

News



Volume 29 · No 1 · February 2012

Sidevalve



Features this issue

AGM 2012 Calling Notice

100E Valve Cotter Replacement

Report from Madeira

Historic Sporting Trials Association

John Porter

A Happy New Year to you all and, as we all make resolutions, some rules.

Rules for collecting Sidevalves

Rule 1: Collect only one model of Sidevalve. This makes it harder for anyone to know exactly how many you own.

Rule 2: Never line up your Sidevalves as they can then be counted. Also, it can be realised that there is likely to be some expense involved. Scatter them around the estate or rent lockups like a lot of us do so that only two can be seen at once.

Rule 3: Resist the temptation to number your Sidevalves – it is much safer to give them names to personalise them. Who would make you sell Daisy? Whereas 'number 7' is so impersonal.

Rule 4: Somewhere, early on in your Sidevalve collecting career, buy one that you don't want and sell it again quickly. So, if comment is made about why you need, say, five Sidevalves, you can say that you won't always have five as you sold one last year. You can always get a friend to lend one and then give it back after a few weeks, and then you are able to say that you sold it.

Rule 5: Pay for the new addition with cash or some other way that leaves no withdrawal in the joint bank account. Hide or destroy all receipts. It is always possible to promote the acquisition as an investment and a hedge against bad times. Some partners may feel that the bad times have already arrived ...

Rule 6: Now and then buy a wreck 'for spares', even if you don't need any parts. You can then explain how much money can be saved instead of buying new spares. Mention

that the parts will increase the value of one of your other cars.

Rule 7: Have the new purchase delivered at night (perhaps when it is raining) and quickly into the garage. Turn off the automatic security light! Don't try this too often.

Rule 8: Have a friend telephone when you are out and leave a message in the following vein: 'John told me to keep an eye on the Prefect coming up for auction on Saturday but it made £2,200 and I know that such a responsible and careful person as John wouldn't pay that much so I didn't even bid for him.' So when you buy a car for, say, £1,500 you can say how cheap it was. Follow up with 'saving money like this will get us a Mediterranean cruise next summer.' If you say it fast enough, it might just work.

Rule 9: If a friend insults your Sidevalve, just laugh it off as you back into his new Eurobox.

Rule 10: In the event that your situation deteriorates to the point that your partner asks, 'Who do you love more, me or your Sidevalves?', do not, whatever you do, ask for time to think it over.

The above suggestions are not dishonest or deceptive, exactly. They are ways of making life easier for your partner. These little acts of diplomacy are actually a kindness, a way to smooth the way to family harmony.

Special Register

The FSOC is still looking for an enthusiastic volunteer to look after the Specials Register. This register supports the burgeoning group of Sidevalve owners that can do without a roof and a smooth ride. If you can help then please contact the General Secretary or Chairman.

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Greetings from the Membership Secretary

Happy New Year to all FSOC members and thank you for renewing for 2012; there were no hold-ups in the post this year as the weather stayed okay, although one letter from 'up north' was rather soggy! I had a lot of mail in the week before Christmas which kept me busy, but I did have help one day when granddaughter Charlotte – who is now 7 – helped update the records. She got the hang of it very quickly and did a great job under my supervision.

We had a very good and lively Christmas and this year's highlight was Grandad and Harrison, who is nearly 4, flying remote control helicopters around my lounge on Christmas Day; I have less artex on the ceiling and I am still wiping up the stains as Grandad's helicopter fell into a cup of tea and we laughed so much he forgot to turn it off. It does still work.

Jennie Thake
Membership Secretary

Events

Brian Cranswick

It's good to report that I am starting to receive details of many events for this coming show season. Drive It Day seems to have come around again very quickly, so why not give your old Ford a nice run out after the winter lay-up?

31st March, Heritage Show at the Detling Showground, Detling, Kent. Club stand. Details from Richard Greenway.

6/7/8 April, West Midlands Car Show, Weston Park, Staffs. Club stand to be arranged. If you want to show your car at this event, contact Stuart Battersby for details on battersby56@sky.com.

8/9th April, Festival of Transport, Chatham Docks. Club stand. Details from Richard Greenway.

