

News



Volume 29 · No 3 · June 2012

Sidevalve

Features this issue

Basic Upright Sidevalving

The 107E Prefect

The New MOT Regulations

Restoring NKO 995



Internet scams

Our man in Norway, Håkon Øverland, has emailed his experience with a couple of scammers after he placed an advertisement on the Club website.

'I had a couple of mysterious offers from Spain shortly after I had sent the advertisement to you. They seemed to me to be of a character that did not encourage me to have further contact. On the other hand, I have also had contact with two offers from the UK, with whom I have corresponded. One had a well defined offer which I fell for and I have by now sent him the demanded sum of money, so now I am crossing my fingers that I have not been fooled, which I am very much prepared to realise. The other one suddenly broke off negotiations. Maybe he found out that I was not quite the fool he had hoped I was. Later I again received an unspecified offer from someone presumably from the UK.'

Our Publicity Officer, Godfrey Hands, had a similar experience last year so it would seem that there are characters that browse the 'wanted' advertisements for suitable victims. Most of the problems that we hear of are based on the points below.

When selling, look out for:

- Anyone who sends a cheque for more than the cost of the item and asks you to send the 'change' back with the item

when you send it – especially if they are overseas buyers:

- Traders calling sellers telling them they have a buyer, but they need a fee over the phone with a debit card first. They then withdraw as much money from the account as possible.
- Any buyer who shows more interest in obtaining personal details than the condition of the goods that you're selling.
- Fake emails purporting to be from payment sites including PayPal, and steer clear of Western Union and suchlike. Cash is King!
- And never accept payment for more than the agreed price.

2012 Old Ford Rally

Sunday July 22nd: the largest old Ford rally in the UK and not to be missed. Over 500 of the best Fords from the early 1900s up to 1985 will be on display. Apart from saloon cars there will be commercials, tractors and military vehicles to view. A wide range of goods will be on sale in the outdoor trade area. Go to www.heritage-motor-centre.co.uk ('What's on' page) for an entry form or email me on sv1172@aol.com for a paper copy.



Photo by Brian Cranswick: Eastern Sidevalve Day, 2009

Contents

3	Editorial
4	Events; Regional News: Merseyside
5	Regional News: London; Cambs, Lincs & Norfolk; Federation News
6	Regional News: Yorkshire
7	Regional News: Kent
8	Regional Report
9	Pre-War Register
11	E83W Register
13	New Club Spares
17	Order form
18	Pop Shopper
21	100E Register
22	Anglia, Prefect & Pop Register
24	Specials Register
25	Basic Upright Sidevalving
27	The 107E Prefect
28	The New MOT Regulations
29	Letters and Emails
31	Restoring NKO 995

Events & Regional News

It has certainly been a very damp start to the events season so far: fingers crossed that the weather improves and we can enjoy attending some shows, without getting wet! Make sure you do not miss our Sidevalve Day Events – Eastern, Southern & Northern. This is a great opportunity to get your old Ford polished up and ready to go!

A more comprehensive and updated events list can be viewed at www.fsoc.co.uk.

17th June, Hatfield Heath Festival Classic Car Show. Club stand. Details Robin Thake

24th June, Eastern Sidevalve Day, Nene Valley Railway Station, Stibbington, Peterborough. All members are welcome to attend – will be able to accept late entries. Details Brian Cranswick.

30th June FSOC AGM, to be held at Offham, nr West Malling.

1st July, City Airport open day (Barton) Eccles, Manchester. Club stand. Details Joe Wheatley.

7th & 8th July, Ardingly Vintage & Classic Show, Hampshire Group. Club stand (sorry, fully booked up).

8th July, Darling Buds Classic Car Show, Bethersden, nr Ashford. Club stand. Details Richard Greenaway.

14th & 15th July, Oulton Park Classic Car Show, Taporley. Club stand. Details Joe Wheatley.

15th July, Newby Hall Historic Vehicle Rally. Yorkshire Group Club stand. Details Nigel Hilling.

15th July, Appledore Classic Car Show, nr Tenterden, Kent. Club stand. Details Richard Greenaway.

15th July, Haverhill Historic Transport Rally, organised by the Historic Commercial Vehicle Society. Entry forms from Brian Cranswick.

22nd July, Old Ford Rally, Gaydon Motor Heritage Centre. Club stand. Details Geoff Hammond.

4th & 5th August, Northern Sidevalve Day, Hebden Bridge Vintage Weekend. Sidevalve Day on the Sunday – book early. Details Joe Wheatley.

11th & 12th August, Southern Sidevalve Day, The Bluebell Railway Vintage Transport Weekend, East Sussex. Sidevalve Day on the Sunday – book early. Details from, Mike Jillians, Richard Greenway or David Pickett.

12th August, Historic Specials day, Cotswolds Wildlife Park, Burford, Oxfordshire. Free entry for the driver of the historic Special or its tow car. Details from Ian Woodrow (Specials registrar).

18/19th August, Tatton Park Car Show, Knutsford. Club stand. Details from Joe Wheatley.

18th August, Capel Classic Car Show, Nr Dorking. Club stand, all Sidevalves welcome. Details Mike Jillians.

25/26/27th August, Southport Town & Country Fayre. Club stand. Details Joe Wheatley.

1st & 2nd September, Skylark Vintage & Country Show, nr March, Peterborough. This is now a chargeable event for individual entries, but you can get a free pass from Brian Cranswick by booking in with the Club stand.

14th–21st September, The Annual Sidevalver's Holiday. Take your old Ford on a long run to Lowestoft. Details Robin Thake or Richard Greenaway.

15th September, Steeple Morden Harvest Fair, Steeple Morden nr Royston. Details David Heard. All FSOC members are welcome.

23rd September, York Historic Vehicle Group Annual Rally, York Racecourse. Club stand. Details Nigel Hilling.

If you are arranging a Club event, please send full details to the Events Co-ordinator so this can be logged for the Club's Insurance.

Merseyside

I am still working away from home most of the week so have missed a few meetings this year. We have had a few changes over the winter. Dave Broad has sold his E83W Utilicon and CX Tourer but still has a genuine 103E Ute that he bought from Dave Rothwell last year. Dave Rothwell himself has had much come and go but still has six or seven Sidevalves in his workshop. Bernard Ellicott, with assistance from Dave, has fitted a 105E engine to his 100E Pop (it already had a four speed gearbox conversion) without changing the front cross member or modifying the bulkhead. Steve McKenna is building himself a new house (or garage / workshop with living accommodation).

CAP Event City, Trafford Centre: 23rd–25th March

This was an 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 four cars: Steve McKenna (103E), Mike Brocklehurst (100E Squire),

Julian Ashworth (E93A) and Alan Tomlinson (E493A).

By all accounts this show was better attended than last year and should become a regular event. I'm not sure that the effort just to display four cars is worthwhile but we will see who volunteers next year.

Riverside Steam Fair, Southport: 21st–22nd April

This show seems to get bigger each year (this was the fourth) with ever more steam engines of all shapes and sizes, a very large commercial vehicle section and all the other steam fair exhibitions. A very good selection of stalls and this year we were a long way from the band stand which was a blessing. Fred Dibnah's engine, living van and Landrover were on display once more and the demonstrations of the steam powered threshing machine and also a sawmill were fascinating – all the more so because the HSE would be appalled to see so much dangerous machinery at work. All in all a very good day out but by 'eck it were cold!

Culcheth Community Day: Monday 7th May

I was on the site by 10.00 but Dave Broad (103E Ute), Steve McKenna (103E), Steve Rooney & wife (103E) and several folk from

the St Helens Classic Car Club had already arrived. Eventually we had 12 Sidevalves and 16 other classics on display, a very good turnout considering the very poor forecast for the day. The other valiant Sidevalvers were myself (E493A), Dave & Sue Rothwell (E04C now sadly sold), Bernard Ellicott (107/100E Pop), Mike Brocklehurst (100E Squire), Julian Ashworth & Neil Wildbore (E493A), Bruce & Carol Allen (Model Y), Chris Tooms (103E & prize for the shortest journey – all of 300 yards!), Glen & Dawn Dale (100E Pop) and Ian & Sheila Sidebotham (103E).

The ground was soft but fortunately the rain came and went without really wetting the it. But, if anything it was colder than at Riverside! There were numerous charity stalls with almost every organisation in the village represented. Our church coconut shy was very popular as were the soup, sandwiches and cakes in the Parish Hall.

Fortunately the weather did not put off the public too much and the displays were well attended. In addition to our cars there was a collection of classic motor bikes and two restored grey Ferguson tractors. The lady Mayoress chose Bruce's Y as the 'Car of the Show'. The weather won in the end as all had departed before 16.00. Many, many thanks to all who turned out and made the car display as big as ever. I wonder if summer (or even spring?) will ever arrive!

Regional News

London

Drought – what drought?!

Like most people in the South of the Country we have a hosepipe ban and water coming out of the sky at an alarming rate. Our first show of the season was at Colne Valley Railway with fine weather and only a sharp shower at midday, which did not dampen the enjoyment. We were hoping to have a Club stand but due to the numbers turning up the organisers were unable to save an area and so only some of us managed to park up together. We took two of our grandchildren with us so we could join in and act like children, exploring the signal box and riding on the steam and diesel trains and also having a trip on the miniature railway.

Our second show should have been the Ford Day at Whitewebbs museum, but after 30mm of rain overnight and heavy rain still coming down in the morning we decided to abandon the day out. The next cancellation was the Rushden Cavalcade over the May Bank Holiday which we found out about on their website: the site was waterlogged.

Looking on the positive side, we are planning to go to Aston Clinton and the Enfield Pageant. We have been invited to display our car at a Village Fete near Clare in Suffolk, where a Diamond Jubilee party with cars of pre-1952 and a street party are being held.

On the car side I managed to find an MOT garage with a mechanic with knowledge of Sidevalve Fords, so for the first time in years the MOT was to a good standard with understanding of what he was testing. Terry Tomlin, after changing the engine on his 100E, had a few teething troubles but has sorted them out hopefully and so everything should be fine; also John Swade, changing the engine on his 100E, had a spot of trouble on the clutch which he has been working on to resolve and so by the time you read this he will be back on the road.

I learnt from the motorcycle club to which I also belong to keep an eye on the agreed value of our vehicles. One of the members bought a motorcycle which needed work for £2,000. He rode it and restored it over a few years, and then last year he had an accident and the bike was written off. He had a valuation done by the club and it was said to be worth more than £4,000. The insurance company would only pay out the original agreed value, and to make things worse he had failed to inform them of an endorsement for speeding and so the claim was reduced by a further 30% – an expensive lesson!



Camb, Lincs & Norfolk

Drive It Day report

The weather prediction for this year's annual run was rain in the afternoon, which I am sure reduced the turnout. However five sidevalvers were not deterred by the threat of a wet day ahead, attendees: myself (103E), Norman Wedley (100E Anglia), Guy Wakelyn (E494A: this was his first long run test for the Anglia), Mike Capps driving his Triumph Renown (as his 'Pop' failed to start up), and a non-member, Dale, who helped the numbers in his rather smart looking twin carb 100E Popular. At least the cross country drive from Whittlesey to Denver was dry and sunny and on arrival at the Mill everyone soon took advantage of the nice little cafe. Unfortunately the weather forecast was wrong and rain soon started to come down, much quicker than I expected. So it was a rather fast turnaround to head home rather than sitting it out. The black clouds and rain seemed to follow me all the way back to Whittlesey.

I am pleased to report that Ollie performed very well indeed. My wiper problem had been fixed and worked fine. I even tested out my now functioning heater unit which certainly made things warm and cosy.

Eastern Sidevalve Day

Please support the Club meet if you can on the 24th June, at the Nene Valley Railway Station. It would be good if we can increase the cars attending on the day. I can organise a convoy run from Whittlesey if anyone would like to meet up at the George Hotel: please give me a call or email for further details.

Federation News

The latest edition of the *FBHVC News* continues with the existing themes of the MOT and the question of Ethanol in petrol. The data from the MoT survey has been presented to the Department for Transport along with the consultation response to the Historic Vehicles MoT Exemption Review, which reflected members' views as expressed in that survey. It is understood from a recent meeting of the All Party Parliamentary Historic Vehicles Group that the DfT's proposals have already been drafted following the closure of the consultation but the wording has not been made public, nor has a date been sent for publication. So, we wait with bated breath!

The Department for Transport invited FBHVC member clubs to a Fuel Stakeholder meeting on 17th February 2012 to discuss Ethanol in petrol. One of the key messages which DfT was keen to put across was that E10 is not mandated for introduction in 2013. It was widely believed that this was the case but this was stated to be an error or myth. It is now believed that E10 introduction is more likely from 2014.

Some 4 million vehicles in the UK are currently not compatible with E10. It emerged that much, but not all, super premium petrol of 97(RON) does not contain Ethanol. However it is not always easy to know exactly which forecourts are selling Ethanol-free super premium and which are selling this grade with some added Ethanol. This grade still represents the best chance of minimising or avoiding Ethanol, albeit with a cost penalty. I am not sure what effect this super premium petrol would have on our Sidevalves but no doubt there are folk out there in the membership who can clarify the position.

In the meantime the Federation is continuing with test procedures on additives. Although the results are not quite ready for publication it can be announced that the products do make a significant difference and provide good corrosion protection. Tests were due to be completed by the end of March and the results will be available in the next edition of *FBHVC News*.

Regional News

Yorkshire

August Meeting

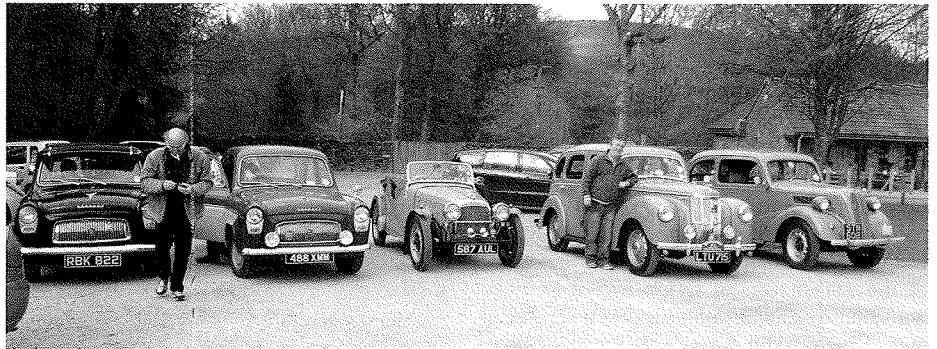
Our August meeting on Tuesday 28th will be at the Electra Palace in Elsecar, S74 8DB, hosted by Trevor Miller, from 7.00pm. This will celebrate 100 years since the opening of the venue in August 1912. Trevor's hot plate will be on so bring something to cook or some snacks and drinks. Parking will be round the back with the entrance track between the cinema and railway station. Contact me if in doubt. The June, July, September, October, and November meetings will be as normal at the Reindeer Inn and then we should be back at the Electra Palace for a Christmas Do in December.

