved quite high. Not a good thing from cold so I duly sent it off to Shirley for attention.

It is a nice compact model scripted with 'Ford' so I really didn't want a straight exchange. Later Shirley returned the cut-out with a note saying her sparky man couldn't find a fault with the unit and he suggested I needed higher voltage at low revs (well don't we all?).

Not being 100% sure where volts came from I stripped the dynamo. The commutator segments needed undercutting and cleaning, which I did. When I came to replace the dynamo I noticed the terminals were very dull so I cleaned them as well. On start-up the ammeter shot straight to charge at very low revs. The third brush just needed adjusting and all was fine.

Now, I don't know whether it was the undercutting or the terminal cleaning or both that did the job but we now have charge and plenty of it. Many thanks to Shirley for a quick turn around and sound advice, even though I didn't buy anything.

Central Scotland

Graham Little

In the last issue of *Sidevalve News* I was able to report that initial interest had meant there would be two vehicles on the inaugural FSOC stand at the Strathaven Rally on 22nd May. As I write, more members have contacted me and we'll now probably have seven at least including 100Es, Uprights, an E83W and a historic stock car! The event will be over by the time you read this but I couldn't be happier with the response to what was really only a hopeful plea to get together some fellow members in this part of the world. Onwards and upwards, and I hope that we can attend some more shows and keep the momentum going.

Special thanks must go to Jimmy for kindly letting me have the use of a spare strut for my 100E, which can now go to the show as a shell but on four wheels rather than three... Together with the shell, in the next magazine I hope to display and illustrate my recently-rebuilt engine and gearbox. The engine is fitted with an original 1950s Aquaplane cylinder head and MC2 SU carbs, and Aquaplane manifolds, plus a 'sports' camshaft from Small Ford Spares, and has a quite rare Handa overdrive gearbox attached. This is vacuum operated and will no doubt present a few challenges when installed in the car because its original controls are missing.

Thanks must also go to John Duckenfield for his support and advice in getting me started as regional contact. If anyone else is thinking of introducing another group then don't hesitate as you will be guided and helped all the way through the process.

If any other members wish to get in touch please do so – there must be more of you out there!

The Lakeland Motor Museum

Cumbria's Lakeland Motor Museum, close to the southern tip of Lake Windermere, is offering a 10% discount off normal public admission rates to Club members, on presentation of their Club membership card. Normal rates are £7.50 for adults and £5 for children aged 5–15, or £6/£4 respectively for groups of 12 or more.

www.lakelandmotormuseum.co.uk

Old Blue Mill, Backbarrow, Ulverston, Cumbria LA12 8TA

Regional Report

John Duckenfield

Some members may wonder why appeals for more Regional Contacts are necessary and if it is worth the effort trying to encourage members to take a more active part in the Club. It's something I occasionally ask myself. But every now and then, when a member contacts me and the name of a new Regional Contact subsequently appears on the list in the magazine, I know that it is. Imagine, therefore, my feelings at being able to inform members in the last edition of *Sidevalve News* about the appointment of four new Regional Contacts. It means there are now 22 Regional Contacts in England and Scotland! The Club still needs more so that it is represented throughout the UK, for all Club officials would endorse the fact that Regional (and International) Contacts play an extremely important role within the Club and that every effort must be made to encourage more members to become involved in such a way.

One of the most important reasons for regularly asking members to consider becoming Regional Contacts may come as rather a surprise. Although membership of the FSOC appears fairly stable, around the 1172 mark (rather fitting, don't you think?) that is deceiving for between 175 and 225 members leave the Club each year. Fortunately, a similar number of new members replace them and it is in the interests of all members that they do and that the balance is maintained, for if at any time in the future it isn't, there would seem to be only two alternatives. Either the cost and availability of spares would have to be re-evaluated or membership subscriptions increased, for whatever the source, the Club needs a certain level of income to operate successfully, or the only other realistic option is a reduced level of service.

Members leave the Club for a variety of reasons. Some do so after a year or two, perhaps having restored a car which is then sold to fund another project. Others remain loyal members year after year and only leave the Club when they eventually part with their beloved Sidevalves. That members leave is a fact of life. Replacing them, though, is a challenge, especially in the current economic climate and it's here that Regional Contacts do an excellent job.

An analysis of membership application forms for the year 1st February 2010 to 31st January 2011 clearly illustrates the point. It also identifies the power of the internet and how traditional means of recruiting new members are being superseded by today's technology. A total of 177 new members joined the Club during the period and in answer to the question on the membership application form, 'How did you find us?' their responses were as shown in the box.

It is important not to jump to conclusions or make incorrect assumptions about the statistics. The question being answered is, 'How did you find us?' and not, 'Where did you

HOW DID YOU FIND US?

	Number	Percentage
Club web site or Internet search	72	41%
Regional Contact or at a classic car show	27	15%
Former/lapsed member re-joining	23	13%
Word of mouth, friend or Club member	22	12%
Previous owner, car documents, car sticker	18	10%
Other - inc. DVLA, dealers and no answer	8	5%
Magazine article/reference	7	4%

join us?' Though the power of the Internet is indisputable, not all new members finding the Club there join through it. Many subsequently join at shows and so on, through a Regional Contact - person to person. Nevertheless there are important lessons to be learned from the data by Club officials and individual members alike. Taking each group of answers in turn:

The FSOC web site is now the most efficient and cost effective way of attracting new members to the Club and its power should not be underestimated. It has the capacity to reach classic car enthusiasts anywhere in the world and bring classic car clubs to the finger tips of millions. It will undoubtedly become more and more the means by which new members are recruited.

The important contribution that Regional Contacts (and other Club officials) make in recruiting new members should not, however, be under-estimated or under-valued for it is considerable and, as previously explained, greater than the raw numbers would suggest. For most of last year there were 18 Regional Contacts; now there are 22. There could easily be another eight. More Regional Contacts and more regional groups would undoubtedly result in the recruitment of more members!

Former members re-joining the Club do so for a reason. Some no doubt re-join as a matter of convenience in order to obtain top quality spares at very competitive prices. Once obtained, they may well leave again only to join again when the need arises. The vast majority, though, re-join in order to once more belong to a Club - a body of likeminded enthusiasts with a common interest. It is important, therefore, before letting one's membership lapse, to seriously consider the benefits that Club membership brings. Either way, for most members, the annual membership fee is more than recouped when buying spares from the Club, so competitive are the prices.

It's extremely encouraging that members recommend the Club to friends and other potential members. What a difference it would make if every member was each to recruit just one new member. The membership would double in an instant! It's extremely unlikely to happen, I know, but not impossible for my guess is that we all know one owner of a Sidevalve who is not a

member of the Club. In the final analysis it is in the interests of every single member to maintain and if possible increase membership numbers so how about having a go? 'Recruit or Regret' might be an appropriate slogan for all Club members to bear in mind!

Finally, as far as answers to the question are concerned, to those members who sell their Sidevalve vehicles or pass them on to someone else, it is vitally important from the Club's point of view that they impress upon the new owner the benefits of Club membership for it brings with it not just income to the Club from the annual subscription but also the revenue from the sale of spares - potentially for many years ahead. Importantly, it is also to the new owner's great advantage!

Another reason for frequently asking members to become Regional Contacts is easily identified above. Whilst there is a loyal core of longstanding members who undoubtedly form the nucleus of the Club, there are on average 200 new members joining each year. Many of them are first time classic car owners. Whatever their age or reasons for joining at any particular time, the likelihood is that they are keen and enthusiastic - about their car and the Club. That's not to say longstanding members aren't, but any organisation needs new blood and the FSOC is no exception. Providing they are suited to the position, any member, young or old, male or female, technically minded or not, can be a Regional Contact so it is important to convey that message to as many new and recently joined members as possible.

There is one final reason, clearly illustrated by the appointment of the last four Regional Contacts. Personal circumstances change and individuals find new priorities. Robin Barlow, Graham Little, Tim Griffiths and Sally Litherland are all very longstanding members of the FSOC who now feel the time is right for them to put something back into it. It is important, therefore, to let members know that the opportunity to become a Regional Contact is always there no matter when that 'right' time arrives.

If it's the 'right' time for you, or you'd like to find out more about being a Regional Contact, please get in touch. I'd be very pleased indeed to hear from you.

Pre-War Register

Yvan Precieux

Registrar's Comments

First of all an apology for not being able to attend the AGM. The reason: Christine and I were getting married during this part of June and time between became extremely tight by the time all matters were finalised. I should be available to meet members next year. Time flies and we are now into midsummer; hopefully a glorious summertime and, for the first time, this has been a less hectic period in the register. This has given me time to catch up with the paperwork, decorate after the water leak at Christmas, put in another axle, recondition an engine and get wed.