15th April, All Ford Show, Aylesford Priory, Nr Maidstone. Club stand. Details from Richard Greenway.

22nd April, Kent Group Drive It Day. Details from Richard Greenway.

22nd April, Cambs, Lincs & Norfolk Group Drive It Day. Convoy Sidevalve drive using the back roads from Whittlesey to Denver Mill, nr Downham Market, Norfolk, or just meet up at the Mill from 11.00am. No booking is needed. Details from Brian Cranswick.

21/ 22nd April, Colne Valley Railway, Hedingham Station, Nr Halsted. Club stand on the Sunday. Details from Robin Thake.

21/22nd April, Riverside Steam & Vintage Rally, Nr Southport. Details from Joe Wheatley.

5/6/7th May, Merton Vintage Show, nr Canterbury. Details from Richard Greenway.



A very nice line up of Sidevalves at the 2007 AGM.

5/6/7th May, Rushden Cavalcade, Rushden. North London Group attending on the Sunday. Details from Robin Thake.

7th May, Culcheth Community Day. Merseyside Group Club stand. Details from Joe Wheatley.

12th May, Steam in Dartford, Dartford central park. Club stand. Details from Richard Greenway.

20th May, Faversham Classic Car Show. Details from Richard Greenway.

20th May, Clinton Hills Rally at Ashton Clinton. Details from Robin Thake.

25/26/27th May, Enfield Pageant. Autojumble on Friday. Club stand Saturday & Sunday. Details from Robin Thake.

2/3/4th June, Tatton Park Car Show, Knutsford. Club stand. Details from Joe Wheatley.

3rd June, Hamstreet Country Show, nr Ashford. Club stand. Details from Richard Greenway.

9th June, Gravesend Jubilee Motorfest. Details from Richard Greenway.

10th June, Wrotham Steam Rally, Wrotham. Club stand. Details from Richard Greenway.

10th June, Luton Festival of Transport, Stockwood Park Luton. For information tel. [REDACTED]

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

22nd July, Old Ford Rally, Gaydon Motor Heritage Centre.

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

18th August, Capel Classic car show, Nr Dorking. All Sidevalves welcome. Details from Mike Jillians.

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

Federation News

Mike Broadland

Following my appointment to the committee at the last AGM I hope to produce updates as to the latest developments from the FBHVC, to be included in occasional reports in *Sidevalve News*. For those who need reminding, the Federation of British Historic Vehicle Clubs exists to uphold the freedom to use old vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and in Europe. It was founded in 1988 and there are nearly 500 subscriber organisations, representing a total membership of over 250,000 in addition to trade and individual supporters.

Topics at the forefront of FBHVC thinking are at present the proposals to amend the MOT

testing for cars and the continuing problem of ethanol in petrol. Tests being carried out by the Federation on fuel stability additives were expected to have come to conclusion by mid-October 2011; however, part way through the 13-week test sequence contamination in the test bath was found to have influenced results and the tests were abandoned, conclusions being delayed. These additives will of course only protect against corrosion in the fuel system. They do not have any effect on compatibility issues which must be addressed separately.

The MOT question has been under discussion since the end of 2010 with a view to exempting certain groups of vehicles from the requirement to have an annual test. Following consultations the proposal was published that all pre-1960 vehicles should be exempted from MOT testing. This goes beyond the possible exemptions that had been mentioned

in discussions and as a result the Federation is at present consulting with its members for feedback.

Subscribers to *Practical Classics* may have read in the latest February edition a piece concerning the Federation, producing statistics it had gathered concerning the classic car industry, the last survey having taken place in 2006. In 2011 some 28,000 people were employed in the business with most businesses expecting to recruit more staff. The business generates £4.3 billion a year in the UK in support of some 850,000 vehicles registered before 1981. The only downside is that the majority do not see any increase in younger people joining the movement, with the age profile for most clubs getting older.