Northern Sidevalve Day

A reminder that we will be joining with the East Lincs and Merseyside Groups to hold a Northern Sidevalve Day at the Hebden Bridge Vintage Weekend (Calder Holmes Park) on Sunday 5th 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 e-mail. Entrants should add 'Ford Sidevalve Owners Club' to 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.

The Dales Run

We finally found a suitable date to do a Dales Run and five cars, with passengers, set off from Bolton Abbey Railway Station on a very cold but gloriously clear morning. The route took us past Bolton Abbey through to Kettlewell, where we turned onto a minor road and headed further north, ascending Park Rash, an old Classic Trials Hill. We turned south in Middleham to the lunch halt at the Black



Sheep Brewery in Masham where we also had a tour of the brewery. The weather was not as pleasant for the afternoon return journey with a few snow flurries as we headed through Lofthouse towards Pateley Bridge. We then headed west and cut back down through more minor roads to return to Bolton Abbey with a quick stop for a photoshoot (photo above). Although the route was only 74 miles, one of the participants travelled from and back to Sheffield for the run so clocked up a good few miles, and a second came from Oldham.

Drive It Day

There were a number of 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 mixed with heavy showers on and off all day. Fortunately the clubhouse is very welcoming with plenty of food and drink so we had a good, mostly indoor, social gathering. The photo below shows some of the participants.

Tadcaster Classic Show

This is held in the John Smiths Brewery Car Park and was almost a complete washout. It only rained once but that was all day and very heavy. A few brave souls did turn out but stayed in their vehicles or in the clubhouse for shelter.

Ripon Spring Classic Car and Bike Show

I didn't get to this one as I was visiting a new autojumble at Wentworth Woodhouse near Rotherham. The weather was very good, albeit a little cold, so hopefully everyone had a good time at Ripon. The autojumble I visited was only small but could have the makings of a good future event. The venue was the impressive stable block of the Wentworth Woodhouse stately home.

Other Events

We have Club stands at the following events:

- Monday 18th June: Hope Motor Show, a well attended evening event.
- Sunday 15th July: Newby Hall. Entries close on the 20th June.
- Sunday 23rd Sept: Yorkshire Historic Vehicle Group event on the Knavesmire.

I have entry forms for the above and also the following events:

- Sunday 17th June: The Beamish Run, Chester-Le-Street
- Sunday 22nd July: Crowle Agricultural Show, Scunthorpe
- Sunday 22nd July: Old Ford Rally, Gaydon



Kent

Reasonable start to new season

After hearing the Heritage Show was taking place at the end of March instead of its usual April slot we were a bit concerned as to what the weather was going to be like, but come the day seven members brought along their vehicles and were greeted by dry and reasonable warm weather. Considering we currently only have one 300E up and running in our group it was rather strange that three of the first four people that came along and had a chat with us wanted to talk about 300Es. First we had Dale, a guy who was asking if we knew of anyone who was selling a 300E. Secondly we had Barry who had brought a 300E but was having trouble getting it to run properly, and thirdly we had Laurie who had come up from Hastings and was in the process of putting one back together after having it re-sprayed. Hopefully by the time you read this Barry and Laurie will be up and running.

Our second show of the year was the Chatham Dockyard event. Although not great weather it did stay mainly dry for us on the Sunday, although I understand that the

Monday wasn't as good. Luckily we all decided to go along on the Sunday. As well as six Kent regulars we also had in attendance Stan Bilous, down from South London in his Model C, but furthest travelled was Bill Robson who drove all the way up from Bognor Regis on his own in his 103E Pop.

Next up was the All Ford Show. This was the first year for this show which took place at Aylesford Priory near Maidstone. Being an All Ford Show many members were looking forward to it. Although we only had nine members who brought along vehicles we had another eight members who came along during the day for a chat. Added to this, several members of the public showed great interest in the early Fords. The whole day went well with several members commenting on how much they enjoyed the day. To round it off we were presented with the Best Club Award, which was our first club trophy since we formed in 2009. (For a more detailed report please check out the Kent Regional News page on the FSOC Website.)

Bad weather halts Drive It Day

As many of you know the month of April saw rather a lot of rain fall. Due to this we took the decision on the Thursday to cancel our planned run/visit to Penshurst Place and immediately

told members it would take place a week later. This in turn had to be cancelled due to more wet weather, so for the third time of trying and at the time of writing we are planning on venturing out on Sunday 13th May. We will let you know how we get on in the next magazine.

Patrick's busiest time of year

Although I keep saying to the wife we need to cut down on the amount of shows we attend each year, looking at our schedule for the end of June/whole of July you wouldn't think so as we are planning on doing seven events in a 16-day period.

First up we have the AGM/Road Run/Barbeque on the 30th June followed by Groombridge Place on the Sunday. Next up we are planning on taking part in the Knockholt Carnival on Saturday 7th July with the Darling Buds show on the Sunday, then on Monday evening we are off to the Polhill Garden Centre near Sevenoaks for their Classic Car evening. The following week we have the Kent County Show on the Friday and to finish off we have the Appledore Classic Car Show on July 15th. Then there is a two week break (at present) before our next trip out which is our summer picnic, taking place as last year on Sunday July 29th. The worst thing for ever-present Glen is that he has booked a holiday abroad

2012 FSOC AGM – Saturday 30th June

To be held at 'SPADEWORK'.

Spadework is an independent charity, set up in 1984 to help adults with learning and/or physical disabilities towards independence through training and work experience.

Spadework can be found in Offham near West Malling in Kent (approx. 20 miles south of the Dartford Crossing). Easy access from M25/A20 (POSTCODE ME19 5NA)

Meet 'n' Greet 11.00 -12.00 noon
Buffet lunch 12.00 - 1.30pm
(Ford Film showing 11.00 –1.45pm)
AGM 2.00 - 3.00pm
(all timings are approximate)

Followed by a Road Run through the Garden of England, finishing at Colliers Green near Cranbrook for a country Bar-B-Q and Obstacle Driving Challenge.

There is a classic car show taking place at nearby Groombridge Place on Sunday 1st July.

For those of you who would like to make a weekend of it, we would be happy to assist with details of local hotels or B & Bs

For any further details please contact Richard Greenaway: phone [REDACTED]
email [REDACTED]

Regional News

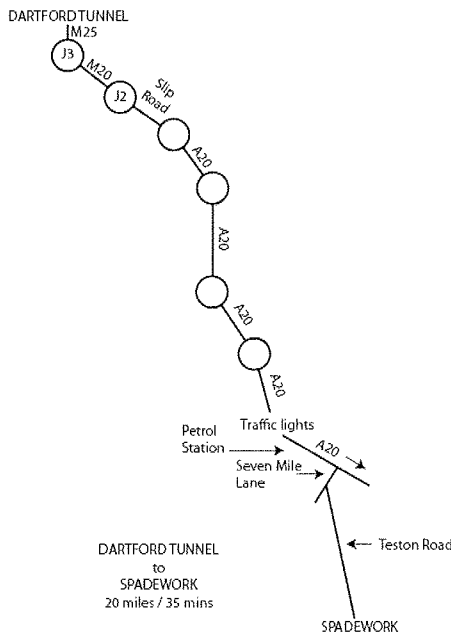
from 2nd–16th so will miss out on five events during his two-week holiday. (Let's hope the weather's good for him to make up for the disappointment on missing out on so many events.) For anybody out there who would like to join us for any of the above events, please get in touch.

Southern Sidevalve Day

This year we are holding this event at the Bluebell Railway on Sunday 12th August and it will be part of the Vintage Weekend they hold at the railway each year. We are looking to get 20 vehicles in attendance, so if you haven't yet booked your space please contact either Dave Pickett, Mike Jillians or myself for an entry form. (Details on page 2.)

Bits and pieces

Apologies to John Martin: after making reference in the last magazine regarding his purchase of a Ford Squire, I should have said Ford Escort 100E. May I also give a warm welcome to Alistair Alexander and Barry and Lyn Lucking, who have recently joined the Club with their E493A Prefect and 300E respectively, plus any others who have joined but as yet I haven't been given your details.



AGM latest

Since the latest magazine the Kent Group have decided to present three trophies for the following.

1. Furthest travelled member.
2. Furthest travelled Sidevalve.
3. Winner of the Obstacle Driving Challenge (Sidevalve powered only).

AGM Proxy Reminder

Thank you very much to those who have returned their proxy forms because they cannot attend the AGM. It is still not too late to either ideally commit to coming to the AGM or, failing which, please can you return your completed proxy form. Thank you very much.

Tony Young
Treasurer

These will be presented at the BBQ during the evening.

So, please support your Club by coming along to the AGM and then join us for a free BBQ. As well the BBQ there will be soft drinks/cakes available for a small fee, which will go towards helping Richard & Trish's nephew raise money for his forthcoming trip on the Uganda Scout Expedition in 2013 to help build a school for young children and orphans in Uganda.

A quick reminder to anyone planning on taking part in the Obstacle Driving Challenge: please bring along a copy of your vehicle insurance as you will not be covered by the Club's insurance, 'Just in case of any misfortunes'.

Regional Report

Regional News

East Lancs

Godfrey Hands started the East Lancs Group some three years ago, having moved to the area from the Midlands where he had been a member of the Coventry Group. Recently he has taken on the job of Publicity Officer for the Club and is finding the demands on his time too great to fulfill both roles to his satisfaction.

Fortunately, within the East Lancs Group there is a member, Steve McKenna, willing to take over Godfrey's position as Regional Contact, thus enabling Godfrey to concentrate his efforts on promoting the Club nationally and internationally.

Although on the cards for some time, in the end the change happened rather suddenly – just in time, in fact, to get Steve's appointment endorsed by the Committee at May's meeting. Consequently, at the time of writing, it has not been possible to discuss the matter in detail with Steve and/or let him know the ins and

outs of the job. Hopefully this will be possible in the period between now and publication of the magazine.

In the meantime, I would like to thank both Godfrey and Steve: Godfrey for his efforts and enthusiasm in getting the group started and Steve for agreeing to continue Godfrey's extremely valuable work. I know Steve is looking forward to making a positive contribution to the Club and that he would very much like to hear from members in the area – especially those recently joined and new ones.

International News

Austria, Germany and Switzerland

I am delighted to report that the Club has a new International Contact. Markus Hosch, who lives in Basel, Switzerland, emailed offering to become an International Contact following the recent resignation of Rod Hawkins, the Club's International Contact in Germany. He writes:

'As an owner of two Ford Popular 103Es and an FSOC member for 20 years, I think it would

be good to have an International Contact for the German speaking part of Europe ... My cars are one Ford Popular in black, found on eBay and imported from Northern Ireland, in running condition, and one in grey (found locally) in still dismantled condition...'

At the Committee meeting on 12th May, Committee Members unanimously agreed with Markus and endorsed his appointment as FSOC International Contact for Austria, Germany and Switzerland. I'm sure he would be delighted to hear from any German speaking members living in those countries – or anywhere else, for that matter.

More Regional and International Contacts Wanted

If you are interested in becoming a Regional or International Contact for the Club, please get in touch. Full details as to what is involved can be found in February's magazine or by contacting me.

All contact details can be found on page 2 of the magazine.

Pre-War Register

Registrar's Comments

Has anyone noticed how car designs over the past few years now caricature the height and dimensions of the post-1937 small Fords? Whereas one could always pick out one's old Ford in the car park against the earlier low slung designs, these days it is that more difficult with the latest car designs having a similar 'sit up and beg' profile. Next time you pop out in your post-37 Ford to the local supermarket, check it out.

The Pre-War Registers

Now comes some serious talk on the register records. The Model Y and C are more or less up to date, the Prefect E93A and 7W slightly less so, with the worst by a long shot being the 7Y register. Why is this? Well, it comes down to a combinations of factors: in most cases no register forms returned, and when forwarded there are various omissions, some with no chassis, detail or Briggs number, no photo, no history and at times little to nothing written at vehicle purchase.

In perception it would seem that membership really cannot be bothered to complete the information required. We literally do have hundreds of 7Y models, in the guise of standard, deluxe, van and derivative. Yet a number of members feel that they don't have time to provide any information on their vehicle despite numerous requests and despite some of you being members for many years. In these pages I have comprehensively identified all the areas where the chassis, Briggs and engine numbers are on your vehicle and probably have become quite insufferable in the process in continually asking for the register forms to be returned when mentioned in the magazine. When you join any organisation, form filling is necessary, so why is it so difficult for a fair number of you, as post-37 vehicle owners, not to do so? The information asked for on your vehicle in the register form is important and certainly not difficult to locate and put down on paper. I have email and there is even a telephone number at the top of the register if you require further assistance.

Behind the scenes the information from the register form is checked and logged by me onto a list that identifies those surviving vehicles. This is purely for Club record purposes only. This takes time but is well worthwhile as over the years collating such information has helped to prevent fraud, save many original numbers and identified further history. The Pre-war register has even managed to have returned original documents to their respective new owner, where a previous incumbent has endeavoured to keep all the documents, plates and tags as mementos or, as in one particular

instance, prevented the selling on of such detail onto another similar vehicle with no registration. Recent occasions have been with the new DVLA requirements where an E83W and two Model 7Ys could have lost historic vehicle status and their registrations due to misinformation on their recent MOTs. The Club through this register was able to assist to confirm and make possible the amendment required.

Strictly speaking, what records we hold are accurate and complete only where they contain all the relevant information of registration plate chassis, Briggs and engine number etc. as applied on the register form. Where the 7Y records fall short is in the high numbers that are still around that are not on record and those that lack particular detail as mentioned above. The rogue elements are still with us with, today's bureaucracy being particularly lax, and as a further example I would mention a particular registration form relating to an unrestored Model Y that had been passed around for years until sold to an FSOC member. The previous owner had made up its purported registration based on a bogus registration and a part chassis number. Luckily, with the more robust Model Y and C records, the register was able to identify the correct information prior to any renovation starting. Yes, there are rogues out there so surely common sense dictates that when one buys a vehicle, the priority is to check what one has is indeed genuine with details verified ... and the best place is the FSOC. So please, if you have not done so - and this applies to all members - please return your forms or at least update me by email, post etc. There will be no penalties, so please inundate me with your vehicle information to bring all the registers up to date.