New members are still filtering through but with less copy, you'll have to take what I have put together as articles and snippets in the register. To Stan Bilous, area contact for the South East London area, my C van is now back on the road with my 103E.

New members

We give a welcome to Philip Barnardo, a former FSOC member of Farnham, Surrey with his 7Y that hopefully should be on the road in the near future. Next come Victoria Edwards, Dave Davies and Eric Walker, all with Model Ys to swell our ranks (all 1937 saloon versions). Sandeep Das has now joined us from Lucknow in India with his unique E93A tourer that was shown in the magazine some time back. Joining the register also is Dave Austin with his 7W and Pablo Goya from Spain (Ford E93A) and finally we have Morris Leslie from Perth who has recently purchased a 1938 Ford van; however I need to contact Morris as he has identified his van as an E84C?

AMO 108

Alec Edwards of Bradford, West Yorkshire is now the proud owner of a 7W saloon. Mr Earl, a previous owner and FSOC member did correspond, but no register form with spec and detail was ever received. Alec has kindly returned his form and it now transpires that his vehicle is quite unique in being one of the earliest fixed roof vehicles in the register. (The earliest car going to a Tourer.) The date of registration in May 1937 is probably soon after it left the Ford factory via the Newbury Ford dealership of Passey and Co Ltd. The car was used certainly up to the mid sixties and the name of Englefield seems to come into play before eventually over the years it came into the hands of Mr Earl and finally to Alec Edwards. The car from the photo looks like the standard vehicle but note the one wiper: it should have two, and it appears there are blanked holes at the bottom of the windscreen with the tandem top wiper hole again blanked



Photo 1

off. Possibly the former is due to a previous owner endeavouring to fit a wiper unit from a 38/39 car, giving up and replacing just the one wiper instead?

As mentioned by Joe Wheatley, 16" tyres in lieu of the 17s does mean that the spare does not fit in the spare wheel area and the 7W in this case is shod all round with 16" tyres that go with the independent front suspension. This is reported to be Buckler but as I write (early May) I am awaiting a photo to determine whether or not it is a Buckler or the one-spring Bellamy IFS. Originally black, the car is now green via the previous owner. Alec intends to renovate the car sympathetically and to date has renewed the kingpins, steering ball joints, made repairs to the IFS, and purchased new stainless exhaust, wiring harness, repro domed lenses, new handbrake cable, coil, distributor, dynamo, starter, regulator, fuel sender, fuel oil pump, oil filter, window rubbers and radiator with new hoses and finally a new clutch. The original engine went to that great garage in the sky, probably many years ago, and the present post-war unit installed is now out of the car. This possibly will be replaced as the existing requires repair. (Photos 1 and 2)

7W Derivatives

What we know about the Ford Dagenham motor products during the period of the manufacture of the small Sidevalves is probably about 65% as there is still much to be properly identified and anomalies still remain to be corrected. We certainly have much more information on the two basic American designed pre-war models, the Y and the C, yet there is still a lot more that we don't know to remind us not to become complacent at what we think we actually do know. With the

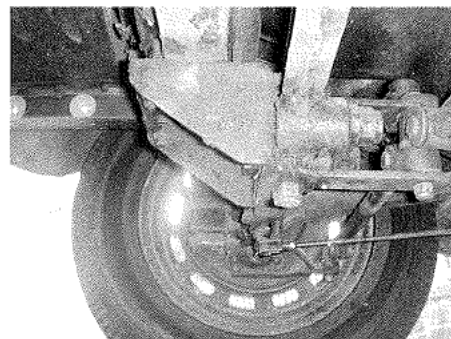


Photo 2

Dagenham designed vehicles from 1937, there is less historical information with much of the earlier pre-war documentation and records either destroyed or in uncollated collections. The consolation is that at least we as a club have contributed greatly to the knowledge of our small Fords and have come a long way towards properly establishing the historical aspects, correcting the non-factual errors and fundamentally reducing the number of totally silly comments paramount in the 80s and 90s directed mainly towards the post 37 Fords and 100Es.

That wonderful expert on the Ford range, Bert Thomas, who sadly is not with us today, used to urge factual evidence to go with or back up any new statements, yet despite his wide knowledge he was always open to new theories and some valid reasoning where areas were vague and clouded. As the most authoritative expert in his field then, much reliance was made on him for factual information. Yet he was never arrogant enough to dismiss certain questioning on his knowledge and was always aware that he could be wrong and that without proper discussion on the more obscure issues, existing information could be wildly distorted

Pre-War Register contd

and once established would be difficult to unravel, with history being the usual casualty.

With the wealth of new books on our Fords today, corrections still need to be made as it has been firmly established that the early Fords were provided with a chassis complete with body at Briggs Motor bodies prior to the mechanicals being implanted. Others that come to mind are that both Ford and Briggs adopted a simple consecutive coding to all their products, that the Model C has a slightly different body to the CX, and that the small pre-1939 Fords were not advertised to the motoring public under their Ford factory titles, (Y,C, CX 7W 7Y etc.) except in respect of garages and dealerships in the sale of spare parts. I would however mention that most current authors, especially those associated with Ford clubs, do try to limit the errors and do attempt to correct and identify new information, although some outside this field do not. These outside sources I would take with a pinch of salt. This does remind me of one particular individual some years ago with a double barrelled name who, having deemed himself an expert in all fields of motoring, endeavoured to comment on an authoritative basis that the drop-head coupé Prefect E93A was just a modified version of the Tourer and not worth the exposure. Despite one of our Dutch members eloquently putting him straight, the individual decided not to correct the anomaly even when I jumped into the fray with further evidence to prove our Dutch member was right in his reply and that the E93A drop-head coupé was built as a separate model ...

Now, if you have not dozed off with my ramifications I will provide you with some new areas of enlightenment. To give you some idea of the topic I will be brief as the photos do explain everything. During the late 1930s there was some experimentation by the Ford Motor Company in swapping vehicle bodies and even chassis between the 10 and 8hp models, mainly the 7Y, 7W and E04C. As mentioned earlier the fact that such vehicles are not around today does not mean that this episode can be dismissed as in this particular situation we do have the evidence. Photo 3 shows an E04A with a Prefect E93A body, photo 4 depicts a 7W that in the windscreen depicts it as a Prefect, and photo 5 is the most interesting as it shows a 7W with a spare wheel carrier. Eye openers indeed, and more so as all photos are from the Ford company's own archives. I rest my case. (Photos 3, 4 and 5)

A leaking sump

Bob Shearman has a major problem with an oil leak on his 7Y. The usual suspect areas have been investigated and Bob now thinks he has identified the cause of the problem although

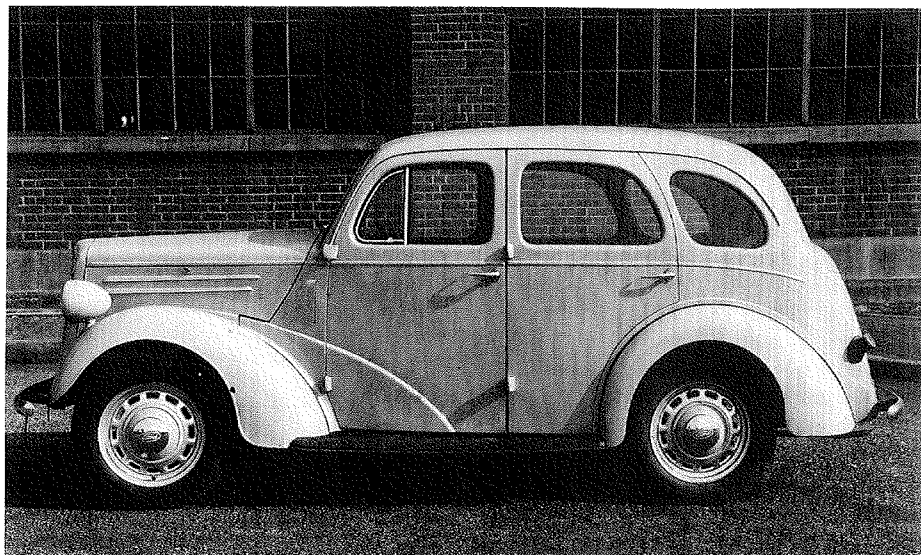


Photo 3

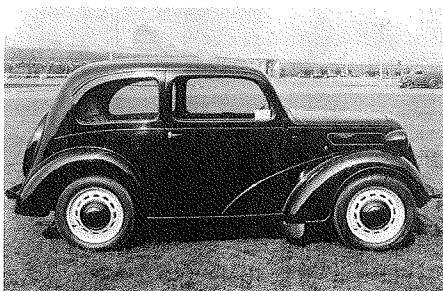


Photo 4

it is debatable whether it is good news or bad. The cork seals were all fine and at first Bob could not initially see where the oil was coming from. Accordingly he then sprayed some brake cleaner on the outside of the sump in the area where the rear wall joins the actual pressed steel sump. It promptly appeared inside, having come through the joint. Looking closer it appeared as if somebody had soldered this joint at some stage, perhaps even when new, and the solder then had cracked in time. Bob hinted at some evidence of an impact on the outside which may have been the cause and detailed that when he purchased the car, it had been laid up for many years by which time the oil had reduced to a sticky grease, so no evidence of a leak. Bob did wonder whether a radiator repair specialist might be able to re-solder the joint but with some rust about he could see such a repair giving problems later. A serviceable secondhand sump has been purchased from the Club stores.