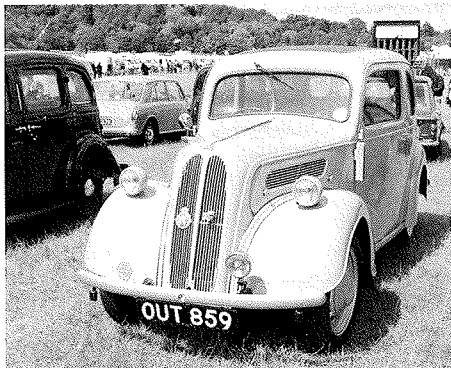
Regional News

Cambs, Lincs & Norfolk

Brian Granwick

A very original 103E

At the Belvoir Castle Steam Rally last year I came across a 103E, OUT 859. Unfortunately I was unable to find or speak to the owner, who may even be a Club member. This old Pop looked to be in original unrestored condition, one indication being the very aged window rubbers. What I found of real interest was a copy of the original bill of sale displayed with the car from Sharmans Ford Garage in Melton Mowbray, dated July 1957. The price of the car then was £295 plus an extra whopping amount in purchase tax of £149. These initial costs soon increased once the first owner paid for delivery, number plates and road tax, and also by adding a few accessories as well: a parcel shelf, rubber mats, seat covers, interior light, indicators, locking fuel cap and undersealing all pushed up the total cost of the Pop to just under £500.



I wonder how many first owners brought a 103E on a tight budget and did not bother with buying any extras at all just to keep the cost down. My own 103E (Ollie) when new had a parcel shelf, indicators, oil filter, interior mirror, ash tray, key locking boot, door mirror, dual wiper and a front panhard rod. Much later, when I purchased the car I added a heater unit. So although the base cost price of buying an old Pop was low compared to some of the other cars on the market at the time, you could have ended up digging quite deeply into your pocket to fork out for the final on the road price.

Drive It Day

Please support our Drive It Day event, if you can, to be held in Norfolk at the Denver Mill near Downham Market; please see the Events page for further details.

North London

Robin Thake

Happy New Year to all Sidevalvers. Let us hope the weather is fine so that we get out and enjoy the many shows on offer.

In early December 22 of our group enjoyed a Christmas meal at the Red Lion at Hatfield. Although at this time of the year it is quiet on the show and autojumble front, we managed to visit a show at Sarrat near Watford on Boxing Day. There was a good mix of about 200 vehicles including tractors, lorries, cars and motorbikes. This show is not organised, it is just turn up as you wish as there are two pubs: one running a BBQ and the other good pub food. Outside of this one there were several teams of Morris Dancers performing.

On 2nd January I went to the EDVVC annual autojumble at Whitewebbs Museum. There were more stalls than normal, and a good crowd of people looking for bargains and a natter to fellow enthusiasts.

The shows that we are booked into so far are Colne Valley Railway on Drive It Day, when steam and diesel trains will be running and all trips are free; Rushden Cavalcade; Chiltern Valley Show at Ashton Clinton; and a Club stand at the Enfield Pageant.



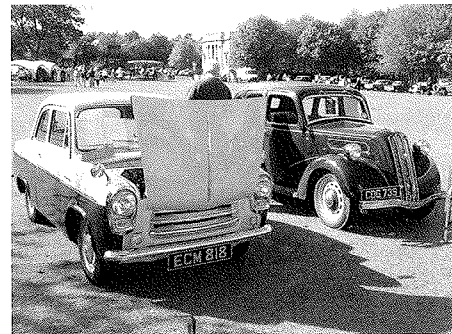
Colne Valley Railway

Reading articles in many classic car magazines it is interesting to read that there is a government proposal to do away with the MOT for pre-1960 vehicles. This seems a high risk idea, although Sidevalve members keep their cars well up to scratch, as I feel there could be some interesting vehicles kept on the road. In my experience a good MOT station will give out an advisory so that should be a help to keep our vehicles in good roadworthy condition. My only grouse about the MOT is that our cars take about 20 minutes to test and then have to sit there for another 25 minutes because the computer will not let the examiner log off; and then to rub salt in the wound you are charged for a full test. My motorbike is worse as it takes about 10 minutes although the fee is less.

Merseyside

Joe Wheatley

Not a lot to report this month, as the weather has not been conducive to getting out and about in our cars and I have been working away from home for several months.