Prefect Tourers

George Goff is restoring his rare Prefect Tourer and hopefully is now in touch with other owners of this model. George required some information to show how the hood stays worked and what the side screens looked like, besides some other detail that the register was able to assist with. Hopefully by now George has been able to continue with the Prefect's restoration. Sometimes advice or articles via such owners of the rarer cars can assist others with some basket case restoration, especially in the workings of certain mechanisms such as the hood etc. It is certainly information worthwhile to print for others to read.

A hybrid Woodie?

CS 7175 (Photos 1-5) is a unique vehicle. From the front, this Ford looks decidedly different to any other Ford. The sloping front of the car is extended and lowered and the grille shortened somewhat in order to connect to the bonnet. The wings are devoid of their standard lamps except for two small side lamps with



Photo 1



Photo 2

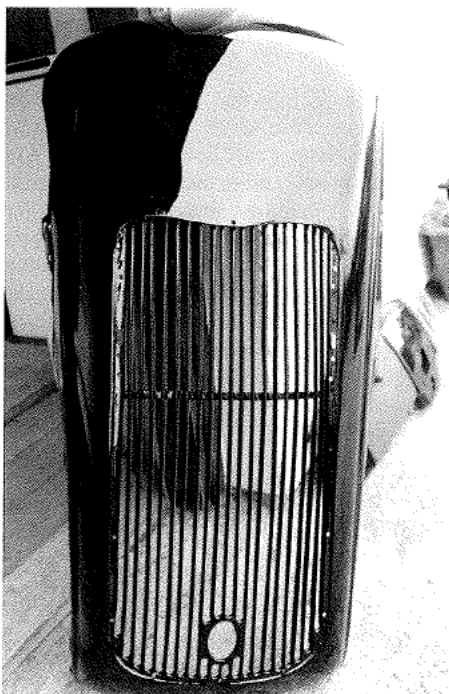


Photo 3

the larger headlamps now directed towards the grille, as if the maker wanted to disguise the Ford to mimic another design from another manufacturer. The new owner of CS 7175 asked if the Club could identify the vehicle.

So, what exactly is this vehicle? The reshaped grille is certainly 7Y. The bonnet refers to a van but this could be a red herring as the dashboard is from the deluxe saloon and the front wings are of the beaded type that were not relevant to the 7Y or its derivatives. Also, the electrics include the post-war control box with similar ancillaries being of this era.

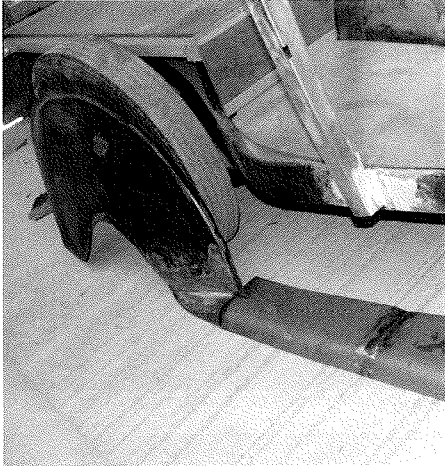


Photo 4

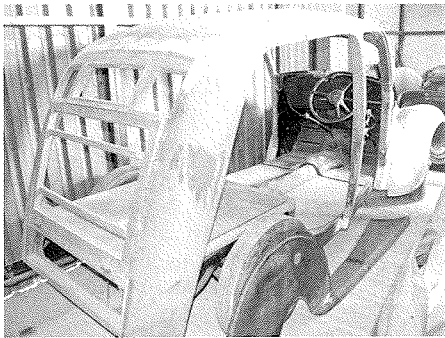


Photo 5

The rear with its woodwork plus metalwork and the manner in which the roof line matches up to the existing roof does not coincide with any early product other than that of some post-war Woodie models, that are distinctly not Ford. Interestingly, from the photos the vehicle appears to be of a three door design rather than a four door, and the Woodie rear and side panel work design does indicate that it is a post-war revamp with two vehicles involved and parts from other Ford models.

The logical primary vehicle and chassis would seem to be the 7Y, but I would not be surprised if the major component part is post-1945 as no chassis number has been given other than E04A. The rear with its mainly wood side and rear and metal corner pieces does appear in a photo of a vehicle taken in Italy that I retain as a cutting. This matches exactly the rear styling of this Ford 7Y type shooting brake. The exact design is on a longer wheelbase and can be seen on the Fiat Giardiniera, more especially as the overall design with the cut down sloping grille and front lamps appears to ape the Italian car more than a British Ford production car.

Door handles

Internal door handles for our models can be a problem but it is worthwhile looking at some of the cars of the 50s onwards that carried a similar – and in some cases the same – handle.

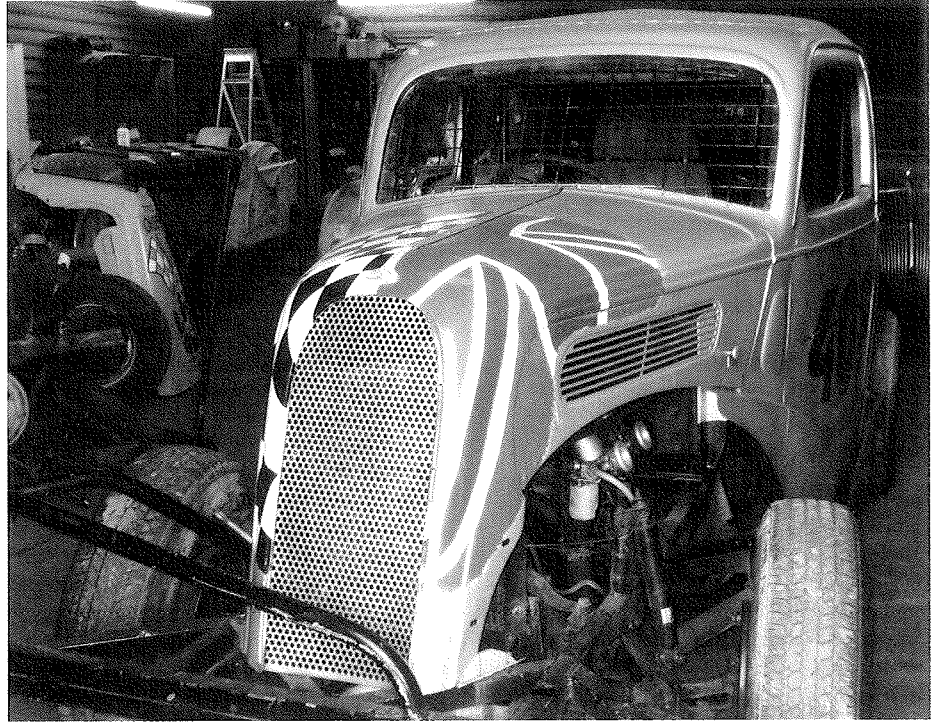


Photo 6



Photo 7

The Y 941208-/209 is still seen on the Morris Minor and as far as I am aware is still being manufactured. As to quality, I have no idea and the handle is advertised with the escutcheon circular piece.

Dirt track F2 Heritage Stock cars

Now, we don't get many cars that have a racing pedigree and an illustrious past on the dirt track, yet here we have not one but two cars of 7Y standard and deluxe saloon origin that have survived the rigours of those racing years and are great pointers to the racing exploits of our small Fords in this area of motor sport (photos 6-8).

The cars are now owned by Richard Hudson and both have had an enviable pedigree in racing at F2 level. The cars certainly needed to be strong and able enough for such activities, but not at the expense of losing their original chassis frames, as luckily the chassis on both cars have been adequately strengthened by additional bracing to the whole by welding the original to a superior solid framework.



Photo 8

Refinements notably are at their very basic and they needed to be in reference to the defined rules and regulations that were set up in those post-war years. This meant no glass, and other alterations to the external and internal aspects of the saloon bodywork to accommodate the driver who sat in the centre of the car with modifications on various ancillary parts such as the pedals and steering to centralise both to suit such a central driving position. It was certainly safer in the middle of the car than at the side, as any racing driver will tell you, and probably more stable.

Although one of the cars now displays the early standard 7Y engine unit, both cars utilised the 100E tuned engines that once brought success to their former racing owners, Gary and Alan Miles. Apart from certain alterations or mods to the bodywork etc. as seen from the photos, the stock cars retain the basic transmission axles, torque tube and rod/cable brakes of the 37-39 era. Now with age related plates, these cars are unique and well deserve their place and preservation in Ford Sidevalve history.

E83W Register

Registrar's comments

Whew!

It would have been very bad news if Brussels and those Green lobbyists had got their way re unleaded petrol. Luckily enough in April the Government seemed to have deferred bringing in new EU petrol requirements. To give members some idea of the history behind this contentious issue, the Renewable Transport Fuels Obligation announced in 2005 gave us petrol containing up to 5% Ethyl alcohol (aka Ethanol). However this scenario could have got a lot worse because all EU countries were supposed to have introduced E10 (10% Ethanol) before the end of 2010. Britain did not do so and until recently a decision was still awaited, although surprisingly little to nothing on this was mentioned in earlier Federation Newsletters. Although Ethanol as a fuel was used by the Model T Ford until superior gasoline became freely available, strictly speaking the only benefit to vehicles of Ethanol – and its close cousin Methanol – is its antiknock qualities in higher compression engines. With such low compression ratios of our Ford sidevalves – with the E83W engine and the Model C having somewhat higher compression ratios to those of the other 8 and 10 models – Ethanol as a smaller percentage in petrol can actually help in sidevalve engine combustion, but at 10% it is far too powerful a solvent to be an aid to combustion to a vast range of vehicles, taking in all our cars from the early 30s including many other classics up to and including the 1970s. If permitted, most if not all classic cars would be wiped off the map in one fell swoop and even some cars from the 80s onwards would need to have some modification in some form or another. The Department for Transport did put a figure of vehicles being unusable or in need of modification at some 8.6 million, had the permitted level been likely to have been increased to 10% Ethanol. Great for the car manufacturers who wish to sell us new cars, and the so-called Green lobby, but not so good for the vast majority of us with plain common sense.

Anthony hoists metal pickup

We now have another metal pickup to join the swelling number that over the past few years have continued to rise. Member John Stewart from Inverkip, a village just down the road from Wemyss Bay, is the owner and he retains the metal bodied truck with a Ford Pop and other classics. I have known about this E83W but had not realised that it was with the Anthony hoists type pickup rear bodywork. John and I are members of our local classic car group that is integrated with a road safety



Photo 1



Photo 2



Photo 3

charity group based just a few further miles down the road in central Greenock. Hopefully some time later during the year we will have John's vehicle plus history detailed in these pages.

That canteen van

Kevin Burke, Model Y and Morris 8 enthusiast, sent me in some old photos of the events

attended when the initial South East London Group was fully functioning in the early 1980s, with myself as group captain, crew members Stan Bilous, Peter Benton Kevin and a whole host of characters ranging from a tax official to a film camera operator. (Photos 1-3.) Greg Chapman used to own ROO 849, an ex-Ford canteen wagon that was used at the Dagenham plant. Manufactured in 1947, it was not registered until 1962 and hence had a



Photo 4

reasonable life until it met Greg from Romford, Essex.

Greg certainly led us a merry dance in those precarious trips to various venues on the calendar during those years and I must admit we did have some fun besides some somewhat adventurous journeys. Sadly, as mentioned in previous briefs on this vehicle, Roo was involved in an altercation with another more modern vehicle on a roundabout around mid-1985. The canteen part was the damaged portion and with delays on the insurance the said vehicle was sold to two entrepreneurs who set up Town and Country Landscapes, Colchester.

The cost then was just £700. The canteen van was rebuilt as a truck and sign written with the company name by company partners John Sharp and Nick McIntyre, who were both former Writtle Agricultural college students. Photo 3 via Laurie Hooneyball shows the two restorers, John Sharp and Nick McIntyre who converted the Canteen van into the builders truck.

Doriano's

Sounds Italian, with ice cream in mind. And indeed we have the Doriano name depicted on an ice cream vending bodied E83W. (Photo 4.) Ice cream vans have over the years not changed that much, providing we do not take into account the actual product on sale. Such vans go way back to when decent ice cream was scooped or cut into slices to go into cones and wafers. Most of the early vehicles were open, developed from the original handcarts that retained insulated compartments to store such cold products. However most of us can relate to the early 60s with Mr Whippy and Mr Softee, with the ding dong chimes and the van at the corner of the street, surrounded by umpteen little rascals.

Certainly from the 50s, many businesses started up with E83Ws and old 10-15cwt vans, although the E83W seemed to have been the favourite vehicle to use with ice cream in mind and business certainly did boom, eventually escalating into the ice cream wars during the 60s, although this was rife at most times. The E83W was strong enough and adequate to retain the heavy equipment that included the ice cream machines plus the necessary generators that eventually were developed to be driven directly from the engine to make the new-type soft ice cream. Besides the E83W came the Bedfords, Austins and Morris continuing with the Ford Transit, Bedford CA and CF. In the earlier designs, bodywork spouted all sorts of gadgets from rockets to illuminated stars. Designers were extremely resourceful and many parts, especially Ford Cortina circular rear lamps, found their way onto the bodywork.

The Doriano's van was usually seen around the area of Leven, Fife in Scotland quite late:

I did see it when I was travelling in the Pop around the East Neuk of Fife when dating Christine, and indeed the Doriano van was on the E83W register with Ugo Doriano back in 1992, but as far as I am aware the firm is not around anymore. The van and chassis was purchased new by Ugo in 1956 and the ice cream body was built onto it. The van was then painted and used for vending quality ice cream, and apart from minor changes in the lettering the vehicle continued as per its original 1956 detail.

In need of restoration

Photos 5 and 6 are quite period with the cobbled road and the old Prefect at the rear. WRH 644,

as this Utlecon was registered, is certainly in need of some proper care and attention. With canvas roof in tatters and the interior open to the elements, it is not surprising to see what the ravages of the British weather can inflict on a solid wooden floor and what was once good metalwork. The owner at the time was a Tim Beaumont and the vehicle seen still retains a more or less still solid construction after so much deterioration. It was once a delivery vehicle built around mid-1957. No history or further detail was included on the register form at the time, so it is hoped that WRH survived to live another day and hopefully its new owner can come back with further news on its exploits to date.