From anyone's point of view, leaks are sometimes a devil to locate and repair and as Bob's experience may be similar to some of yours it is worth looking further other than the flanges, gasket and oil pipe blockage. You may be able to see the damage from the photo (photo 6).

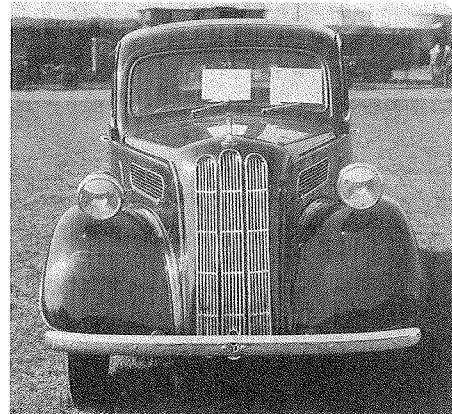


Photo 5



Photo 6

E83W Register

Yvon Precieux

Registrar's comments

As with the Pre-War Register, things have quietened down as of late. This has given me a breather, as mentioned in the Pre-War Register, as I have been able to place the C van back on the road for a major local gala at the Greenock Esplanade prior to the tall ships coming to Greenock in July. This includes managing to get all copy out before the deadline, making a start on the Special and getting married in this merry month of June. My thanks go out to Andy Neal who replied to Tony Russell's request for wheels. Tony managed to locate some himself but it is noted how helpful members of the E83W Register actually are. Thanks, Neal.

New members

We give a welcome to Kenneth Hammant of Ashford, Kent who has found us via the Internet. Ken has a van of 1957 vintage. The registration is new to the register so another E83W van joins the swell of vehicles with this type of bodywork. Next is Leonard Gregory with a drop-side pick-up, this time a 1948 version. Please check our parts list for the E83W. There are no hidden charges and what you see is the exact price you will pay that includes postage and packing.

Those steel pick-ups

Bruce Parker from Wolverhampton, having beautifully restored an Anthony Hoists steel pick-up, has managed to purchase another. As seen from the photos it requires a full restoration and is one that is not on our listing, which brings the numbers up once more. John Stewart of Inverkip, just the next village to Wemyss Bay, also has a steel pick-up so yet again the numbers surviving have increased. As I see John at our local Phoenix car group meetings, I'll gather some more information and details and see what can be placed in a future issue. (Photos 1 and 2)

Tunnel Police

(Thanks to Alan Leitch for this information.)

Bruce Parker also sent through some restoration photos of a Tunnel Police E83W. The previous information that I have on the register books is that it was owned by a Mr Blake who lived in Liverpool, which is appropriate as the organisation that policed the tunnels was the Mersey Tunnel Joint Committee. The Mersey Tunnel Police are still around today. From 1925 to 1974 authority for the Mersey Tunnels (Queensway, opened in 1934; Kingsway, opened in 1971) was held by the Mersey Tunnels Joint Committee, initially made up of 17 members from both



Photo 1



Photo 2

Liverpool and Birkenhead Corporations. After the decision in 1965 to build the second tunnel from Wallasey to Liverpool, representatives from Wallasey joined the Committee. In 1974 until its abolition in 1986 Merseyside County Council took over responsibility and was succeeded by the present responsible body, Merseyside Passenger Transport Authority.

The Mersey Tunnel police strength to date is: 1 Chief Superintendent, 1 Chief inspector, 5 Inspectors, 15 Sergeants, and 60 Constables, 9 of who are WPCs. They are divided into five teams or sections working a three-shift system, giving 24-hour cover under the supervision of a Sergeant or Inspector. The Superintendent and Chief Inspector are always on call should

E83W Register contd

an emergency dictate their presence. The HQ is situated at the Wallasey entrance to the Kingsway tunnel and is located in an elevated building spanning the tollbooths. The building consists of a large control room with two banks of close circuit television (CCTV) monitors covering both the Queensway and the Kingsway tunnels approaches, entrances, interiors and exits. Radio contact is maintained by both mobile and foot patrols with a direct link to the Merseyside police control room and other emergency services. There is cover in the control room 24 hours a day by Inspectors and Constables alike. Also contained is a parade/lecture room/office and mess room. Goods vehicles with an unladen weight of one ton in the 50s when the E83W was still around paid just one shilling. Today I believe it is some £1.50 to go through, although if you break down, you'll pay a lot more.



Photo 3

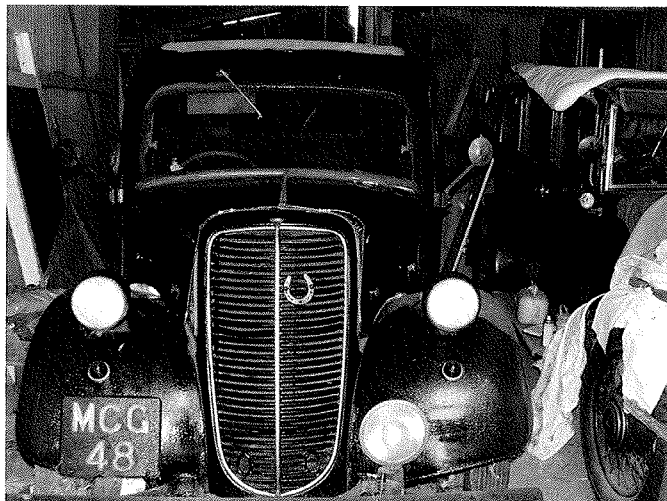


Photo 4

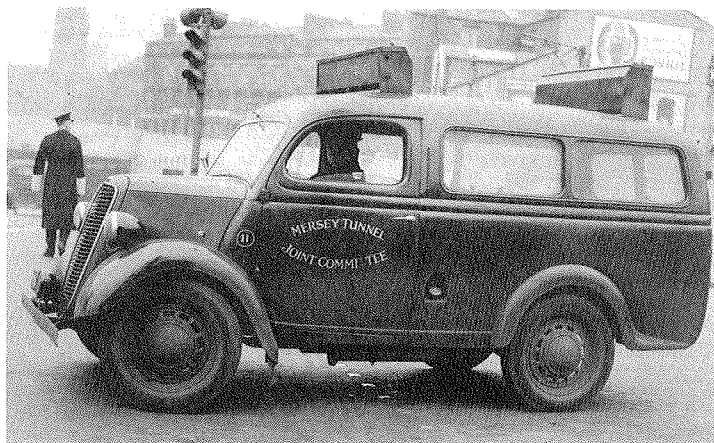


Photo 5

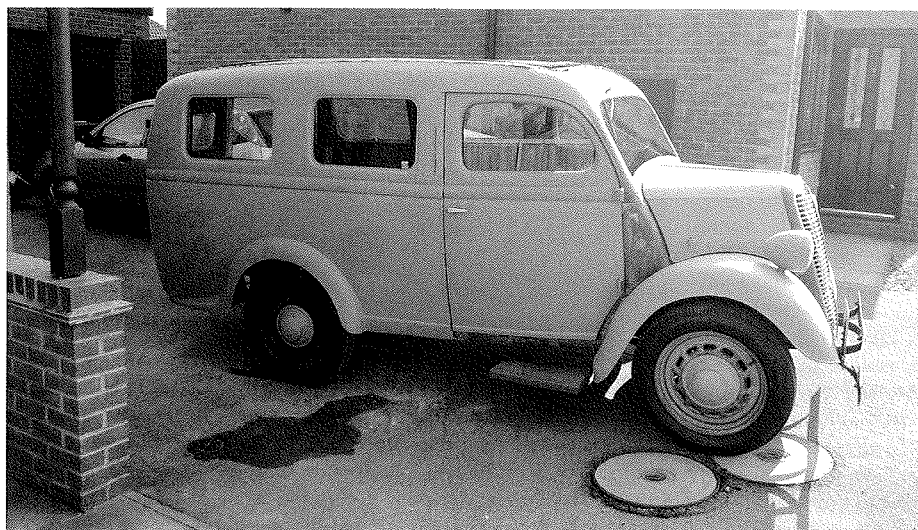


Photo 6

107E Register

Jim Norman

The *Motor's* road test of the 107E appeared in the February 2011 *Sidevalve News*. Testers of that period tended to gloss over a new car's faults and many a vehicle that received glowing praise in the motoring press proved a disappointment to its new owner. So, did the New Prefect live up to its report?