Port Sunlight, September 2011

On 12 December we had our annual Christmas meal at the Bottle & Glass. Thirty two of us sat down to beef hotpot or chicken in red wine, as we were trying out a different menu this year. Sue the landlady and her team did an excellent job of looking after us and we all had a very pleasant evening. It was great to see so many ladies joining us and we were also well supported by some of the newer members. Perhaps if we feed and water them, the ladies would join us on more occasions?

(Jill has just looked over my shoulder and specified that the events she attends have to be *predictably* warm and dry, which I fear excludes most of our shows over the past two years!)



Ian Trim, Runcorn Bridge 2011

I encourage any members to come and join us at the Bottle & Glass or at some of the shows in 2012. You will be assured of a warm welcome.

In the meantime may I wish you all a happy and prosperous new year and may it only rain on weekdays!

Regional News

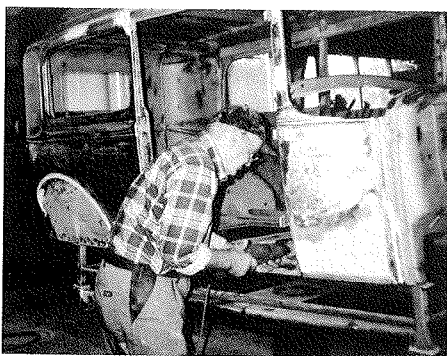
Scandinavia

Håkon B. Øverland

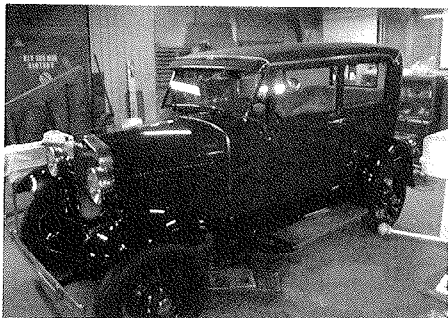
In principle I have responsibility as Regional Contact for a rather large region. It stretches between latitudes 55 degrees to 71 degrees north and longitudes 4.7 degrees to 31.5 degrees east. It goes without saying that within such a region it is not easy for the members to meet monthly in a centrally situated pub to discuss common problems or put the world to rights.

Probably as a consequence of this, one of 'my' members asked if it would be possible to release the names and addresses of fellow members within the region. I told him that I could not automatically do this, but I promised to send a letter to each member and ask their specific permission to release their names to other members. I did this by the end of December. A few days after I had sent the letters, the first permissions were returned – nine by the middle of first week. I will still wait a week or two to see if I get more, before I send out the names and addresses of those who have given their approval – but only to those who have approved of the idea.

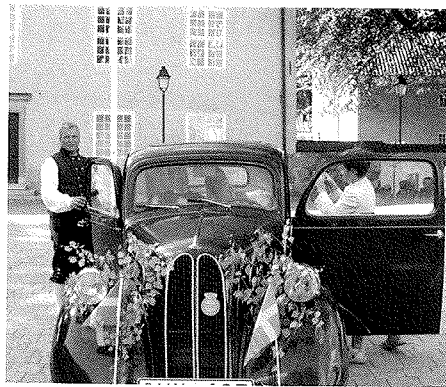
Another positive result of this initiative was that several answers were accompanied by photos of many nice Sidevalves. I enclose a few here. As you can see, we do have some really nice Sidevalves in Scandinavia, too.



Niels Erik Poulsen from Denmark working on his Ford A 1931. He also has renovated two Populars, one 1953 Prefect and one Anglia 1955.



The final result of Niels Erik's work. Nice, isn't it?



Hans Erik Johansson and his Anglia driving a newly-wed couple.

The tram driver's car

Søren Palsbo: The Danish Tramway Museum is situated some 35 miles west of Copenhagen with two museum tramlines of different gauges: 1000 mm and 1435 mm (standard gauge). In 2012 the museum is inviting owners of "Cars which followed the trams" – that is, cars dating from the very beginning of motoring to April 1972, when the last Danish tram disappeared from the street scene – to a pair of special events.

Two similar, and may we say successful, events took place in 2011, with participating motorized vehicles (also on two and three wheels) from six decades. There is significant competition from other similar events in the summer months but it seems that owners of vintage cars and motorcycles like the street atmosphere of bygone days when the tram bells were heard. Owners of English, German

and American Sidevalves – and of course their cars and passengers – are more than welcome to participate on the two Saturdays in question: June 16th and July 28th. Are you planning to be touring in your fine car in the surroundings of Copenhagen? Please write to: spalsbo@gmail.com.