Photo 5



Photo 6

100E Register

The changing 100E (contd)

When the 100E was first introduced in October 1953 it was the culmination of several years work for the Ford Motor Co. A major market research programme had been undertaken to establish what the motoring public wanted from a small car. The 100E was only the second English Ford to have the unitary construction monocoque body shell. It was also only the second English Ford to have the Macpherson strut front suspension arrangement that had been so successful on the Consul/Zephyr range. For all of this to be a car that the public wanted, it had to look and feel modern.

The family likeness to the Consul can be seen in the design that was eventually put into production. When placed alongside other small cars that were in production at the time, even from this distance it looks modern. The initial reaction from the public was good. It was fast and it was modern. Even John Bolster road tested one in *Autosport* magazine. To keep this momentum going and to comply with any changes in the legal and safety requirements, changes were made to the look of the vehicle throughout the production run. If you look at an early Anglia and compare it with a late Popular you can see that they are both 100Es, but that there are subtle differences between them.

The rear light cluster on the 100E was changed several times. When the 100E was first produced the rear lights were just a single red lens that sufficed for all of the rear light functions, including the direction indicator. This was achieved by using two bulbs mounted one above the other. The topmost one was the indicator lamp and the bottom one the stop/tail lamp. These were rated at 18Watts for the indicator and 18Watt stop light/6Watt tail light. Below the lens was a round reflector.

The rear lens was secured to the lamp body using integral threaded pegs and nuts. From chassis number 97585 (Prefect) and 97993 (Anglia) the rear light lens and body was modified to take pan head screws. If the new lens was used on an old body it had to be modified to fit.

In November 1955 the rear lamp unit was modified to take a separate amber lens for the rear indicator. The amber lens was positioned at the top and the red stop/tail light below. In between was a single round reflector to comply with the regulations. The indicator lamp wattage was increased to 21Watts all round and at the same time the flasher relay was increased from 36Watts to 42Watts. An inline fuse was incorporated into the flashing indicator circuit. This arrangement lasted until October 1957.

With the major facelift in October 1957 came a redesign of the rear light unit that would continue on the Prefect until the demise of the 107E. The arrangement was as before

with the amber lens at the top and the red stop/tail light lens below. In between this time was a rectangular reflector.

The introduction of the Popular in 1959 brought about another change to the rear light cluster. This time everything was changed to a circular form, again mounted one above the other. This time the reflector was mounted at the top, followed by the indicator in the middle and the stop/tail at the bottom.

To be continued...

Where are they now?

Remember KEE99? Well, I have had a letter from its owner, Dave Till. It is still under restoration (see photos).

"In reply to your *Sidevalve News* article, I still have KEE 99 and I am still restoring it.

My uncle Albert died in 1979. The car was on the road and only drove about 45 miles in all until 1993 when I decided to restore it.

I removed the engine and rebuilt it in 1995 at home in the garage at Lincoln. The crankshaft was reground by a firm in Sheffield. The con rods were white metal and machined to suit the crankshaft. The engine is the same number as the chassis.

I brought another Anglia 100E in 1994 from a chap in Hornsea, reg no HPV 855, and I sold it again in 1995. It would be interesting to know if the car is still around. I used it as a pattern against my old car KEE 99 to work on.

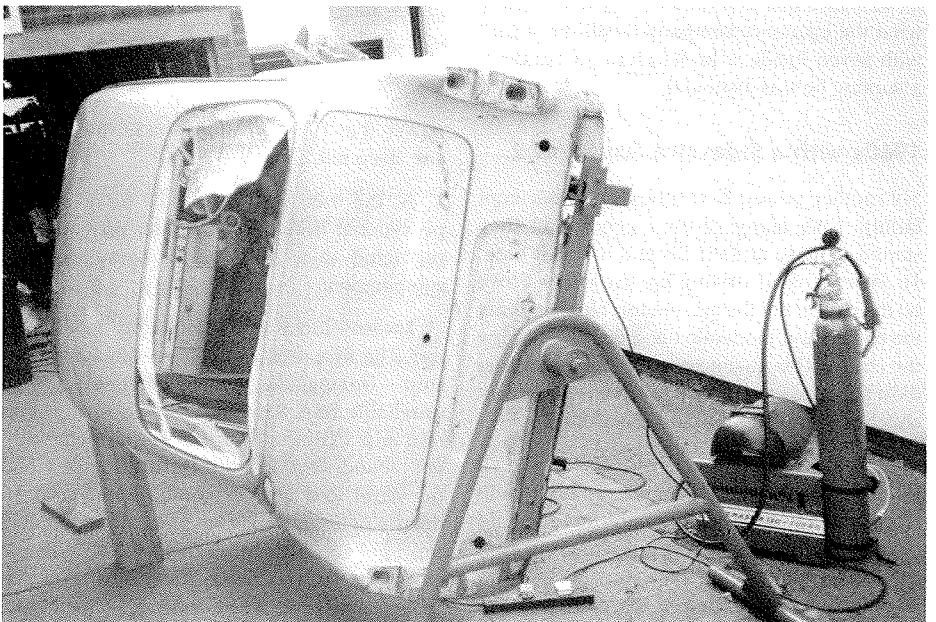
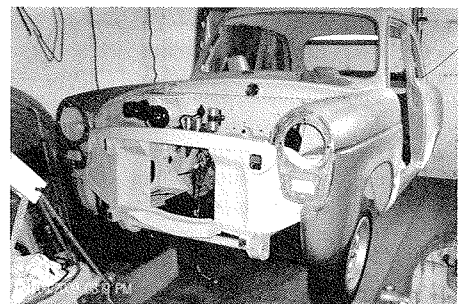
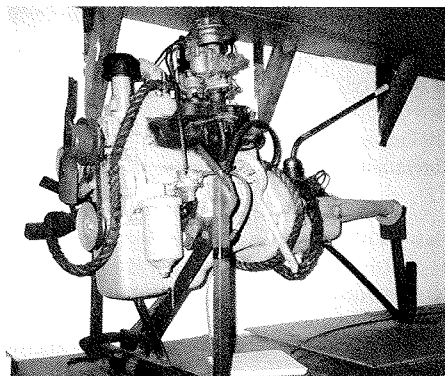
I made a frame to bolt onto the bumper brackets so the car could be turned over on its side, as I was limited to space in the garage and I was fed up with working outside in the cold weather, covers going on and off.

The engine and gear box (floor tested) run well. I cleaned the underside of old paint etc., rewelded the sills, brush painted undercoat plus topcoat, suspension units overhauled, rear axle overhauled (new seals) etc. Rewired with a new harness. I have fitted the doors bonnet and boot lid so that I can take it to Snaith, Nr. Selby, to have the car painted. Upon its return I hope to have some floor mats, seats etc. fitted. I shall also be wanting two 5.20-13 tyres to complete the set.

In the December 2011 *Sidevalve News* I read that Dennis Hoey was giving away OFO, his Ford Prefect 1957. I telephoned him and had a good talk over the Christmas period and we agreed a collection date. A week later my friend Terry Pears and his 4x4 with six wheel trailer set off on the 128 mile round trip to Mabelthorpe. It is now in the garage waiting for attention, I hope before Christmas.

Yours sincerely,

Dave Till"



Anglia, Prefect & Pop Register

Registrar's Comments

My first rally with Pops was the Transport Festival held at the Historic Dockyard, Chatham, Kent on Easter Sunday and Monday. On the Sunday it was the first time that Pops had been to the Dockyard since I left employment with the Ministry of Defence at the then Royal Naval Chatham Dockyard, on 26th November 1981. I had driven Pops to and from the yard since 1971. Now we returned with a number of fellow Kent branch members. On the wet Monday only Les Harris in his E494A Anglia, Angie, and I with Pops attended.

New member

We welcome a further new member to the register: Russ Barringer from Northamptonshire with his 1956 blue 103E Popular.

Upright tales

Whilst attending Kent's All Ford Rally I was told the following story by one of the visitors.

'I owned a 103E Popular as my first car and I was taking a few friends to a party in it. On the back seat were two male and one female friends: in the front passenger seat was another male friend and on his lap sat his girlfriend. I was driving with my girlfriend on my lap! The boot lid was down due to crates sitting in the boot.'

He did not say where they had come from but all went well until they were approaching the Rotherhithe Tunnel when they were stopped by a policeman who ordered them all out. What happened afterwards he did not disclose but said that the roads were much quieter then so the chance of having an accident was so much less. (I don't know what the insurance company would have said with seven inside if he had had an accident, assuming he was insured?)

1960s with a Sidevalve Ford Part 2

My mother passed first time. My father kept failing. Like many of their generation they started to drive in their 50s and found it hard. To the end of his driving life my father drove on the clutch, not the accelerator. He would rev the engine and moderate his speed by slipping the clutch. The Austin coped. Subsequent cars didn't and he would have to have replacement clutches every ten thousand miles or so.

When I was 18 years old I was a civil servant in the Admiralty, based at Portsmouth Dockyard. My superiors thought that I should have an Admiralty driver's licence and sent me to the Motor Transport Repair Depot in Northern Portsmouth for a week, to learn

about their work and pass my driving test. The staff of the depot insisted on WOLTB – Water, Oil, Lights, Tyres, Brakes – because it saved them work and protected Royal Navy and Admiralty vehicles from damage. They were more concerned that I learned and did WOLTB on a variety of vehicles than improve my driving ability.

My driving test was conducted in a Fordson E83W Utilecon. I had to drive it once around the yard, changing from first to second gear and back again before reversing it between two parked lorries. There was enough space between the lorries to park an HGV so my test wasn't strenuous, even if rearwards visibility on an E83W's mirror was not good. I passed and was given a slip of paper which permitted me to drive any one of Her Majesty's RN vehicles anywhere, including on public roads, as long as I had been required to do so by an officer. Since I was nominally an officer it meant that I could drive any RN vehicle that I could get my hands on.

My real licence was provisional but my Admiralty licence meant that I could ignore all the civilian restrictions such as type of vehicle and required minimum age for heavier vehicles. I took full advantage of my Admiralty pass, borrowing Utilecons, Humber Super Snipes, ten-ton lorries, petrol tankers – whatever was available when I wanted to go somewhere different for my lunch hour.

After 18 months in Portsmouth I was transferred to Devonport Dockyard. I had fewer opportunities to drive RN vehicles in Devonport because transport around the dockyard was by steam train.

I bought my first motorcycle, a 200cc Ariel Colt, from an office colleague so that I could commute from Central Plymouth to Devonport. He wanted to get rid of the motorcycle. I soon found out why. Although it was in excellent external condition, the engine and gearbox were in a poor state. The kickstart return spring kept breaking and to replace it I had to dismantle the gearbox from the 'wrong' side of the bike. The piston wobbled up and down the worn bore and produced so little power that I had to walk beside the bike up any steep hill.

At the time you could ride for ever on a provisional licence even if later on you were restricted to a 250cc solo or any capacity combination.

I wasn't lucky when taking my motorcycle test. The first time I fell off on the emergency stop – instant fail. The second time I had an unreliable BSA Bantam. It was pouring with rain and I couldn't get the Bantam started – test abandoned. On the third attempt I had the Ariel Red Hunter combination with an open single seater sports sidecar. About two thirds of the way through the test, with the examiner sitting in the sidecar, my clutch cable broke. I continued to drive, adjusting the

throttle while changing gear, until he asked me to demonstrate a hill start. With a broken clutch cable that was impossible but when I admitted that the cable had broken ten minutes previously he decided to pass me anyway.

When I had returned to London I started formal driving lessons. After driving the motorcycle combination I had no difficulty with traffic rules and regulations, only with changing from twist grip to floor mounted accelerator, foot clutch and hand gear change. After six lessons my instructor decided I was ready for my car driving test. Unfortunately the day before my test another learner had written off the Triumph Herald I had been using for my lessons.

On the Saturday morning the instructor turned up early in a brand new Herald with delivery mileage only. He was nervous about me driving a brand new car, especially on my test. I drove around West Wickham for about half an hour getting used to a stiff clutch and a precise gear change – very different from the learner-abused Herald I had been driving.

The test itself went well except for one manoeuvre. The examiner asked me to turn right from a road beside Bromley South Station into Bromley High Street – on a busy Saturday morning! It took me ten minutes before I could find a gap in the traffic long enough for me to turn right safely. I could have made the turn several times before then but only by obstructing other traffic which would have meant a fail.

Buying the Ford Prefect E493A

As well as scanning the adverts in the local papers and in newsagents' windows I had asked my friends if any of them knew of a cheap Sidevalve Ford for sale, including their own.

Hours after I'd passed my test, one of my friends, who was also taking driving lessons, told me that he had found a Ford Prefect and suggested that we bought it together. If we did, he could practise his driving in it. His father didn't own a car and didn't have a licence. We went to see it and bought it for £17.10.00. The insurance, with him as a learner driver, was another £17.10.00. My father paid for AA cover for me.

I have described that car in my previous articles in *Sidevalve News*, 'One More Ride' (April and June 2011 issues).

My friend was not a good learner. He had already written off one car while practising and kept failing his driving tests with the same basic flaw. He would exceed 30mph in a 30mph area while taking his test. He also failed to signal in time, braked too hard, steered too abruptly, and in general acted like a boy racer – on his tests! He passed eventually, driving the Ford Prefect, when he arranged a test in Esher where the examiners didn't know him.

I drove him to the test repeatedly telling him, 'Watch the speedo!'.

Commuting with the Ford Prefect

At the time I lived with my parents in West Wickham, Kent and worked in the City of London in an office on the Embankment close to Blackfriars Bridge. The train journey on the Hayes line into Charing Cross or Cannon Street was (and is) slow compared to services from Bromley South or East Croydon, so commuting by car could be quicker door to door and cheaper than using the train if you had somewhere to park near your office. I had, on a bombsite car park south of the Thames that has long since been redeveloped.

On a normal working day I would go out to my car, raise the bonnet, and do the daily Army-required WOLTB checks. I would unscrew the radiator cap, check the water level, top up if necessary and replace the radiator cap. Then I would remove the dipstick, take a quick look to see that the oil was between 'Full' and 'Fill' and replace it. I would turn the lights on to 'Side', quickly walk around the car and check they were all on, then repeat with 'Head'. As I did I would look at the tyres to see that there was no sign of deflation. The lighting checks would give me an idea of the state of the battery. I couldn't check the brakes until the car was moving.