On that subject, the following was printed in the April 2001 issue of *Sidevalve News* ...

Some fifty years after the event it is not so easy to judge. It is tempting to compare with modern vehicles and the car will suffer; comparison can be made only with its contemporaries. So comments on performance, comfort, etc., must make allowance for the fact that these were being judged by the standards of the day. But the 107E is still a useable car in 2001; I personally have never owned a modern car so my own 107E clocks up on average about 18,000 miles per year. I believe this qualifies me to pass some comment on the road testers' report.

Overall I thought the verdict was fair and only slightly flattering; most problem areas were identified if somewhat understated, but the concluding remark, *'Especially suitable for the comparatively short journeys in crowded conditions... the Prefect is a pleasant and sensible small car at something of a bargain price,'* is as true today as it was in 1960.

The report starts by stating that the car is small at 12'6" long, but modern cars with transverse engine layouts are often shorter but with more internal length for occupants. There is, by today's standards, much wasted space under the Prefect's bonnet and the very restricted rear leg room is identified. Those drivers, like me, who have their seat pushed back to its limit, effectively convert the car to a three-seater. Nor is width over-generous, as duly reported.

Visibility to the front through a windscreen area that was large for its day is good, but blind spots, especially to the rear, can cause problems, even on a car fitted with two wing mirrors. The rear screen's tendency to misting up (see later) does nothing to assist. I would agree that the controls are comfortably arranged – better than many modern cars – but, personally, I have never had any problems with the footrest.

The testers then go on to describe the new OHV engine, over which they were very enthusiastic, and rightly so. But was the new car's performance that great an improvement on its predecessor? Consider the figures in the table: the improvement was there, but perhaps not to the extent that might have been expected. The 107E's performance was quite adequate for 1960, but the Anglia's had been excellent in 1954, a point perhaps not fully realised today. The *Autocar* mentioned in passing the root cause: a reduction of 175cc or 15% of engine swept volume, for which

	0-50 mph (secs)	0-60 mph (secs)	Max Speed (mph)
1954 Anglia	18.5	29.4	72.6
1960 Prefect	16.6	27.2	75.9

the increased efficiency of overhead valves barely made up. The car cries out for the later 1198cc unit which many owners subsequently fitted, with very worthwhile results. The real improvement in performance was an ability to maintain a high cruising speed; 60mph plus can be kept up all day with no signs of distress or oil consumption, not an attribute of the sidevalve unit.

The four-speed gearbox is also hailed as a vast improvement, but I beg to differ. In one way it suffered the same fault as the old three-speed unit: too great a gap between second and third gears. Furthermore, the torque curve of the new, short-stroke engine did not encourage high torque at low rpm and, unlike the sidevalve engine, the new unit needed its four speeds. The rear axle, although completely new, retained the 100E's ratio of 4.429:1 giving only 14.6mph per 1,000rpm, so 60mph needs 4,000rpm. This limits maximum speed and brings cruising speed below the normal motorway 70mph, a problem later exacerbated by fitting radial tyres which give slightly under 14mph/1,000rpm.

There was considerable and confused discussion of the 107E's ride and handling characteristics. The car inherited the 100E's good handling properties but its road holding (which is not the same thing) was less certain, mostly due to body roll – normal for the day. The car understeers at low speed, a good safety feature for the less skilled driver, but gradually moves into oversteer as cornering speed rises, making it popular with the more enthusiastic and skilled driver. Its main drawback was the tendency to rear axle hop, something that radial tyres almost eliminate while improving roadholding generally. But body roll will always limit the car's cornering abilities.

The steering system does not stand up against a rack and pinion system and,

despite impressing the testers, is both heavy and vague. This latter shows up, not when travelling fast down some twisty country lane, but when trying to keep a straight line on a motorway. The car wanders and must be continuously brought back into line, especially in a cross wind.

The boot space is reasonable but moving the spare wheel below its floor provides much more room, as reported. The car's interior has little provision for oddments (this came later with pockets everywhere) but I would definitely agree that *'Without any great elaboration, the interior layout of this latest Prefect has been made very pleasing,'* and I have always considered its interior a major plus point. Not so the seats, which, while an undoubted improvement on the 100E Popular's, are at their limit after about two hours of occupancy.

An item hardly mentioned is the wiper system – still vacuum operated, although with assistance from the fuel pump to ensure that they never quite stop. In view of the comments today from *everyone* who has ever owned a Sidevalve, the lack of criticism in 1960 might cause surprise. The heater comes in for its share of praises and criticism: praise for efficiency (although again this is relative) and brickbats for its being a recirculatory unit (fresh air heaters were available for export models only). Its main drawback was its inability to clear windows other than that at the front. The others misted up rapidly unless a window was opened slightly, which rather destroys the effect of the heater!

Although there are minor disagreements between the testers and myself, for the most part I think they got it about right. But what do you think; does it agree with your experience? We want to know ...



The 107E in its natural setting, at high speed (about 70mph) overtaking Wayne Hankins', a.k.a. awesome bubble arched 105E. He was doing about 60mph when he took the photo ...

Anglia, Prefect & Pop Register

Andy Main

Registrar's Comments

With the warm and dry weather we experienced early on in the rally season, including the two long bank holidays, hopefully many of our vehicles have come out of hibernation and are delighting the public once again. My second rally was with a number of other Kent Group members who put on a display on Sunday 24th April at the Medway Steam and Transport Festival held at the Chatham Historic Dockyard. I was parked next to Angie the Anglia, an E494A that was first licenced on 24th April 1953 and therefore celebrating her 58th birthday. Les Harris is her second owner and rallies her regularly.

One More Ride

We conclude Dick Eburne's article. 'One More Ride':

At first, the passenger side trafficator was lazy. When turning left, the passengers had to thump the door pillar before the trafficator would slowly rise to the horizontal position, and after the turn, thump again to make it return to its housing. I tried penetrating oil on the pivot from a thin artist's paintbrush. That improved the return but not the rise when switched for a left turn. A replacement trafficator was one of my first purchases from a scrap yard.

I expected, from my friends' experiences with upright Fords, that the windscreen wipers would be erratic. It wasn't until I gave one of those friends a lift that he pointed out that they shouldn't be as excruciatingly slow as NGO 935's were. I traced the problem to a leaking joint where the pipe joined the vacuum tank. Once fixed, I experienced the joy of wipers slowing to a stop when climbing a hill or on the rare occasions I overtook something slower than me, and the rapid batting of the wipers when decelerating or using engine braking on a steep downwards hill.

One evening I was driving from West Wickham to Orpington and passing under the railway bridge near Orpington Station when a car coming under the bridge failed to see a cyclist until the last second. He swerved into my path. I swerved left, hitting the kerb with the nearside rear wheel. The rear wheel fell off, bounced against the inside of the bridge and passed me. I braked hard to throw the car's weight forward and stopped. The back axle and rear wing thumped to the ground. I collected the wheel. I was surprised to find that all the wheel nuts were still on their studs. The wheel had pulled over the nuts.

At first I couldn't engage the pillar jack but managed to lift the corner of the car and kick my metal tool box under the axle. Then I could get the jack in place and fit the spare wheel. The wheel that had come off was scrap.

My friendly scrap yard sold me another wheel for five shillings including transferring the tyre. The scrap yard suggested that previous owners had persistently over-tightened the wheel nuts. They were right. Over the next few months I replaced the other four wheels, all of which showed signs of stress around the nuts.

Despite our first experiences we loved that car. I had been a motorcyclist before buying NGO 935 so was used to maintaining vehicles and carried basic tools at all times. I had been using an Ariel motorcycling combination with a single seat sidecar but I didn't enjoy having to dress for wet weather.