Part of the exhibition at the tramway museum depicts street scenes with trams and cars together. One of the pictures found in the museum's archives is shown here. A member of staff at one of the big tram companies found a fine parking place for his Popular 104E, well clear of the tracks in one of the depot yards. Up to 1963 the depot at Aarhusgade (central Copenhagen) gave shelter and maintenance to both trolleybuses and trams. The picture was probably taken at the depot in 1964 as the overhead wires for the trolleybuses are gone. One of the trolleybuses is just visible in the background on the left, standing without its trolley poles. The other buses are diesels.

Most of the tracks and points from Aarhusgade Depot are now at the Danish Tramway Museum. The Danish collection of preserved trams, trolleybuses and old petrol and diesel buses is considered one of the world's top five such collections. However, about half of the collection is not in service or on display but is awaiting restoration, stored in big farm buildings in the vicinity of the museum. At least one of the volunteer workers at the museum is the happy owner of a Pop 104E!



Surrey

Mike Jillians

I hope you all had a good Christmas and I wish you all a Happy New Year.

Well, spring is looming in the not too distant future and most of us will be thinking of getting our cars out of hibernation and ready for a spin or two here and there. We will also be thinking of whether to join in any events or shows etc.

So, following on from my piece in the December issue of *Sidevalve News*, I am definitely going to arrange for a dedicated Club area at the Capel Classic Car & Bike Show.

This will be held on Saturday 18th August. A good, well organised show with plenty of stalls, refreshments etc., now in its 14th year and growing bigger each year. Last year it attracted around 500+ exhibitors. The village of Capel lies approximately four miles south of Dorking, Surrey, just off the A24. All are welcome – the Club area will not be exclusively for Surrey members. The more the merrier!

Details can be found at www.capelcarshow.com: for those without internet access, just call me and I will print details and post them to you (my details are in the front cover of this issue).

If you would like to join in with the Capel show, please let me know within two weeks of the date so that I can arrange enough Club space.

An event yet to be confirmed (at the time of writing) for location and date will be the Southern Sidevalve Day, where a number of regions get together and put on a good display of vehicles. It is well organised and well attended. Details to follow, probably in the April issue.

There are many classic car shows during the year and so I have decided to publicise just the Capel show. This is to encourage any members to suggest other shows – perhaps their favourite? – where they think they would like to have the Club represented. If there is indeed interest in any particular show, I will endeavour to arrange a Club area. Just let me know.

One last thing: each year I do the London to Brighton Classic Car Run, a tulip-style rally starting from Brooklands Racetrack (Weybridge, Surrey) and meandering for approx. 60-70 miles to the finish at Madeira Drive, Brighton. If anyone would like to join me with their car(s) we could have a convoy of Sidevalves. This will be Sunday 10th June; details from www.greenwoodsexhibitions.com or, again for those without internet access, contact me and I will post details to you.



Royal Bath & West Showground, Shepton Mallet, Somerset BA4 6QN

Sat 21st April: 10am-6pm; Sun 22nd April: 10am-5pm
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Nigel Hilling

Just a short report this month as it is the quiet time of year when we should all be in the garage continuing those projects that are waiting to be finished.

Our December meeting as usual took the form of a Christmas party at the old Electra Cinema owned by Trevor Miller. This houses his considerable collection of old TV and radio equipment and associated paraphernalia as well as his collection of cars. Attendance was good this year and a jovial time was had by all present. Thanks again to our host Trevor.

Meetings will continue this year on the last Tuesday of the month at our new venue, the Reindeer Inn: please come along and join in. One of the first events of the year will be

Drive It Day, and we have been invited to join the York Historic Vehicle Group on their run from the Knavesmire at York Racecourse to Sherburn Aerodrome on the 22nd April. We have been trying to organise a Yorkshire Dales Run which has been postponed a few times due to various reasons. We may try again for this Spring once I have seen the new events calendars. If you are interested in a circular run, starting and finishing from Bolton Abbey and visiting the Black Sheep Brewery, and do not attend our monthly meetings then contact me and I will keep you up to date with this possible event.