I would put my briefcase on the passenger seat, unclip the starting handle, insert it, swing once, and hand-prime the petrol pump, turning the engine again if necessary. Unless it was a cold winter morning I would replace the starting handle in its clips, shut the bonnet and climb in. I would pull the choke out, holding it in place with two clothes pegs, waggle the gear lever to check that it was in neutral, depress the clutch, switch on the ignition and pull the starter. After about 30 seconds I would remove one clothes peg from the choke. Only then would I engage first gear, release the clutch and handbrake and drive away, touching the brakes before I reached the end of the cul-de-sac in which we lived to check that they were working properly.

On a cold winter morning, instead of pulling the starter I would switch on the ignition and start the car with the starting handle. The Ford would usually start on the first swing.

When the water temperature gauge began to move from the rest position I would remove the last clothes peg from the choke and push it in.

My only variable on my route to and from the City was at Crystal Palace to choose whether to go through the Dulwich toll road. That might save time unless everyone else had decided to pay up. Negotiating the Elephant and Castle wasn't too difficult because other drivers would give way to a cheap old car, afraid of getting dents in their newer vehicles.

Once I had parked and paid the attendant, who had a considerable vocabulary of Cockney

repartee, I walked over Blackfriars Bridge to my office. Most evenings I would eat in the staff canteen (or someone else's staff canteen! The BBC Bush House was good) and unless I was working overtime drive to Pimlico to visit various friends before returning to West Wickham in the late evening. My mother was relieved that I didn't eat evening meals at home because my father always wanted his dinner at the same time and my arrival was erratic.

To be continued ...

Register 25 Years Ago – Sidevalve News, June 1987

After driving in some of the worst weather this year in Pops for a long time, Easter brought good weather and we went away for the first time to a holiday in a caravan.

On arrival at the site a worker came up to inform me that he had worked many years ago for Briggs at Dagenham.

Borje Jerheim's Eifel Cabriolet was featured, showing the hood in the stored open position, having been featured before with the hood up.

'Know Your Remanufactured Parts' continued with four more items.

1. The headlamp rubber base pad for the E93A Prefect and E04A Anglia models (the mould for this was made and donated by a member who needed two pads for his E93A Prefect restoration): Ford part number E93A 13130.
2. Number plate rubber bumper for the Anglia and Popular: Ford part number E04A 7040318.
3. Door post rubber bumper: Ford part number 48-702610A. (In 2012 all three are still available on the spares list in the sections 'Electrical' and 'Rubber Grommets and Seals'.)
4. A window winder repair kit which included a new half window cog, cog spindle, and handle spring I had produced by two different local companies to end the dropping window problem.

I also produced a set of fitting instructions. Are any kits still keeping the windows up?

Another period advert, from May 3rd 1956 for the 103E Popular at £413-17-0 which included purchase tax of £138-17-0.

'Life Begins At Forty' was part one of an E04C 5cwt van body off restoration.

'Woodies – The Reason' was an article on the early post-war years when there had been a demand for new vehicles combined with a steel shortage as the government insisted that a large percentage of output was for export to earn foreign currency. Old vehicles acquired wooden bodies but it was petrol rationing that

bought about the large number of woodies being constructed. Pink petrol was available for business use, like farmers use pink diesel now. However vehicles that carried wooden bodies were allowed this pink petrol and consequently it became quite an industry of garages/firms that removed the rear half body and replaced it with the local built bodies, this being done on whatever vehicles were available. The E04A Anglia and E04C 5cwt van was reintroduced in 1945, and because of the steel shortage some interesting wooden bodies were produced on this chassis. One such company was Coombes, from Guildford, Surrey. When petrol rationing finally ended the need for woody vehicles ended.

Ian Maddams sent in a newspaper cutting from The Easter Motor Mart in *The Star* for Tuesday 24th March 1959. Burnt Oak Motors had a number of cheap vehicles for sale which included the following Fords including six utilities:

- 36 Ford 8 saloon: £15;
- 36 Ford 8 Utility: £25;
- 39 Ford 10 Utility: £55;
- 39 Ford 10: £45 ;
- 45 Ford10cwt van: £45;
- 46 Ford 8 Anglia: £195;
- 47 Ford 8 Utility: £125;
- 48 Ford 10cwt: £85;
- 48 Ford 8 Utility: £75;
- 49 Ford 8 Anglia: £225;
- 49 Prefect: £235;
- 51 Ford 10 Utility: £175;
- 52 Prefect: £325;
- 53 Prefect: £355;
- 54 Popular: £275;
- 54 Popular: £295;
- 54 Prefect: £425;
- 55 Prefect: £475;
- 55 Thames 5cwt: £295 ;
- 56 Ford 10cwt: £225;
- 56 Ford 5cwt Utility: £425;
- 56 Popular: £325;
- 56 Prefect: £495;
- 56 Thames 5cwt: £300;
- 57 Anglia: £495;
- 57 Thames 5cwt: £325.

In 1959 there was no MOT test, and when it was introduced in 1960 it only applied to vehicles over 10 years old. Therefore many of those Fords had a few years to go before a road worthiness test became necessary.

Specials Register

Introduction

I was sorry to see in the August 2011 edition of *Sidevalve News* that Rob Daniels had decided to step down as Specials Registrar. I would like to thank Rob for all the time and effort that he has put into the Specials section for the Club. He has recently told me that he has sold his Rochdale and Shirley, so I wish him well in his next venture. Over the last few magazines I've watched to see who was going to come forward to take over the role. I was reluctant to volunteer because although I've always had a great interest in Specials and have done lots of work on mine, I don't have anything like the knowledge that Rob has. However, I felt that too few members of the Club are taking on many of the responsibilities and as, alas, there were no other takers for the job I put my name forward.

Throughout my life I've always been interested in motor vehicles. One of the lessons I can clearly remember from junior school was the science teacher explaining how four stroke and two stroke engines worked and then bringing into the classroom a motor cycle to identify the components. What a fantastic teacher! My first introduction to glass fibre was a visit to the Eastleigh railway works in the 1950s where they were making railway carriage doors out of it. The workman explained how a thicker glass fibre was applied at the hinge and stressed areas – such a versatile material.

Around 1960, after seeing adverts for Specials in car magazines and seeing a completed Falcon, the seed of how to build a sports car using components from an old car must have been sown. A school friend found an unused old vehicle in someone's garden and asked the house owner about it, who said we could have it if we took it away. Unfortunately (or fortunately dependent on your point of view) neither my friend's parents nor my parents would allow us to bring this vehicle home and strip it down on the driveway! However a short time after that I did manage to fit a Trojan cycle engine to my bicycle; we pushed the bicycle to a gravel track where we had a great time riding up and down, until some plain clothes police informed us that the gravel track was a public highway. So that brush with the law put a stop to my schoolboy motoring for a while.

By 1974 I had moved away from home for work and was sharing a house which had a garage, so this provided an ideal location to build a sports car. After scouring *Exchange and Mart* for a few weeks I found my Super Two. Only minor problems: the engine was on the passenger seat, one of the front wheel bearings was seized up and the car was 40 miles away. After freeing the wheel bearing my friend towed me home with his *Triumph Herald*. I got on quite well with the restoration until I had to move out of the rented house

and had to store the special in a lockup. After that the restoration process seemed to slow down, possibly due to buying a house, getting married, bringing up three children, and servicing and repairs to a 100E Prefect (which was used as an every day runabout) and restoring my E93A Prefect, which has now been on the road for 12 years.

Now that I have a bit more spare time (the children have left home and I am semi-retired), during the last few years I've got the Super Two almost up and running. More details of the restoration will follow in future magazines.

After being a member of the FSOC for over 30 years I feel it is time for me to 'ask what I can do for my Club and not what my Club can do for me,' to paraphrase President Kennedy. I offer my time as Specials Registrar but would greatly appreciate any information and/or progress reports on your Specials, together with any informative, amusing, technical or witty contributions for use in this section of the magazine.

Cotswold Historic Specials Day

This event is organized by Richard Disbrow who has kindly sent me the following details:

At the Cotswold Wild Life Park near Burford on the 12th August, gates open 10.00am. Driver of a Special gets in free, others pay the usual cost. What's a Historic Special? Very vague I am afraid but generally: Pre-1965ish, not a replica, hopefully hand built, pre-65 bits, might be a kit, not a mini-based thing. The Historic Specials usually have an area in the south corner of the park, roped off just for the cars (no trailers or moderns in that area). No cars under trees please.

It's a good day where you can meet up with fellow enthusiasts and there are lots of things to see and do, particularly for members of the family who may not be quite so interested in the historic Specials.

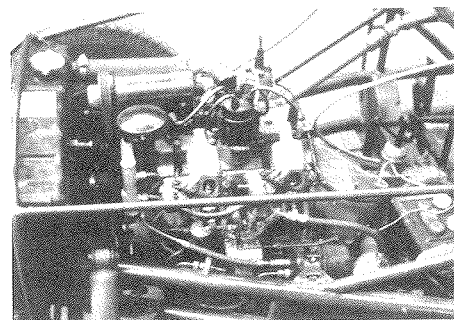
I look forward to meeting you there.

DHS Special

Chris Hollier from Norfolk: I have recently acquired, with a friend, a rather interesting Ford Sidevalve-based Special built in 1950 by a Mr David Small. The car was found on eBay and purchased from the previous owner's son who lives in Devon (see photos).

The vehicle has an owner-built tubular space frame chassis and a hand-formed aluminium alloy body which appears to be unique to this car. Sadly the original engine and gearbox have disappeared in the mist of time but a replacement stock engine/transmission have been supplied.

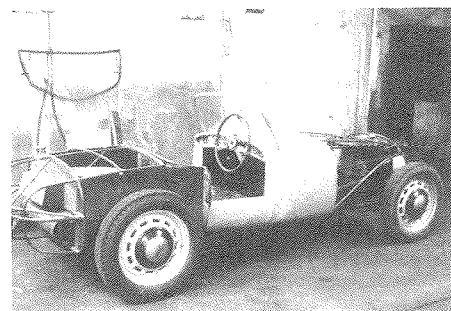
We have documentary evidence from Mr Small regarding his involvement in the build and also some racing reports from *Motor Sport* magazine from November 1953, when the car



is mentioned as having given a Lotus Six a good run for its money!

I intend to re-instate the car to its original racing trim and get it road legal once more so that we can compete in Formula 750 races during the 2013 season.

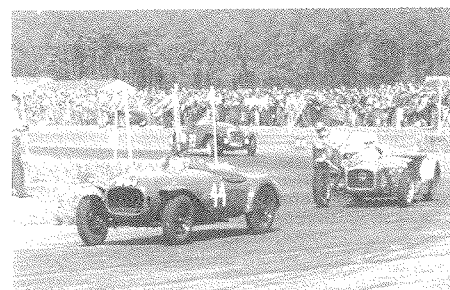
Of note are the split beam front axle with split radius arms and coil spring rear suspension with panhard rod for lateral location. Telescopic shock absorbers are also fitted all round. This would appear to be a very early example of these soon to be universal modifications in 1172cc Formula racing. We have photographic evidence that the car ran a modified 1172 Sidevalve when first built with an Aquaplane inlet and exhaust manifolds but are unsure if it ran a stock or alloy cylinder head. We are also led to believe that it was converted to an FWP Coventry Climax engine in late 52 or early 53 but cannot confirm this.



Some of the unusual features of the body appear to be the drop down doors fitted to both sides and the very bulbous rear bodywork.

I am very keen to unearth as much history, either anecdotal or factual, as I can regarding this vehicle so we can complete its history and reinstate this terrific little car to its previous glory.

Ian: The DHS special was originally registered SPB 4. This number has now been sold. If you have any information on this Special, please send it to me and I will forward it to Chris.



Basic Upright Sidevalving

So, at long last you've bought a Ford Pop/Prefect because you have happy memories of riding in your Dad's when you were young and now you need an interest to keep you outside the house when you retire.

There it awaits you on the drive, so let's see how it goes and rekindle those happy memories. The smell as you enter is so evocative, the seat so strange, the steering wheel so big and bold. Now then: key in there, gear stick in neutral I think, choke out, foot down?

Well, it might start like this but this is where the learning curve begins. A car designed in the late thirties is a radically different driving machine to a Fiesta. Driving and maintaining one of these idiosyncratic cars can be richly rewarding, but with little knowledge and practical experience Upright ownership can conversely be enormously frustrating and disappointing.

This is about getting to know your Sidevalve and assumes you don't know the difference between a starter motor and a dynamo. If you feel I am being patronising, please go on to the next article: otherwise, here we go.

Chassis

The Upright Ford was designed around a chassis. A chassis is a steel frame onto which everything else is bolted. With the body attached it is a firm and strong structure. The chassis consists of two open U-shaped long 'rails' which run parallel to each other and are held in place by 'cross members', the sides therefore being 'side members'. Typically, in this case it is called a 'ladder rail chassis'.

The engine and drive train, the suspension and the axles are all firmly fixed to the chassis (as is the steering box, horn, radiator shock absorbers and petrol tank). If you look at the car from the front, the fuel line from the tank to the fuel pump runs along the inside of the right chassis rail while the main electrical wiring harness runs to the back of the car inside the left chassis rail.

Gears and brakes

The Sidevalve is rear wheel driven. The rotary action created by the engine is transmitted by the clutch and then the gearbox, which are bolted onto the rear of the engine, and then via a long metal drive tube to differential gearing at the rear axle. The rotary action is then transmitted by the axle shafts to the road wheels. The driving force, the 'push' from the rear wheels, is transmitted up the outer casing or torque tube and onto the rear of the gearbox casing. The car is then effectively pushed forward from the very sturdy cross member that supports the rear of the gearbox. The rear axle is free to move up and down as a unit because there is a universal joint at the rear

of the gearbox. This particular set up is called 'torque tube drive' and the car is said to have a 'live rear axle'.

Ford practised the use of transverse leaf springs, one at front and rear. These are attached to the axle casings by spring shackles.

The brakes are operated by rods and cables and the steering is interesting (more anon!)

You can never relax when driving a Sidevalve as all your senses have to be totally involved in the driving process, and this is an essential charm of ownership. The vehicle has a narrow track, a relatively high body, narrow inflexible cross ply tyres, a very unsophisticated suspension and steering, and weight distribution such that given the opportunity the tail will wag the dog.

What lies beneath

Underneath, starting at the back is the petrol tank formed of a large closed, oval tube, supported by the chassis at both ends. (N.B. Don't try and remove the drain plug as you will have to use heat to melt the solder holding it in place.) The fuel gauge tank unit is fitted on the top surface of the tank and immediately below the inspection panel in the boot floor.