A car that kept me, and my passengers, dry was a great improvement. At the time, mid 1960s, a single person owning a car, any car, was still fairly unusual and I was able to take some of my London friends to places they couldn't get to with public transport. Several times a month I would use the Prefect to commute to the City, parking for the day south of the river, and going out in London in the evening.

I used to get very cheap last-minute tickets for opera and ballet, and would collect friends from Pimlico or Chelsea and drive to Sadler's Wells. One girlfriend was a student nurse at Bart's Hospital and if I had enough tickets she would bring other nurses to Sadler's Wells too. At that time, being a Bart's trainee nurse was socially acceptable, so I was never quite sure whom I might be collecting from the nurse's home. For one special event that included a backstage tour before the opera, I found I had two 'honourables' and an Italian Contessa in the Prefect. It was a frosty evening so after the performance I started the Prefect on the starting handle, as I always did when it was very cold. The Contessa thought that my actions were amusing. None of her family's cars needed starting with a handle.

My friend took his driving test six times but failed every time, usually for exceeding 30mph in a built-up area. When practising a three point turn in Tonbridge in the car, he drove straight into a concrete lamppost, having stamped on the accelerator instead of the brake. The car was just about drivable once I had reconnected the throttle linkage which had snapped, but the cost of the repairs were far more than the car was worth and beyond our means so the car was scrapped.

My next car was a 1950 Morris Oxford MO. It was a revelation after NGO 935. I could see the dashboard instruments at night. The headlights actually lit up the road ahead. The windscreen wipers kept a constant speed, uphill, downhill, when accelerating and when decelerating. Best of all - it had a heater and demisters that worked! The steering, suspension and roadholding were from a different, more modern era, but the sidevalve engine in such a heavy car meant that it wasn't faster than the Prefect. The Oxford's speed was

more useable and it felt much safer at 50mph than NGO 935.

I had a series of other cars and then returned to Sidevalve Fords with two upright 103E Populars, 1957 and 1953. The 1957 Popular, 746 AKN, cost me £17. With the same engine as the Prefect, but in a lighter 2-door body, it was faster than the Prefect had been. Within a few weeks 746 AKN had acquired several accessories kept from the earlier scrapped Prefect, such as the parcel shelf, the vacuum tank for the windscreen wipers, the rear window blind, and of course a new squeeze bottle as windscreen washer and wooden clothes pegs for the choke.

After 18 months of hard use 746 AKN failed its MOT on steering and chassis rust. I bought another Popular OGY 446 for seven pounds and ten shillings - that cheap because it had a broken back axle. I took the back axle from 746 AKN and fitted it to OGY 446. I also added all the accessories salvaged from my original Prefect except for the parcel shelf because OGY 446 already had one with a different addition. Bolted to the parcel shelf was a leather loop. When in second gear, the driver looped the leather over the gear lever to stop the gear jumping out on deceleration. Although that worked, I wasn't happy with it and rebuilt the gearbox so it wouldn't jump out of second.

OGY 446 broke its back axle again. I bought the rolling shell of an Anglia, HAP 77, as a donor car and put its axle on OGY 446 but I wasn't happy with the result. After an evening in the pub moaning about the unreliability of our respective cars a friend and I agreed to swap our cars the next day. He acquired a Popular with a distorted chassis that broke back axles with monotonous regularity. I got a 1958 Morris Oxford that used oil.

His Popular lasted six weeks before the back axle broke again. My Oxford was burning oil at 30 miles per pint despite changing piston rings and adding Krause Bond to the bores. It failed an MOT three months later.

I then had three more non-Fords before a 1952 Prefect, which I still regret. It was my last upright Ford except for a 1955 Popular intended to be used for spares for the Prefect.

The garage had retained it for non-payment of bills and sold it to me with 'log book to follow'. It was a good, low-mileage, one owner example. It had been standing for some months while the owner and garage argued about the bill and the top hose burst within 24 hours of me getting it. My new girlfriend wasn't impressed when we stopped in a cloud of steam, but forgave me when I had replaced the hose and was underway again in ten minutes.

Unfortunately the previous owner threatened to sue the garage for loss of his car and they wanted it back until the case was settled. They repaid me the price plus a couple of pounds for inconvenience but I would have

Tales of BLC

Jim Norman

Life for the Prefect has remained busy, and the new MoT certificate issued on 5th May shows an increase in mileage since last year of no less than 21,702. No work was found to be needed on checking over before submission to the test, and none was required after it. The only job which has been needed in the last four months started with the sudden onset of a heavy knock in the nearside front suspension, which I immediately diagnosed as the strut insert loose due to the gland nut at the top becoming slightly unscrewed. In a way, I was right.

On getting home, I found that the threads in the top of the strut had stripped and the nut was completely unscrewed. The amount of fluid in the strut body also suggested that the insert was leaking. Fortunately, I had a couple of old struts in the garage, along with a brand new insert bought several years ago, so some 90 minutes after discovering the problem, the car was fit and well again.



The strut after removal and after the spring had been removed for clarity, showing the gland nut fully clear of the strut body.

preferred to keep the car which I had owned for all of 20 days.

Heaters

After I had replaced my first Ford Prefect with the Morris Oxford, I was unhappy with not having a heater in the Fords.

Imagine my delight when I found a Ford water pump in the scrap yard. I bought it, brought it home and greased it carefully. I had decided where to cut the bulkhead to feed water hoses through to a Smiths 6 volt heater retrieved from another car but luckily I decided to bench test the pump. It had a bent spindle and leaked everywhere. The bearings

screamed as they tried to take the thrust. I had to throw the pump away.

On another visit to a scrap yard I found a heater block that fitted into the top hose from the engine. Behind the fan was a letter box-shaped opening. Water rising from the engine block would pass through a small set of fins. Those heated the air coming into the letterbox opening, through the radiator and driven by the fan. From the back of the heat exchanger a corrugated tube led into the body of the car. I cut a hole in the bulkhead and fed the tube through it, ending below the parcel shelf. It worked, but there was no way of turning the heat off. I took a cocoa tin, cut the bottom off and fitted it to the corrugated tube. The lid of

the cocoa tin could be pushed on to stop the hot air and removed to let the heat through. The lid was attached to the base of the parcel shelf with a short wire so it wouldn't fall to the foot well.

Unfortunately the cocoa tin lid became too hot to touch so I needed a glove to take it off or put it on. Even when the lid was on, the heat still got through unless I blocked the letterbox opening behind the radiator. In hot weather, the heat exchanger slowed down the thermosyphon action and the radiator boiled, so finally I took it off and fitted a new, unobstructed top hose.

I decided to forget heating my Fords.

Specials Register

Rob Daniels

Not too much this month and I have misplaced the new members list, so apologies to them and I will give you a mention next time.

I haven't been out in the Shirley yet this year except for a very brief trip to the petrol station and now it is back to being laid up under its cover while I dig out the footings for its new garage. I had planned to have a wooden garage: one of those would certainly look good in my garden which is right on the edge of a wood and they are known to breathe a lot better than precast concrete or brick, but the local building regs mean that an 'inflammable' wooden garage would have to be placed one metre from the boundary and as the garden is quite narrow I have opted for a pre-cast concrete one that I can build right on the border of the two gardens. I had one of these at my last house and found that as long as it is ventilated well and no rain water etc. is allowed to get under the doors, they give a cheaper alternative to brick.

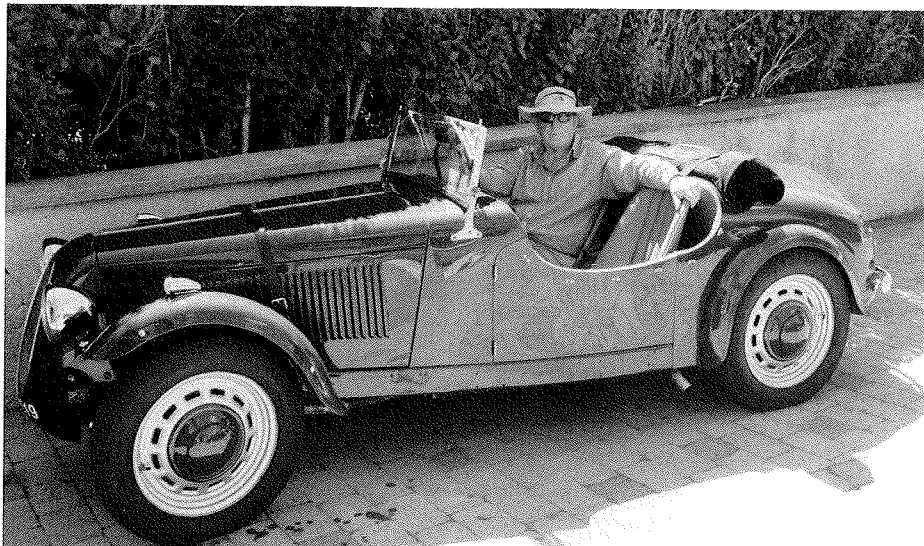
Register your Specials!