The FSOC website (www.fsoc.co.uk) has a members' area where area news can be displayed. I try and update it reasonably regularly with news of events coming up. If you have access to the internet then have a look.

Kent

Richard & Irish O'Grady

First up may I start by wishing all members a Happy New Year. Let's hope 2012 brings us a better summer than we had in 2011.

Since the last magazine the only events to take place in Kent were our monthly meetings, one of which was our Christmas meal where 26 of us got together at the Early Bird for a very good evening.

Early season show

This year sees an extremely busy start for us in Kent on the show front as we have four events in the first four weeks. We start a week earlier than usual with the Heritage Show, held at the Detling Showground on 31st March: a good all-round event which seems to get bigger and better every year. As an added attraction for anybody who's interested there is a Vehicle and Motoring Memorabilia auction where you can pick up anything from a second hand fan belt to a £20,000 Roller. I seem to remember that the first year they held the auction they even had a steam engine which had a start price of £100,000, so you had better start counting your pennies now.

A week later we have the two-day tenth Anniversary of the Medway Festival of Steam and Transport Show held at Chatham Dockyard: a good all round show with plenty to see. Following on from that we have a new show for this year, the All Ford Show and auto-jumble which takes place at Aylesford Priory (near Maidstone) on Sunday 15th April. One week later we have the Drive It Day event on Sunday 22nd April. At the time of writing we haven't decided on a route/location to visit but you can either find out by checking

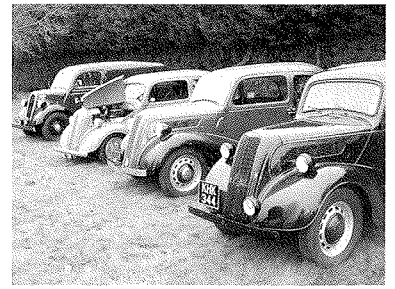
on the Kent members page on the website, contacting us direct, or coming along to one of our monthly meetings.

Get your car noticed

One area that the Club is looking to push is the publicity front. On our last visit to the regional contacts meeting we were all asked if we would find out from our local members if any would be interested in using their vehicles for film/photo shoots. The Club is looking to come up with a list of names/vehicle details so that when an opportunity arises in a certain part of the country the publicity officer can get in touch to see if that person would be available to help out. As you probably read in an earlier magazine, Glen, Robin and I all appeared briefly in *Rock & Chips*, the prequel programme to *Only Fools and Horses*. On another occasion we were asked to do a photo shoot for a national magazine which was taking place in Sevenoaks, but unfortunately we had to say no due to visiting my parents in Scotland. So there are certainly opportunities out there for anybody who would like to have five minutes of stardom. If any members out there are at all interested, please contact your local regional contact and they will get your details added to the list.

Sidevalve holiday

We have been talking to Robin and Jenny regarding the Sidevalve holiday for this coming year and it seems that we are going to join forces. At time of writing (early January) we haven't come up with a final date/destination but it seems it will either be Suffolk/Norfolk or the Cotswolds. By the time you read this we will have made the arrangements, so if anyone out there would like to join us, please get in touch with either Robin Thake or me and we will let you know more.



Bristol group sidevalves at Sharpness on New Year's Day. The Pop is no longer running a Sidevalve engine. – Ivor Bryant.

Keeping the Club informed

Occasionally members might change their contact details for whatever reason, so to make it easier for us to stay in touch with you, would you please let the secretary /local contact know, as a couple of times recently we have had emails returned to us as failures.

To finish

Can I just finish by saying it would be great to tempt a few more members out from the woodwork who we haven't yet met up with. Why not make it your New Year's Resolution either to join us at a show or come to one of our regular monthly meetings? Or better still, why not come along and join us at the AGM/Barbecue on June 30th? To our older members out there – don't feel put off by your age as one of our most loyal members is in his eighties. Even if you feel you don't want to come along, it would be nice of you just to give us a ring or drop us an email to let us know who you are and give us your thoughts on the Club.