Running parallel with the back axle are the two cables which transmit the pull and release of the mechanical braking action to the brake shoe expander attached to the brake housing plates. The plates are fixed to the ends of the axle tubes. Running forward down the centre of the car is a brake rod. The rear of the brake rod and the other ends of the two cables are joined to a 'brake compensator', i.e. a linkage that converts the up and down movement of the brake rod to sideways movement of the brake cables.

Notice the two so-called radius rods or 'hockey sticks' which are fixed to the brake plates and then brought forward and joined to the torque tube. This construction imparts much greater strength and positive location to the whole rear drive assembly.

The transverse spring is fastened to the vehicle by a four bolt central mount and at each spring end is a shackle assembly complete with two 'silent block' bushes and shackle pins. The shackles connect the spring to the rear axle.

If you look to the front of the rear wheels you should be able to see the lever arm dampers, mounted on the chassis rails and connected via each 'arm' and 'link' to the rear axle casing. (N.B. Remember to use 'Jack Oil' when you refill the reservoir, not engine oil.)

Moving forward to the main cross member, it all gets a bit more complicated and so here is a visual description of the parts and not the processes, as all the information you require is in the Repair Manual. If you are going to do anything to your car yourself you will need a copy of the incredibly well written and informative Repair Manual. It really is invaluable.

The compression tube, part of the braking system, is just to the rear of the main cross member. This allows the handbrake to operate on the rear brakes only. For reasons I have never been able to determine, people with an ill founded knowledge of the braking system seem to disable the spring mechanism!

Clutch and brake pedal levers are bolted to the driver's side angled chassis support. The pedals are held in position by small springs, one across the base of the main cross member and visible from underneath and one hooked through a small hole on the side of the engine sump. Not that obvious when it is missing!

Beneath the head of the torque tube is the speedometer gear, a small alloy semicircular shaped object to which the speedometer cable is attached. Be very careful if you ever replace this 'gear' to fit the correct size of gasket and count the 'teeth'. (Although they look the same externally they do differ internally to compensate for varying wheel size.)

From the front

Now, from the front and staying underneath the car. If you can engage the starting dog on the front of the engine with the starting handle, it is likely that the rubber of the front engine mounting is okay. If you have difficulty it may be that the front of the engine has dropped in which case it would pay you to change the engine mounts before you try and change the fan belt.

The front axle is fixed to the car frame and to the axle in a similar way to that already described for the rear axle. The wheel assemblies are secured to the axle by a vertical 'hinge', the pin used to secure the hinge being called a King Pin or in Ford speak a Spindle Pin. This is a crucial area of wear, so keep those grease nipples well pumped and do it with the wheel off the ground and not taking any weight.

The two cables and a (shorter) brake rod work in similar fashion to those previously described at the rear.

Behind the front axle and running in parallel with it is the track rod. This is connected at either end, using track rod ends, to the steering arms of the stub axles. This is less complicated than it appears; imagine a parallelogram with the track rod and axle being the longer sides. Now if you move the track rod and keep the axle still, then the two short sides, i.e. the stub axles will move in parallel motion together. The axle is maintained in the horizontal position by being part of a triangle, the other two sides of the triangle being the 'A-frame'. The apex of the A-frame is secured by the cast 'ball' clamped in position at the front of the main cross member and the axle is fixed to the A-frame with Perch Bolts. (I am not an engineer or a historian but I believe that this use of Perch Bolts was pioneered on carriages in the 18th Century. Perhaps someone would like to enlighten me?)

Attached to one end of the track rod is the drag link. This is connected at its lowest point to a small 'eye' cast into the track rod end situated furthest from the steering column. The other, the highest end, is connected to the bottom of the steering shaft by the drop arm. As you can imagine there are rather a lot of related movements here and if there is any excessive movement within a joint then that movement is likely to be exaggerated by the geometry. (Anyone remember the Pantograph?) There is also a further complication caused by the design of the suspension. As the car reacts to the road surface the spring will flex, and so will the spring shackles, and consequently the front axle and the stub axles, to which it is attached, tend to move not only vertically but also laterally in response. The steering box is firmly fixed to the chassis and does not move. The steering geometry however can move and indeed has to, so that it can accommodate the movement of the axle.

This gives rise to the so called characteristic 'puppy on wet lino' description of driving a Sidevalve!

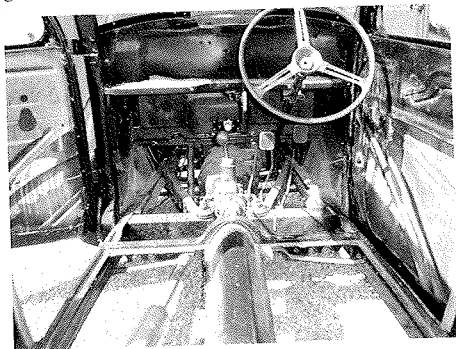
Under the bonnet

Lift the bonnet and the first thing to see is the radiator to which two hoses are fitted, one from the top to the head of the engine and one at the base to the side of the engine block. A simple thermosiphonic system. Water rises when hot because it becomes less dense and conversely it sinks when it cools because it becomes denser. If you are very lucky you may find a water pump tucked down on the driver's side front of the engine attached to the cross member. It was not seen as necessary to have a pump fitted in the UK unless a heater was used.

On top of the engine there is a 'flat head'. It is flat because the engine has 'side valves' so they do not have to be accommodated on the top.

Electrics

The distributor does exactly what the name suggests; it distributes the high power charge generated by the high tension coil, in an



Front cross member. Gearbox casing and rear mountings onto cross member. Torque tube and universal joint casing. Handbrake and cable assembly. Rear of engine clutch housing. Brake and clutch pedals. Diagonal chassis support. Exhaust (just visible). N.B. wiring loom speedometer cable and gear not yet in place.

ignition sequence, to the sparking plugs. On top of a vertical shaft, turned by a helical gear enmeshed with the camshaft in the engine, is a rotor arm. As the rotor spins round it comes very close to four contacts and a short burst of electrical power crosses over and passes to the related sparking plug. Attached to the base of the distributor is the capacitor or condenser which helps the process along, and inside, beneath the points, are sprung weights to advance and retard the ignition. (Do look at the manual for far greater clarification.) Remember that the firing order is (from the front) 1,2,4,3. It is ever, ever so easy to replace the ignition leads incorrectly, not spot it, and spend hours of frustration trying to start!

The high tension coil will be fixed somewhere on the bulkhead. This is basically a transformer changing low voltage to high voltage current. There are two small contacts at the front. If you have an original unit these contacts will be labelled either SW for 'switch' (i.e. ignition switch) or CB for 'circuit breaker' (i.e. distributor). Later coils will be labelled with a plus or a negative. If we assume that your car is as original then it will be positive earth, so the lead to the distributor will be positive and the lead to the switch negative. It is very easy to transpose the leads; I've managed to do that as well.

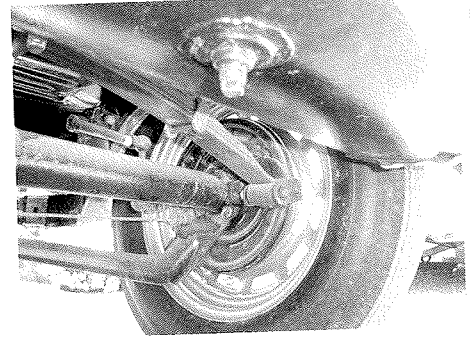
In order to generate electricity a generator or dynamo is attached to the top, front, driver's side of the engine. Dynamos (like the Starter Motors and Control Boxes) are dated on the casing. More importantly they vary in size and capacity. A Sidevalve is either fitted with a three brush dynamo and a cut out or a two brush dynamo and a control box.

In the case of a three brush dynamo, when the cover band is moved it is possible to see a small blade-like 'brush' which can be moved circumferentially. By doing this the rate of charge to the battery can be altered.

The small rectangular metal box, the Cut Out, acts like a switch. It does two things. When the engine is switched off it prevents the battery being discharged by the flow of electricity into the dynamo and similarly if the dynamo is not producing enough current – say at start up, for example – it 'cuts out' the flow from the battery.

The electricity generated by a two brush generator is regulated, in a dynamic system, by the control box. There is no need for a third brush and the dynamo may or may not have a cover band. The casing is broader in circumference than the three brush dynamo which is narrower in comparison. The two brush fan belt pulley is bigger. (When ordering fan belts, be very clear about the generator size pulley as there are at least three different sizes.)

The control box or voltage control regulator incorporates two coils or 'bobbins': the cut out (which performs as previously described) and a current and voltage Regulator. The voltage



Driver's side, rear. Petrol tank and drain. Rear axle casing and wheel. Rear radius rod (hockey stick). Shock absorber arm and link. Brake cable and dust cover. Spring and shackle. Brake plate.

'windings' prevent the electricity generated by the dynamo from rising in voltage, and the current 'windings' help to maintain a steady flow of electricity from the dynamo to the battery, so preventing overcharging.

The regulator is easily recognised as a brown Bakelite box secured to the top or front horizontal surface of the bulkhead.

Starter motor, fuel pump and carburettor

The starter motor can be seen at the rear base of the engine on the driver's side. It can 'stick' occasionally but if a gentle tap won't do then ease the two restraining bolts and 'waggle' it. If you ever have cause to remove the starter, it is best to let it find the best position. Tighten it up loosely, then engage the motor a few times by turning over the engine, and then tighten it up fully.

The fuel pump and carburettor are situated on the passenger side of the engine, near the manifold: not perhaps one of the best design features, and brought about because of the need to drive the pump by mechanical action. With modern fuels which appear to burn at higher temperatures, having a fuel pump directly bolted to the engine block just below the exhaust manifold and 'hot spot' is almost certainly going to give rise to fuel vapourisation in the summer months. The fuel pump does really need to be working faultlessly to ameliorate this. You can check the flow easily by undoing the connection to the carburettor and pumping by hand. Do clean out the fuel pump filter but remember, don't poke it or the body of the pump. Put it back the right way up and do not over tighten the cover bolt as it fixes in the casting.

The carburettor is almost as easily fiddled with as the distributor! Its function is to provide the correct fuel air mixture required by the engine at all times. This process and repair is discussed in detail in the manual. Sediments from the petrol do gather in the bowl and it may be worth taking this off very very occasionally to clean, but do so with great care. Use the correct size screwdriver to

Continued on page 28

The 107E Prefect

If asked why the Ford Sidevalve Owners Club admits the overhead-valved 107E, I give the standard reply: the Club was formed as the Ford 100E Owners Club and the 107E was admitted as a development of that model, so the renamed Club continues to do so. In fact, this is untrue: the 107E is not a development of the 100E at all.

The 100E first appeared in October 1953 and, despite its major mechanical components having been developed from predecessors dating back to the 1930s, was bodily a very advanced vehicle. But by 1959 it was 'tired': its styling was becoming out of date and its engine and transmission were prehistoric. Ford had for several years been developing its successor, the all-new 105E Anglia with its up-to-date, American-inspired styling, superb overhead valve engine, four-speed gearbox and hypoid rear axle, and this appeared in October 1959.

This was an exciting time for the British car buyer. Ford's new Anglia shared the limelight with Austin's A40 Farina, Triumph's Michelotti-designed Herald and the BMC empire's revolutionary Mini, all in that October. With so many completely new cars to choose from, you would be forgiven for thinking that everything possible was there for the asking. Not so.

Apart from ultra-modern (for 1959) styling, all these cars had one thing in common: they had two doors only. There wasn't a four-door option available in the small, family saloon market. As all cars had only two doors, the purchaser could not simply move to another manufacturer so the car producers had no fears of lost, loyal customers. There was however one small four-door car still available: the Morris Minor. It might have bordered on the prehistoric, but the four door option was a major incentive to purchase, and one that Ford Motor Company could ill afford to ignore.

One answer would be to make the new 105E available with a four-door option, and this indeed was considered and plans made. One shell was modified, apparently on one side only, to accept four doors but whatever the problem encountered, the plan was abandoned.

Plan B was to try to fit the new engine and drive train into the 100E Prefect shell, and this proved to be a much easier proposition. Some modifications to the basic shell were required, but these were, for the manufacturer, very straight forward: the bulkhead had to be modified to allow a deeper central recess to clear the longer engine; the gearbox tunnel enlarged slightly to fit the bigger transmission, and that was about it; everything else fitted. Ford found that they had a very cheap way to provide the necessary four-door car to the small-car buyer.

Of course, the shape was exactly the same as before and dated back to 1953, but it had been

an advanced shape for its time and wasn't, even into the 1960s, as outdated as others would have been. It had also been given a face lift in 1957 which brought it much further towards the 60s than might today be realised. What's more, there is always a reaction to change and some of the new designs failed to please the more conservative customer, and the 105E was among the more radical in this respect. So the brand new 105E was launched with a familiar-looking cousin: the 107E Prefect.

In fact, Ford had an unusual problem with this car: it was too cheap to build. This was because development costs of a new model are high and have to be ameliorated over the production run by adding to the retail price; the 107E's costs as far as the body and many of its chassis components were concerned had long been paid off by the 100E, while charges against the power plant and drive train would be spread over the 105E range and several other models already under development. There was a lot of profit to be made from this new hybrid, possibly a little too much for comfort.