Every new member will be sent a Specials Register form with their first magazine. Unfortunately I rarely get these back, so in most cases I have very little information on the new vehicles to the register except what is written on the club membership form. I would appreciate it if some of you could find a few minutes to fill these in and send them to me with a few photos of your car. These will help me to keep the register up to date and also give me some copy to write in these pages. One point: I moved house in December 2009, so when sending these forms in, please make sure you use the address on the front inside cover of this magazine.

Transit Special

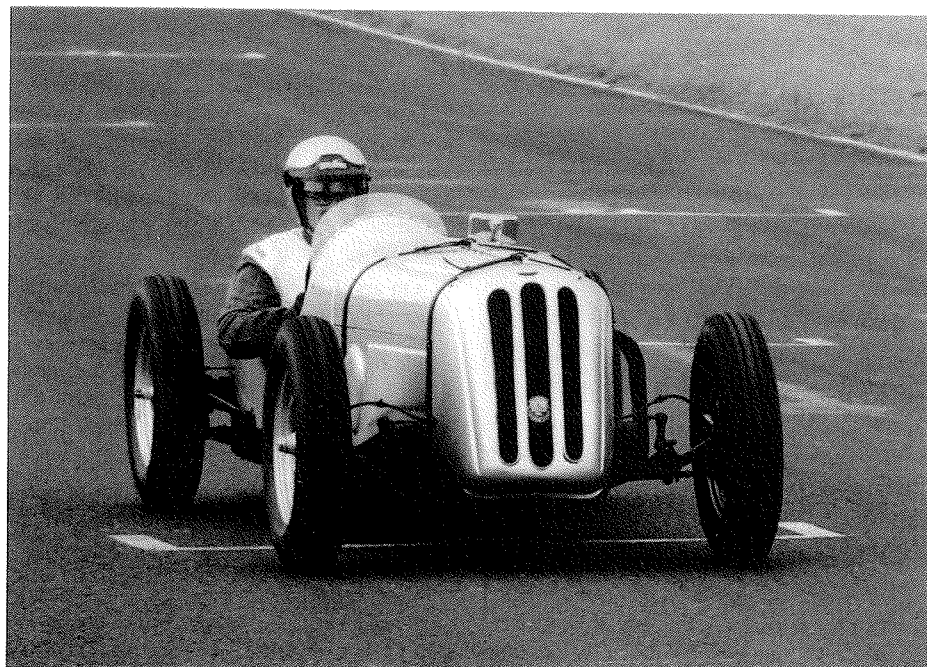
One car that was mentioned in these pages last year was the intriguingly named Transit Special owned by new member Michael O'Carroll from Ireland. Michael has kindly sent me a letter and photos (top and right) together with his Specials Register form. Michael writes:

Please find enclosed details of my Ford Special which I have had extensively refurbished over the last ten years. I got it back on the road last summer for the first time in about 30 years. I originally joined the FSOC in about 1984 after I bought the car, but due to circumstances let my membership lapse until last year. I am seeking information on this car as I believe it gave its name to the commercial van series. I have included a copy of the original log book to add credence to this claim. I would also like to know if it is true that this car was the winning car in the Cork 20 Rally in or around 1953.



I have included photographs of other interesting cars and would welcome reader's comments. Kieran White's Thompson Racing Special car (below) is the most interesting; a plaque was erected in Mallow, Co Cork to commemorate this car's achievements. It is a famous Irish Ford Special built in Mallow and raced in the Phoenix Park, Dublin in the years between the wars.

Michael's car was originally converted by the Transit garage in Cork and first registered for the road in 1953. It was bought by him in 1978 from Kilkenny. It had previously been found in North Cork without its engine. The exact model of the donor car is unknown. The car is reputedly the original Ford Transit as the name was established when Ford were naming the Transit van. Brief spec of the car: 90" wheelbase, 10hp engine fitted with a sports cam, Aquaplane manifolds with twin SUs. It has been converted to 12v with an alternator, electric fan and electric water pump.



Falcon Competition Mk III chassis

Attached are a few photos of the chassis which is now ready for blasting and painting (right, top and middle). Richard Taylor has done a heck of a job, and you can see the new tunnel and gearbox mounting arrangement, strengthened front suspension pick up points, stiffened rear damper mounts, engine mountings, footwell structure, welded up rivet holes, seat belt mounts, etc, etc. We're still trying to figure out the final roll bar arrangement but the engine/gearbox/exhaust manifold/dizzy/radiator/pedal box all fit in the front where they are supposed to. The body is a 7' wheel base one and the car wheelbase is 7'6" so we're trying to figure that piece of the puzzle out now.

But we have maintained the integrity of the original chassis, removing only the tubes which were rotten or bent so this is what the Comp Mk III chassis looked like. We have Len Terry's design drawings for the wishbones and three point rear and that's the next step. He's been helping the Taylors out a bit on the phone and that is great as the chassis is two inches wider than the Terrier LT2 but all of the pickup points are in the same place.

Regards

Nick

Rochdale Mk VI

From John Porter:

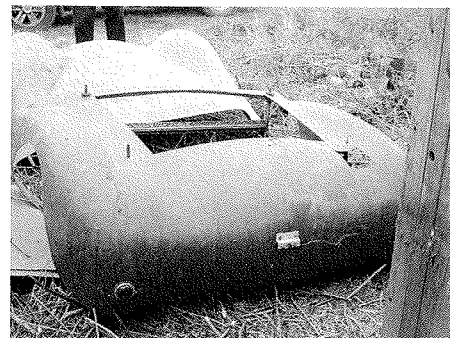
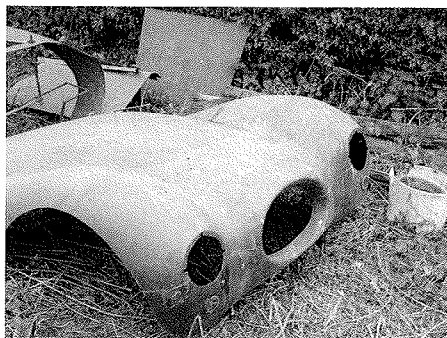
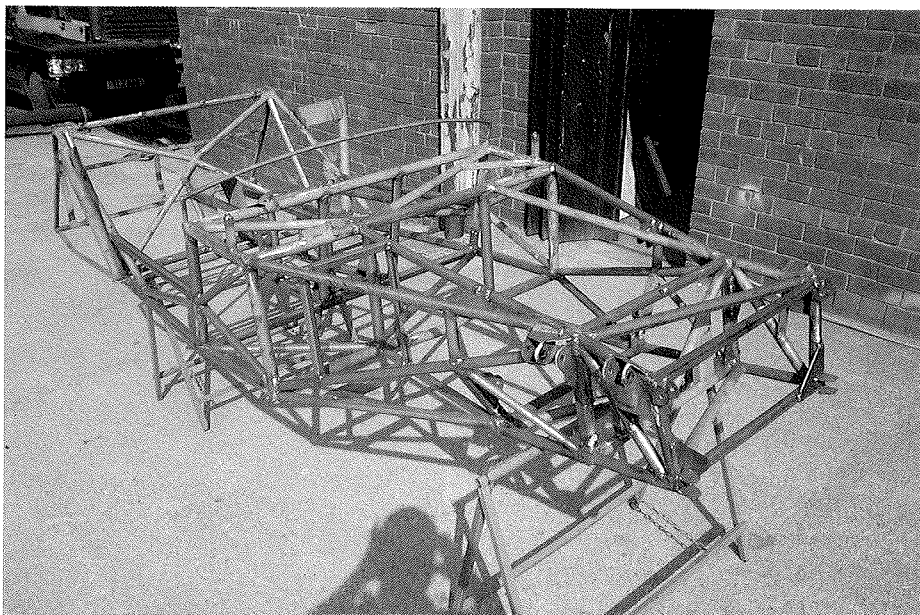
I finally got to see the fibreglass body – pictures attached (bottom left and right). It was a bit of an ordeal to get the body out of the wooden garage into the light of day.