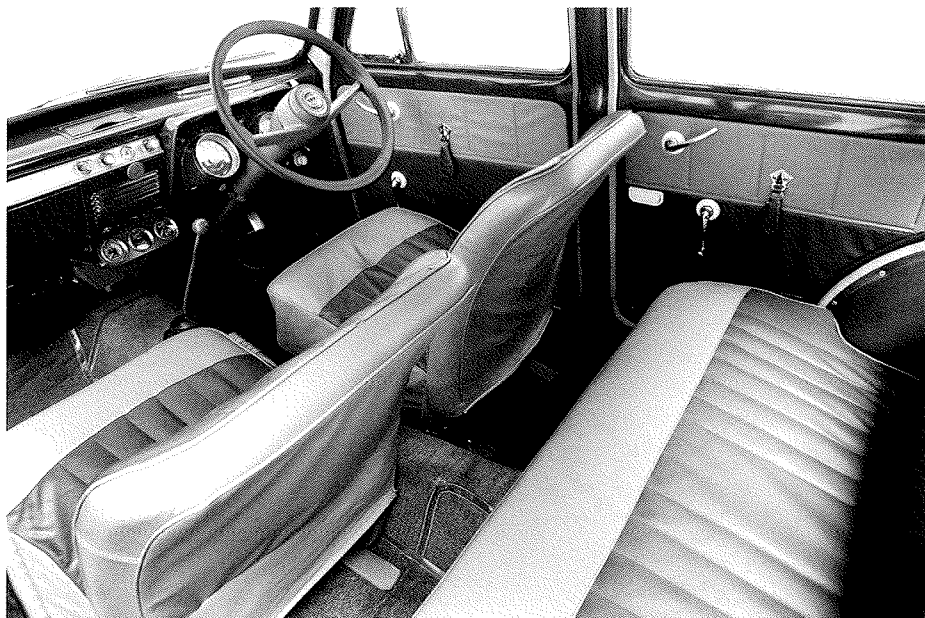
Certainly there was room to incorporate many luxuries not available in the previous 100E or, for that matter, the new 105E. Build quality was good (for the time) and some improvement to the specifications was incorporated. All 107Es were billed as Deluxe, and minor but appreciated additions were padded sun visors and loop pile carpets, which were not fitted to the New Anglia until the arrival of the 123E Anglia Super some three years later. The control knobs were clear fronted with their functions shown in black on silver motifs behind the cover, and the front seats were improved over the standard 100E and 105E items. Either at or soon after introduction, chromed dog-leg decoration was added to the front wings as an extension of the waistline mouldings. There is a common misapprehension that all 107Es had dog-legs; not so, any more than all 107Es had two-tone paintwork. Most did, however, and the whole

vehicle gave an impression of quality not seen in other makes or models.

Despite all these improvements, there were some aspects which should have been addressed but were not. The car retained vacuum wipers, which fact was immediately pounced on by the road testers. Strangely, Ford already offered an electric wiper unit, but only as an after-sales modification. Had this been incorporated from the factory, it would have greatly enhanced the model's appeal. Another accessory-only item was a heater, which was already factory-fitted in the outdated Minor, and could easily have been included as original equipment (far more easily, in fact, than retrofitting it at the dealerships).

But these minor criticisms apart, this hybrid vehicle cooked up by Ford in a hurry to fill a perceived gap in the marketplace proved to be an excellent little car; it has been stated that it is what the 100E should have been all along, had not a shortage of funding caused development of a new OHV engine to be abandoned in the early 1950s. To be fair, the 100E did well enough, and had the engine been developed at that time, it is doubtful that it would have enjoyed the success of the Kent unit which, heavily modified, continued in production into the 21st Century in the KA. But however good the 100E engine had been, it was out of place by 1960: motoring was changing rapidly with motorways being built and major A-roads being upgraded to allow higher speeds to be maintained for long periods. The long-stroke 100E engine was not at home in these new conditions, but they presented no challenges to the new 107E.

While the 100E had been a modern styled car housing mechanicals that were approaching obsolescence, the 107E was the inverse: very modern mechanicals within a obsolescent body shell. But both did their jobs well, and earned Ford Motor Company not only much profit but also many loyal customers.



The New MOT Regulations

The new MOT regulations: how do they affect your Sidevalve?

In the main, most of the changes affect the electronic systems in your everyday car. New regulations mean that rubber bushes, seals and gaiters over suspension components such as ball joints have to be damage free to prevent the ingress of dirt; previously slight wear here was only an advisory point unless it was compromising the operation of the suspension. Most testers I have come across have been failing joints on this point for at least 30 years! The Club does supply rubber covers for all Sidevalves' steering joints. With an Upright, don't forget the brake backplate/cable rubber covers – again, the FSOC carries these.

Lights are the most common cause of MOT failures: either inoperative elements, such as brake or sidelights, or incorrectly adjusted headlights, including headlight levelling devices. From January, the intensity and correct colour of the lighting has become a part of the test.

Over the years headlight covers can become discoloured, which will affect the intensity, and older cars have a lower power output which may now lead to a failure. Sensible interpretation by the tester of the regulations is the key here! Faulty number plate lights are also a regular cause of failure.

Another problem for owners of older vehicles is oil leaks on steering boxes. If deemed to be 'significant', this could also result in a test rejection. This is often the case with the Uprights as the seals harden and leak *and* they are not easily replaced, as the shaft may have sideways movement causing leakage even with a new seal.

Engine mountings, whether soft due to oil contamination or cracked with age, will be inspected for security. The FSOC supplies these on exchange.

Damaged or chafed fuel pipes will result in failure, as they will if they are seeping fuel – yes, you guessed it, the FSOC sells those flexible fuel pipes in the engine bay! All models should have a metal pipe from the tank to the engine bay.

Basic Upright Sidevalving

Continued from page 25

remove the jets and *blow* through them. *On no account use wire.*

While the bowl is off, use your finger to press the needle valve up and down to check the action and give the float a visual check. Do not alter the washers at the base of the needle valve as they were correctly set.

Finally, whatever else you do, do not drop anything down the throttle barrel (where the butterfly valve is).

In the past a speedometer was not a testable item: now, the speedometer has to be seen to be working and that means driving the car either on the road or, if space, within a workshop compound – something the testers haven't had to do before. Can they safely drive some classics like ours with reverse where first gear generally is? In the old days many Sidevalves were driven backwards into a wall when the mechanic selected what he thought was first gear! The car will fail if a speedometer is not fitted, is incomplete, is inoperative, has a dial glass broken/missing or *cannot be illuminated*. All Sidevalve models have illumination of the gauges with the sidelights turned on so there should not be problem here.

The battery will be checked for security. This should present few problems unless the wrong sized battery is fitted, the clamp is loose or corrosion has affected support or security of the battery. Again, many testers failed cars for this in the past and had a lucrative trade in battery clamps!

Doors must be easy to open and close – hinges, catches and pillars will be inspected. A rear door that cannot be opened from the outside using the relevant control is a new reason for failure.

The condition of a car's wiring will be inspected for damage (such as chaffing against the engine or through an un-grommated hole etc.), and for its security.

Headlight main beam warning light will be inspected – you may have thought it always was! The 100E and 107Es have main beam warning lights but the Uprights do not have these as standard. Again, depending on interpretation, these may have to be fitted under the dashboard ... While on the subject of warning lights, the indicators should have a tell-tale warning sound or be visible from the driver's seat. If you have indicators on your Upright Pop then they should have the tell-tale. If you have trafficators then unless you can see them from inside an indicator lamp or buzzer will be needed. I think that we will need to see what happens around the country over the next few months.

Products on the lens or light source that obviously reduce the light's intensity or change

Other items

Look out also for the horn (front, driver's side) and the vacuum pipe for the windscreen wipers which is connected to the manifold.

If you look carefully you will see two important features which it is easy to miss: the front radius rods. These are attached, one each side, to the side of the engine block where it joins to the oil sump. They then come forward at an acute angle and are bolted to the rear vertical edge of the front cross member. These structures impart strength and reinforce location of the engine / clutch / gearbox assembly. It is vital that they are firmly fixed and secure.

its colour will become a reason for failure – this applies to front/rear position lamps, registration plate lamps, stop lamps and direction indicators. In our case it will be the fading of the lens due to time. Most new lenses are available from the FSOC.

The spare wheel, if present, must be legal but you do not need to have one in the boot.

It must be possible to secure the driver's seat fore and aft adjustment mechanism in two or three different positions where adjustment is available.

Failure items can be repaired or replaced within 10 days without the need for a re-test and most garages don't charge extra for this unless the vehicle needs an extensive re-examination.

With these extra checks the MOT examination is inevitably going to take longer, rising from an average of 45 minutes to an hour which means that it is likely to start costing more. Perhaps there is a case for classics having a lower charge as they do not have the complex electronics etc.

Something to remember if you are buying another Sidevalve: all the certificate actually says is that on the day it was tested a car met a set of standards laid down by the Department of Transport. A month, a week or even a day later that same vehicle could be un-roadworthy – so never treat an MOT certificate as some sort of official warranty of the soundness of a vehicle you are intending to purchase.

Classic vehicles will be exempted from the MoT test, Roads Minister Mike Penning announced in late May.

Classic and historic vehicles are often very well maintained by their owners and have a much lower accident and MoT failure rate than newer vehicles.

The current requirement to undergo an MoT test goes over and above the obligation set out in European legislation. Following a public consultation which showed high levels of support for the proposals, **vehicle manufactured before 1960 will be exempted from the MoT test from 18th November 2012**, reducing costs for owners.

The rear brake light switch can be found hiding under the passenger's side angle chassis support. If you ever need to adjust the operation of the rear brake, do it by moving the switch forwards or backwards along the mounting holes. Do not try and shorten the chain (I've done that too).

Well, that's it. I know that I have left things out and it may not be detailed enough for a but it is an honest attempt to get you to know your Sidevalve and I hope encourage you to BUY THE MANUAL.

N.B. Any comments for the magazine are welcomed.

Letters and Emails

SVN Editor,

E-mail:

editor@fsoc.co.uk

A word from Sri Lanka

Dear Sidevalve,

I have been a member of the FSOC since 2001 and I have renewed membership regularly to-date. In 2002 I nominated Ashmika Guruluwana, a family member, as a member of the Club and he would be representing me in future.

I paid a visit to the FSOC in 2004, when I became the first to visit the Club from a distant country. There I met John Porter, Shirley Wood, Yvon Precieux, Stephen Wood and Peter Williams, all Club members. In my first visit I bought spares for my 103E Ford Popular. In 2005 I participated at the Annual General Meeting and again bought spares for my car.

Together with the other member from Sri Lanka, Mr Anton Gajasinghe, I participated in the Pageants of Motoring in 2006 and 2007 which were held in Enfield.

Moving on to Sri Lanka, I took part in motor racing, where I drove my car in two international tracks. I have participated with it at three motor shows which were all grand events. I bought another car (a Ford 107E Prefect) and repaired it to good condition. It's painted with imperial maroon and smoke grey.

My friend Mr Anton Gajasinghe also owns a 100E Prefect and a 105E Anglia. He joined with me once at the Enfield journey. Mr Jinendradasa, another of my friends, has a Ford Prefect (E493A) and it's the best Ford car in my area.

Having collected all these cars, I hope to hold a car rally in Sri Lanka. I would retire from my job this year and wish to do more work for the betterment of FSOC.

Yours sincerely,

Mr Dela Banda

Upright engine tuning

Dear Upright Owners,

I have an E493A Ford Prefect with a standard Sidevalve engine. I am hoping to restore the car to a roadworthy condition (at some point!) with a view to using it as my everyday car.

My question relates to the engine response that I am likely to have in the E493A. I have recently purchased an Aquaplane inlet manifold complete with twin Zenith carburettors that I intend to use on the car. I am also looking to buy an Aquaplane head and probably an external oil cooler at some point in the future.

I would appreciate hearing peoples' experience with 'uprated' parts in a standard weight Ford Prefect/Anglia/Popular (Upright models only please)?

There are so many parts that I could upgrade that I need to be sure I am spending my hard earned money in the right areas, as I will not be able to afford to bolt on every part that is available.

Items such as the gearing and flywheels are of particular interest.

To be clear, I am not under the illusion that these parts will make my standard car worthy of a race track, and I do not drive my cars in that manner in any case. I just need to make the car as usable as possible without compromising the history of the car or breaking the bank!

Thank you in advance.

Yours,

David Gregory

A world of contrasts

Dear Sidevalve,

Here's one I took last month on the way to the Medway Festival of Steam and Transport at Chatham on 8th April. Looks like a peaceful road in the 1930s ...? Look again: in the background is the M20!



A world of contrasts for the classic car owner in a changing world.

The second photo (below) is of long-time member Alan Porter (and passenger Kevin Burke) with his 1928 Model A Phaeton and my C at the Chatham show.

Yours,

Stan Bilous



More Squire

Dear Sidevalve,

Thanks to our editor for printing my short story about my 1957 Squire. I hope other members enjoyed it. There are lots of interesting stories and helpful features in *Sidevalve News*, and worth every penny, so thank you.

I have sent a couple pictures of my Squire in our new home, after living in London SE20 for 35 years before our move. We are very happy, and hopefully all being well I shall try to get to a couple of local meetings this year.



There is also a picture of me with my 300E Thames 7cwt van conversion, that resembled a Squire/Escort which I owned in 1960-64, on holiday in Somerset.



Thank you for a good club newsletter.

Yours,

Tom Bowles

Visible horse power

Dear Sidevalve,

This is a short story about a recent happening in Australia. I am quite interested in getting answers to the questions. The story refers to a Ford E93A engine and technical stuff.

At a recent All Ford Day at Birdwood in the nearby Adelaide Hills, 400 Ford vehicles of many kinds turned out and were on show. There were a lot of Club stands and as the President of the Ford Owners Car Club I had my c1952 Anglia Tourer on the FOCC stand with 35 other vehicles. The Adelaide Ford 8 and 10 Sidevalve Club (which I started) was next door with four 100Es and two Uprights.

There were a lot of late model high horsepower vehicles there and one of the attractions was a dyno: not a real big diagnostic job but a simpler 'how many kilowatts' outfit which was well used by the high horsepower set.



I have the warmed up Ford Ten engine in my Tourer and I was interested to find out what sort of Kws it turned out. The operator backed the Tourer on to the dyno and managed the gearbox during the run with a lot more skill than I expected. The engine was run up under load to 5,000 twice and the high point was 18.3Kw or 24.5hp in the old figures. The Tourer did generate a good crowd of lookers who mainly expected the engine to blow to smithereens but most were impressed with the clean power delivery. The engine without the road noise associated with 80 to 100kph travel sounded good.

The power 'curve' from 80 to 100kph was basically flat, which is borne out by the way the Tourer drives through the hills: once you drop below 80kph the power drops off quite quickly with 17hp at 60kph.

I have seen varying hp figures for the Ford Ten engine. The FSOC website says 30hp and the hot-up books suggest 27hp is a more reliable figure. Do any of your readers have any facts or ideas on the amount of transmission losses that come with the Ford Ten? If I have 24.5hp at the rear wheels, what should I have at the fly wheel? Any ideas or knowledge to please, unless you can make a good story for this newsletter.

The photo is by Terry Meads.

Yours,

Gordon Cowley of Oz

Phillips Constant Flow Fuel Injector

Dear Sidevalve,

Recently when checking through some Specials literature I came across a photo copy of an advert for a Phillips Constant Flow Fuel Injector, suitable for a 100E, that appeared in the February 2005 copy of *Sidevalve News*. It was copied from a much earlier *Practical Classics Magazine*. I responded at the time with a request for any further info that the members could give, with no replies.

These days you simply Google 'Phillips Constant Flow Fuel Injection' and see what happens – and happen it does. It was a quite well intentioned item that would when properly adjusted give good results. It had one drawback: it was gravity fed with no needle and seat. The fuel had to be turned on and off in use. The possibility of having excess fuel and fire everywhere was not something to be overlooked. You can check it out but I do not want one!

A company in America called Gearvendors (www.gearvendors.com) took over the patents and assets of GKN and the Laycock overdrive organisation. They have further upgraded the overdrive unit for 1,200hp engines and that or stronger units are all they make nowadays. It still seems to be of the compact dimensions of the Laycock fitted to MG and Triumph gearboxes. They make various adaptors for use behind many American gearboxes and they can be adapted for use in torque tube drives. Whilst I am not mad keen on the extra 'unsprung' weight close to the diff on my Anglia Tourer, the gap between second and top gear may well be negated by this unit and make the Tourer even more fun to drive and more economical to run, in terms of less mechanical strain on the engine and driveline components and fuel economy as well. The number of turns the engine now requires to move the Tourer 500 miles will take the Tourer 610 miles. They claim to make the most expensive and the best overdrive available (electric controlled full power shifts) but it still seems to be good value.

Yours,

Gordon Cowley of Oz

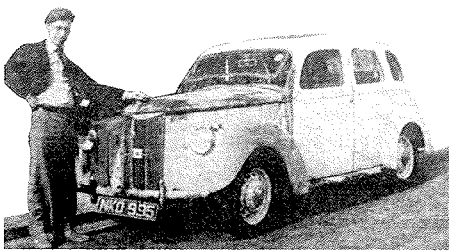
Restoring NKO 995

CLUBS

At a dinner in the early 1970s, the discussion turned to Hot Rod Roadsters: get an old car, rip out the old engines etc. and replace with a 3.8 super jobby, and drive it at breakneck speed in hot-rod racing events. One of the guests was thinking of doing it to a 1951 Ford Prefect he had.

I chipped in that that was not my idea of fun at all. I would enjoy the engineering side, but not the idea of doing it to a Ford Prefect. My idea would be to restore the Ford to its original condition, as nearly as I could.

The grand sum of £25 changed hands and by the end of the evening I was the proud owner of a 1951 E493A Ford Prefect first registered on 15th May 1951, with two con-rods poking through the sump! And somebody had painted it with white emulsion paint. We towed it home. That was about April 1973.



The White Elephant

The owners

The first owner was Joseph Clayton, The Coach and Horses, Lyminge, Nr Folkestone, Kent. It was registered on the 15th May 1951. I note that he paid £7.00 in road tax. He sold it in 1964 having owned it for 13 years.

The second owner was Robert Henry Baker, who only lived just down the road from the pub. Road tax was £15. The car was then passed to somebody living at the same address in 1972.

The new owner was Donald Jordan, who owned it for about a year. The road tax had gone up to a mighty £17.10.00. In 1972/3 it was sold to Martin John Solomon of Allington Way, Maidstone. I was the next owner.

I owned the car until my daughter was 21, when I gave it to her (1987). So I nominally owned it for 15 years, but continued to play with it for many more years until last year when she gave it to her middle son Alistair, also aged 21. The car has been in our family for a total of 40 years, 1972/73 until 2012. I hope Ally keeps it for his kids.

Interestingly, Ally grew up and lives in Elham, Kent – the very next village along the Canterbury Road from Lyminge, about four miles from where the car spent the first 22 years of its life.

The car was 61 years old on 15th May 2012.

The first restoration

I started my first restoration almost immediately, by removing the engine to the workbench in the garage, where it spent the next year. The main known problem was the hole in the sump, which was very easily repaired by a local workshop. He had to replace all the bearings, the crankshaft and the con-rods etc., which took much longer, not in the fitting sense but in the finding of parts. I soon discovered that getting parts was quite a problem. It became a matter of whom you knew and what could they offer, i.e. did they repair parts, or restore them, or did they do re-sprays, and a myriad of small things you can't do or find yourself. Historic car rallies helped.

We soon built up a network of people who were interested in restoring old cars, garages, owners and specialist repair companies who became very important to us. For example we needed con-rods which had a bottom bearing of 10 thousandths of an inch over or under and our main crank shaft wanted a similar fitting for its bearings. A garage in Gillingham managed to find four different people who had different bearing/con-rod fittings, all slightly different, but by a bit of research and juggling the parts we gave him this garage managed to meet all our needs. It took nearly nine months of research! What a great guy that garage owner was.

We didn't have the efficiency of the FSOC parts section then. Our present restoration (2012) was much easier – I ordered the parts from the

FSOC, and just replaced them! This service is wonderful – support it! You don't necessarily get it from other clubs.

I didn't even know such an organisation as the FSOC existed, until 1974 when I first joined with number M/956. By 1975 I had restored the engine, and believe it or not that was the only part of the car that needed mechanical restoration at the time. The first time the car actually started, after trying many pushes down the short slope outside my house, was when I had given up and called the AA! The AA patrolmen were not (then) supposed to assist outside your house, and the AA man told me that but as he wasn't busy he would help me get it started because it was an old car which he liked and he had served his time as an apprentice, repairing.

The cylinders had not been re-bored but I did have new rings on the pistons, and new shims where new shims had to be, and everything was a bit tight. The AA man looked at me and said as much, having given the car a turn on his starter. But it did turn. Then he discovered that I had put the wrong plug leads on the wrong plugs (remember 1-2-4-3?). Once he had corrected that, miracle of miracles, the engine started – rather roughly. The AA man then adjusted the points and the car settled down to a nice sound. Thank you, Mr AA Man. There are nice people in the world, you know.

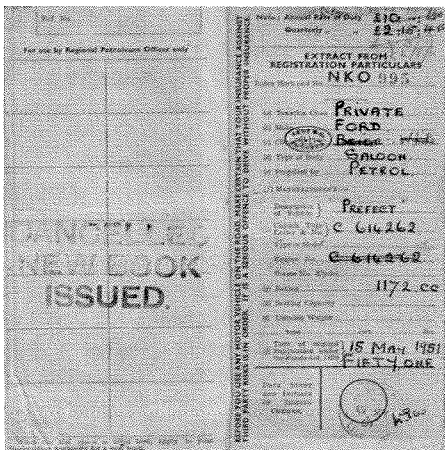
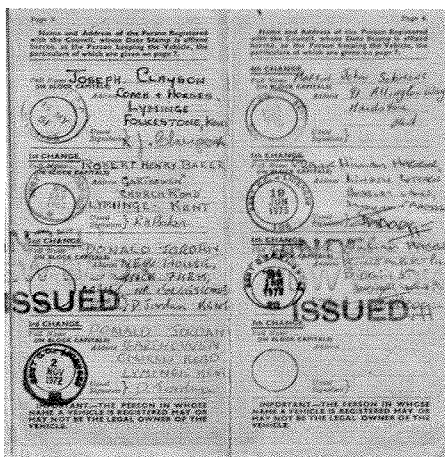
The second restoration 1976–1984

Once the car was a runner, I lost a bit of interest in it. Money was tight, I wasn't enjoying my job and I decided on a change of direction, so became a publican. My wife and I bought the Prince Albert Hotel in Dover. Being a publican is really a full time job: I considered it a way of life. Because of these constraints the Ford really never got a look in. Early on we couldn't even find a garage for it, but eventually did a deal with a Panel Beater Car Sprayer, who for a small rent kept the car in his garage with the view that he would re-spray it in his spare time between other work he had. The car stayed locked up and every so often I would remember to charge the battery and take it for a short ride.

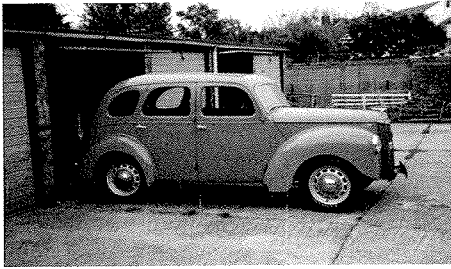
This all changed when my eldest daughter decided to get married, and to use the car as her wedding car. There was lots of polishing and finishing off the outside of the car to make it presentable for the wedding, and on the day she did use the car.

Both of my girls used the car as their wedding car, though the weddings were a few years apart. After the weddings some efforts were made to tidy up the interior but I regret not much got done. Indeed the poor old car got pretty well forgotten. We moved back to London and it sat in my garage in Muswell Hill for the next 9 to 10 years. Occasionally I would give it a run, but then the battery gave up and the car was not used again until I moved to France in 2001 when I retired.

The car came out to France principally because nobody in England had a garage. I had a large



Copies of the Original Log-Book (now replaced by form V5).



Outside the garage, second restoration era

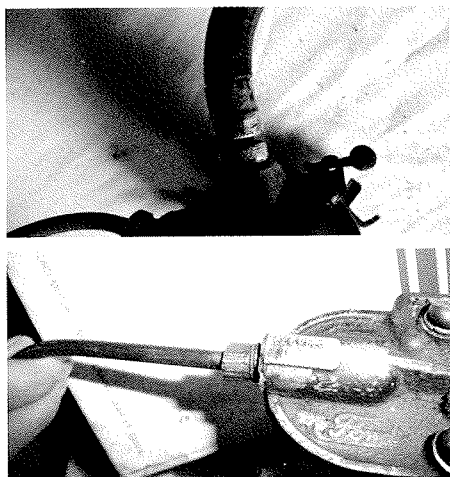
'Cave' in my house in France, so it was the obvious answer. Nobody was particularly interested in the car but I still had an inkling to finish the restoration. The car bodywork had taken a bit of bashing whilst being stored and being transported to France (actually in the back of a large furniture van).

I drove it around the village for a while, until it started to play up a bit, when once again it fell out of favour.

The third restoration 2012

In 2007 I downsized my house in France and did not have room for two cars, let alone the boat, and a new camper car which I had bought, so I had no room to store the Ford again. However my daughter and her husband do own a lovely old cottage here in France, so I transported the car on a trailer to the Dordogne, to store it in their garage – after all it did belong to my daughter. Once again it fell out of favour for another five years. Then Alistair, Charmaine's middle son, asked if he could have it. His mother said yes, and he has been the driving force behind the third restoration.

During Christmas 2011, when we were staying with the family in Kent, Ally suggested that I come and help him 'Get the old Ford going again'. He had just finished university and was now an Assistant Teacher at his old school, so he has plenty of holidays. He suggested that we meet in Loubas (the Dordogne house) at half term in February this year. Great, I said, but warned of freezing temperatures and thought perhaps the Dordogne in February was not a particularly good idea. And were we going to 'get it going again' or finish the restoration? I believed that he



Top: fuel pump 'in' connection. Bottom: carburettor 'in' connection, both very knarled.

should replace the starter motor, the distributor, the petrol pump and the dynamo. We would also need a new battery. Was there any money in the pot for these items?

Actually, no. I think he thought that Granddad was going to put his hand in his pocket, but Granddad took a differing view. Granddad's view was that if he was really interested he should make a commitment to the restoration. The money was left as an open question until we had researched the costs. So it was agreed that Ally would become the member of the FSOC and I would become the family member and help him.

When I got back to France I looked up the FSOC site and arranged for Ally to be a member (I thought I wasn't paying for this, but I was!). I spoke to Jennie, the excellent Secretary of the FSOC, who arranged for me to have the paperwork and we joined at the beginning of 2012. She sent to me all the paperwork, together with a spares list. From this list I was able to cost the exercise and let Ally know what was needed, and most of all how much it would cost. It was going to be about £500. Ally agreed and got the money together (probably the bank of Mum & Dad – a loan I hope). We ordered the parts and Ally was to collect them from Abingdon to fetch with him when he drove down to Loubas in February. For various reasons February fell by the wayside but eventually at Easter 2012 we all assembled in Loubas, a very old French stone cottage with cellars, situated on a cliff top overlooking the beautiful Vallee-du-Lot.

The following morning Ally and I started.

Our plan was to first photograph anything we were going to remove, remove it, and replace with the new parts. You can see from the two photos at bottom left the problem we had with two of the petrol lines. They are the two petrol pipe connections in and out of the fuel pump/carburettor. We chased around everywhere to see if we could get anything to replace them – but no hope, so they had to go back on as they were. We are now looking for a new set. We used a mole grip to remove these connections.

We started with the carburettor removal, then the fuel pump. We replaced them immediately with the new ones obtained from FSOC – a fairly straightforward job. But the old petrol in the tank was pretty bad so we drained as much as we could off – about three litres of horrid brown petrol (probably over five years old). We also blew down the petrol feed line with the pressure of a foot pump to clear the line of debris. We used plumbers' PTFE tape to replace the petrol connections, as advised by our friendly local French Garagiste.

Tip, probably not unknown to others: if you have a digital camera I advise taking photos of difficult to reach nuts/bolts before you start. Just put your hand/camera near or under the nut/bolt, and point/click. This can help with getting the right tools and attaching them to the nut/bolt.

Next we removed the old generator, fairly straightforward. Then we removed the fan belt



Removing the old starter motor.

driver from the generator. Unfortunately we damaged the nut connecting the fan belt drive to the generator, and could not replace it on the new generator. Once again our friendly French Garagiste helped. He found a replacement nut. Actually he searched through his bits and pieces box (we all have one) and found an old one – I think he was as pleased as we were when he found it.

This highlighted a problem we had not thought of. We are restoring a 20th century English vehicle built with 20th century nuts and bolts – Whitworths, BSC in inch sizes etc. In France they are all in millimetres. This was to be a problem later.

Next we removed the distributor, the plugs etc. and replaced them with the correct TDC and the correct firing order, but we could not fix the points. I only had a millimetre feeler gauge! We needed an inch feeler gauge. However, when we have one it should not be much of a problem.

Then we replaced the old starter motor – bloody difficult place to get your hand at – but it worked first time, and the difference in the pace of engine turn-over was most remarkable.

The following day it was time to give it a try (despite the fact the points were only a guesstimate). It didn't start! Surprise! Surprise! But we did have a few quite loud backfires.

Well, that had to be the end of restoration number three, but now we – or should I say Ally – knows what he needs when he returns in July with his friends (a mixed group of young twenty somethings). He can do the points etc. and impress them all with his new car and his engineering skills. Good luck, Ally. All you have to do now is the interior, give the old girl a good polish and you should have a Concours-level vehicle which you can drive around France at your leisure. That is, if I can resolve the French legal obstacles to that event?



The car today