The body was bought in a job lot from the Worcester area some years ago and left in a shed. It is now for sale together with the radiator if they can find it! The dashboard is very professional with what appears to be a specially cast trim to match the dash. The guy left the remains of a very rotten Buckler chassis – unconfirmed. The car has been on the road and then dismantled for whatever reason now lost with the previous deceased owner.

From the pictures you should be able to see that it looks like a MkVI. How many of these have survived?

And finally

I will not be at the Historic Specials Day this year: it will be the first time I have missed the event in 22 years, but it coincides with my 25th wedding anniversary and my 50th birthday, so we will be celebrating elsewhere. I hope you all have a good day.



Letters & Emails

SVN Editor,

E-mail:

editor@fsoc.co.uk

1939 Prefect restoration

Dear Sidevalve,

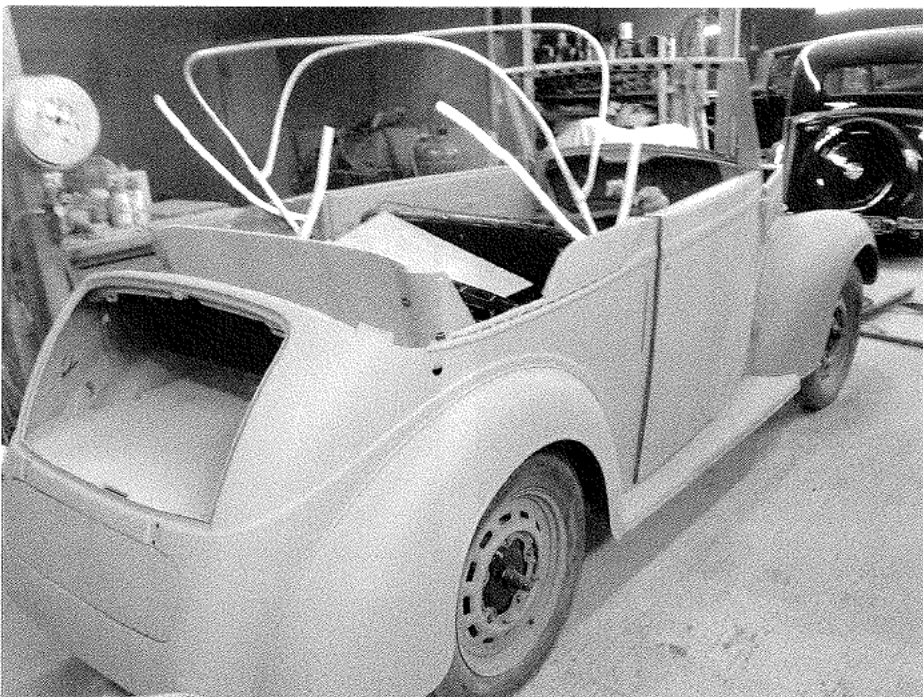
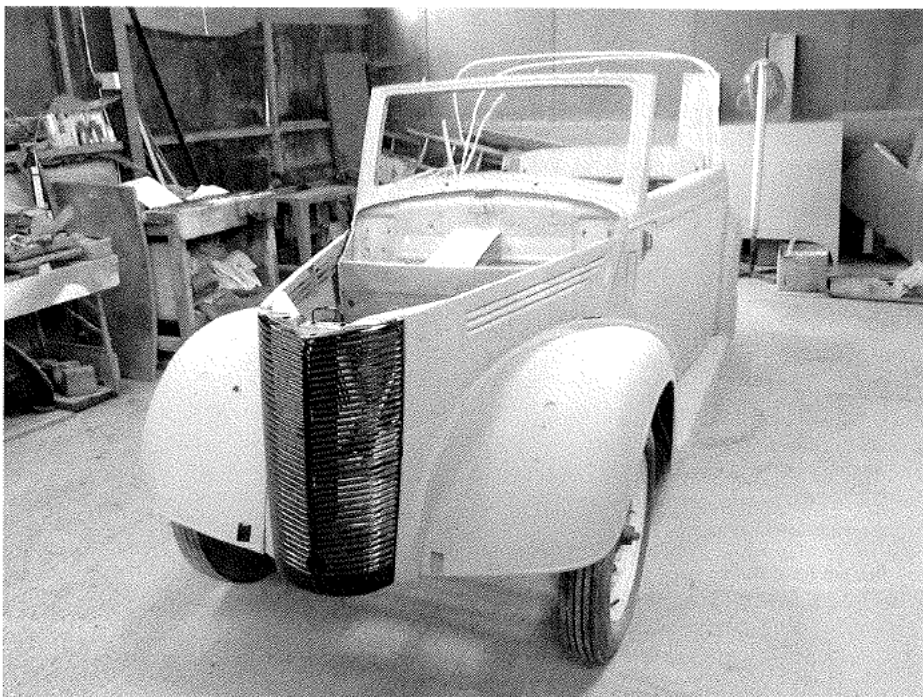
For interest here are the latest pictures of my 1939 Ford Prefect Coupe which is undergoing a full restoration. It is painstaking work repairing each item piece by piece, making everything fit and sourcing or making all the little bits that are missing. If anyone has the small brackets that go between the sides of the scuttle and the top edge of the two fixed bonnet side panels (same on saloon I expect) or any of the clips that hold the starting handle in place, or the anti rattle ferule, nut and indicator self cancelling washer that all go on with the steering wheel to spare I would love to hear from you! (Email krdewhurst@gmail.com / 07860 735742.)

I must however give a great big thank you to fellow member Peter Gooch, who also owns a Prefect Coupe which is awaiting restoration. He has been a great support in advice and in lending or giving missing parts; in particular in lending some very important missing wooden parts for the hood mechanism which are being copied. Thank you, Peter.

It is looking doubtful that the car will be on the road this summer, but so long as it keeps progressing I am happy.

Best regards to all,

Keith Dewhurst



Old Ford Rally

HERITAGE MOTOR CENTRE
Gaydon, Warwickshire
Sunday 24 July 2011
10am - 4pm

Celebrating 100 years of Ford in the UK.
Old Fords and all derivatives built up to 1985
Possibly the largest display of
Veteran, Vintage and Classic Fords in the country
Camping available 22 & 23 July

Trade Stands - Large Autojumble - Club Displays

Discounted advanced event tickets, camping tickets, vehicle & trade applications online
www.heritage-motor-centre.co.uk
TICKET HOTLINE : 01926 645029 (c2 booking fee applies, open 10am-5pm Mon-Fri)

Warming the engine and a better oil filter

Dear Sidevalve,

I am the proud owner of a 1955 Ford Popular 103E and have spent many an hour working on the car as well as driving it whenever the sun is shining.

One modification I have done has been to try and warm up the engine to its operating temperature more quickly, giving better engine life and so on. The cooling system is based on the thermo-syphon principle (with no thermostat) so I began blanking off the radiator. At the same time I installed a capillary tube temperature gauge (from pop Parts) but puzzled as to how I would connect the sender into the top hose! I remembered that Prefects have a modified top hose but probably they are unavailable. I managed to find some 42mm copper pipe from when we re-piped the old central heating at my home. However, thanks to my friend John Pole I had already fitted a Delaney Galley heater. Nevertheless, with a bit of effort I managed to fit some pipe (around 2½") after silver soldering the bush into the copper (local blacksmith). It all works brilliantly and the engine warms up quickly, the gauge tells me the temperature and I have warm feet too!

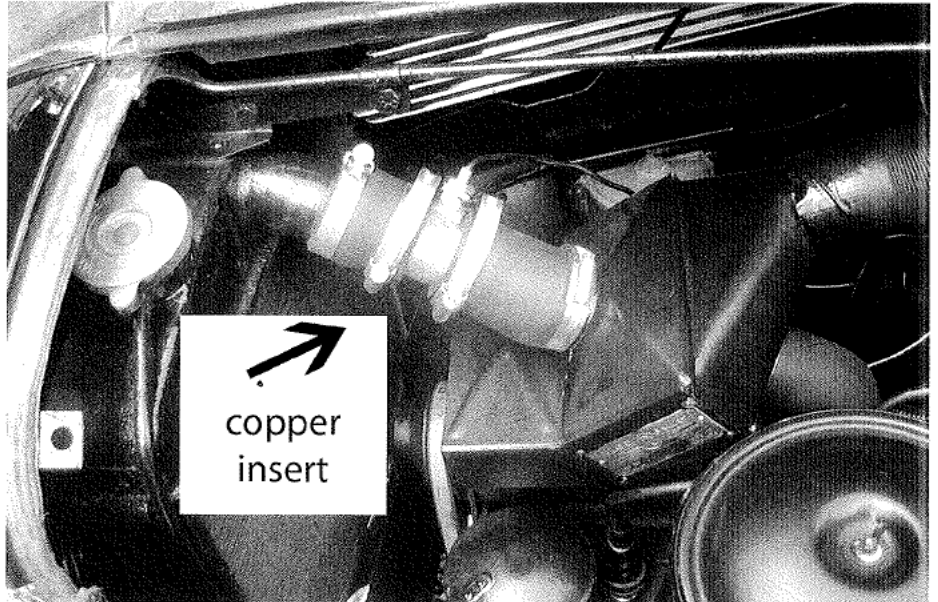
Another engine preservation task I've now performed has been to fit a bypass oil filter kit. I discussed this with Sue and James Wheildon at a company called Flexolite. They made up the hoses and brass fittings to screw into the engine and I decided to fix the plate and filter onto the bulkhead, above the dipstick for ease of access. It's a largish, very cheap modern filter and can be changed in under a minute with no chance of twisted pipes. I sprayed the filter with matte black paint so that it is not so conspicuous. Although we can use better quality oils in our cars a filter makes such a difference. The oil always seems clean now and I'm sure the engine will benefit.

I do hope that these two modifications have been of interest to readers. I am very happy to provide further help. Please call [REDACTED] and phone back if I am out.

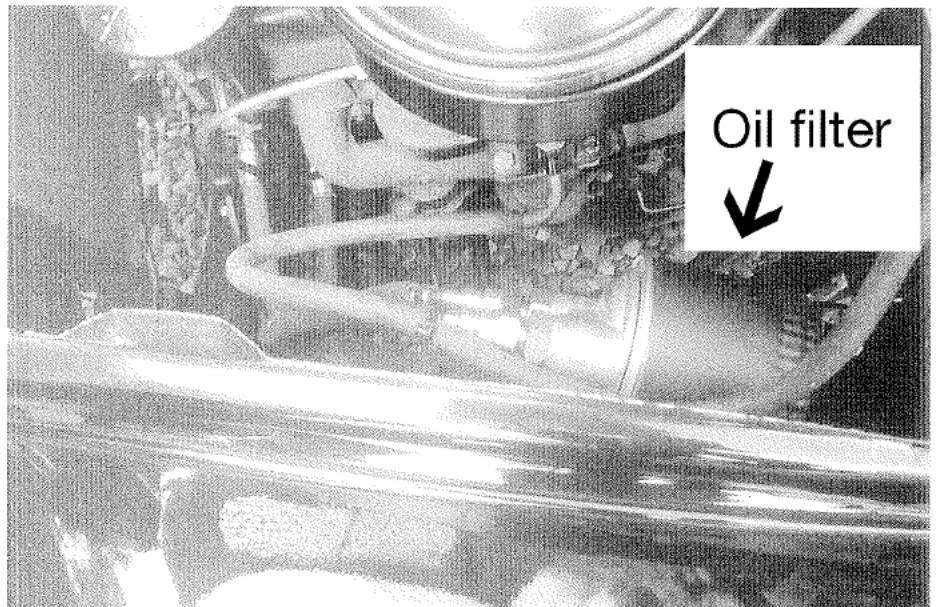
Regards,

Richard Southall

p.s. When I replaced the brake shoes I covered the linings with wide masking tape until I had finished as it stops my oily fingers. I picked up this idea in an old car magazine.



42mm pipe insert in the top hose



New bypass filter

Help me chase those Bugattis

Dear Sidevalve,

My 1923 Amilcar Voiturette Monoposto Grand Prix racer that was welcomed to the Club last month on page 28 is nearly ready for the 2011 VSCCA season. And of course I want more bhp.

It is supercharged now and producing 60bhp is enough to make this 673lbs (dry) Ford-powered Special quite lively. The top speed timed is 117mph, 0-60 in 9secs.

Options: OHV conversion. Does anyone know about those old kits? Availability?

Ideally I want 100bhp to chase those early Bugattis better.

Suggestions, please?

Warm regards from Connecticut,

Shaun Henderson

Sidevalve Powered Tractors & Tugs

John Porter

No doubt you have heard of and seen examples of the OTA and the later model with four wheels, the Monarch, usually associated with Singer even though a fair proportion of the hardware was still Ford 10-based.

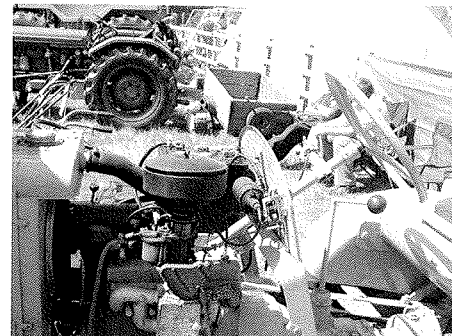
The photos at top right were taken at Birdingbury Country Show, Warwickshire in the summer of 2010 and show the Ford 10 engine, gearbox, steering column and fuel tank of Joe Paget's fully working example of this attractive small tractor. This particular example runs on petrol and when fully warmed up can be switched to TVO (tractor vapourising oil – like paraffin) which unlike today was much cheaper than petrol. The picture of the engine shows the industrial governor (to keep the engine speed constant under load) and vaporiser (to vaporise the TVO) that you wouldn't see on your Ford Pop! If you want to know more about the Monarch and the preceding OTA 3-wheeler then buy a copy of Joe Paget's excellent book (*OTA and Monarch Tractors*, by Joe Paget & Bill Mills. Published 1993. ISBN 0951714112).

Planet (Produced by FC Hibbard & Company Ltd of London)

A maker of industrial tugs in the mid-1930s and possibly earlier, Hibberd attempted to break into the agricultural field after the Second World War when it advertised in the farming press. In 1950 the Fowler 2DX motor that had been used was superseded by the 15hp at 1500rpm Turner vee twin diesel. The 1953 Smithfield edition of *British Tractors and Farm Machinery Green Book* featured a Ford 10-powered Planet that could develop up to 18hp at 2000rpm. 2000lbs drawbar pull equated to 30 ton load capacity on firm level ground. In the early 1960s Ford powered Planets were still listed but we are not sure what Ford engine was used. The Ford 10 engined tractors could run on paraffin or Calor gas and flame-proofed versions were also available for grain stores, mines and military use anywhere that there was a risk of explosion. Yes, grain dust as well as coal dust is an explosive mixture!

Plumett (Produced by Ateliers Plumettaz & Cie, Vevey, Switzerland)

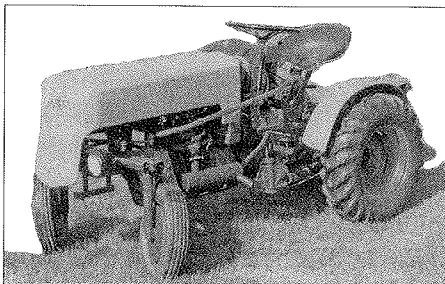
From the same town as the Vevey tractor, which is equally obscure, came the Plumett in about 1950, from a firm that made barrow-mounted winches for cultivation in steep vineyards. Its winches were also applied to tractors for timber extraction, when powered axle trailers were also available. The Plumett tractor was shown at the 1951 Paris Salon by Octave Crochet of Vincennes (dealer?) when the Vevey address was quoted, though another at Bex (also in Switzerland) was



Left and right: a Monarch at Birdingbury

listed, perhaps later. The early tractors had Ford Prefect engines quoted at 14hp with three or six forward gears – presumably there was a two speed reduction gearbox behind the three speed Ford unit but the pictures available are not clear enough. It was a typically small farm tractor from Europe with some very clean styling. The steering arrangement is quite novel and well clear of any obstructions. The Ford engine was an unusual choice as these small continental tractors generally had a one- or two-cylinder diesel but Germany was not far away where the Taunus 1172 engine was manufactured at Koln (Cologne). Ford of Germany may well have been as keen to sell industrialised engines as Dagenham.

Any further information on these tractors would be welcome.



Above: a preserved Plumett finished in blue and yellow with red wheels. Note the unusual position of the steering arm and linkage. Below: a Plumett 10C, more recently.

PLANET TRACTORS

We manufacture Wheel Tractors, both Petrol and Diesel types, for general and specialized purposes. Light trucks, with low loading platform and short wheelbase, specially suitable for transport in confined spaces.

F. C. HIBBERD & CO. LTD.

Offices: 16, VICTORIA STREET, LONDON, E.C. 1
Works: CROYDON, SURREY; PARK ROADS, LONDON, E.C. 2

A 1947 advertisement for the Planet compact petrol or diesel powered tug with four-speed gearbox plus reverse.