Club Spares

The Club operates a spares service for all vehicles within the Club. The spares service is open to members only, excluding members living in North America. Unfortunately the Club's insurance cover still does not allow the sale of parts to members in North America.

A standard list of parts available can be found in each issue of *Sidevalve News*. This is a standard list of stock items and the prices quoted include postage and packing for members living in the United Kingdom. There are no hidden extras, unlike many commercial suppliers. Note that some spares such as engines and gearboxes are only available on a collection basis.

The lists do not reflect the large number of other spares, especially second hand spares available to members. It would be impossible to list the spares available as they are constantly changing, and given the timescales between preparing lists for *Sidevalve News* and the time that the magazine is delivered to members the stock can change quite significantly, especially with scarce items. Members interested in parts not shown on the standard spares list should contact the appropriate spares secretary to enquire about the availability of spares. It is surprising what stock the Club holds and I would urge members to try the Club before enquiring elsewhere.

The Club has a large stock of spares, both new and second hand, which are kept in its premises in Abingdon. A number of Club members have been to purchase spares from the stores and to look around the premises. If any member is interested in attending the stores then please let me know so that suitable dates and times can be arranged.

Shirley Wood
8 & 10th Spares Secretary

AGM 2012

Shirley Wood

The AGM of the Ford Sidevalve Owners Club Limited will be held on Saturday, 30th June 2012 starting at 2.00 p.m. A buffet lunch will be held before the meeting at 12:00pm and a road run will be arranged for after the meeting to take in some points of interest in the local area and some very pleasant scenery.

The AGM will be held at Spadework, Teston Road, Offham, West Malling, Kent, ME19 5NA. See enclosed map and instructions.

At the AGM a third of the Club Officers and all the Committee members are re-elected, and therefore if any member is interested in putting themselves forward as a Committee member or Officer this is their opportunity to do so.

I would urge the membership to attend the AGM as this is your opportunity to voice your view on the running of your Club. I look forward to seeing many of you at the AGM.

Annual General Meeting 2012

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club Limited to be held at 2.00 p.m. on Saturday 30th June 2012 at Spadework, Teston Road, Offham, West Malling, Kent, ME19 5NA.

Membership cards will be checked at the door and members who are unable to produce their card may not be admitted.

Motions for discussion at the AGM must be sent to the General Secretary at least fourteen days before the date of the AGM for inclusion in the Agenda.

Nominations of candidates for election to the Ford Sidevalve Owners Club Limited Committee must be received by the General Secretary not less than fourteen days before the AGM, with an intimation in writing signed by each member nominated that he/she is willing to stand. Nominations of candidates must be signed by the member proposing them. A candidate may nominate himself but shall require the signature of another member as his / her seconder. All nominations correctly received by the General Secretary shall be included on the Agenda.

Agenda

1. Apologies for absence.
2. To approve the Minutes of the last Annual General Meeting of the Ford Sidevalve Owners Club Limited held on the 18th June 2011.
3. Matters Arising from the Minutes.
4. To receive the report of the Directors and the audited accounts for the year ended 31st December 2011.
 - a. General Secretary
 - b. Treasurer – Present Accounts
 - c. Membership Secretary

- d. Spares
 - e. Regalia Officer
 - g. Chairman.
5. To re-elect the Officers of the Company.
 - a. Treasurer
 - b. Anglia, Prefect and Popular Registrar
 6. To re-elect the Committee members of the Company.
 7. To re-elect Messrs Newby Crouch, Chartered Accountants, of Ember House, 35-37 Creek Road, East Molesey, Surrey, KT8 9BE to act as independent reporters for the company.
 8. To authorise the Officers and Committee to fix the remuneration of the independent reporters.
 9. To transact any other ordinary business of the Company.

A member entitled to attend and vote at this meeting is entitled to appoint a proxy to attend and vote in their place. A proxy need not be a member of the Ford Sidevalve Owners Club Limited.

Shirley A. Wood
General Secretary
2nd January 2012

2012 FSOC AGM – Saturday 30th June

To be held at 'SPADEWORK'.

Spadework is an independent charity, set up in 1984 to provide 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.

Further details of directions will appear in the April edition.

Meet'n'Greet 11.00 – 12.00 noon
Buffet lunch 12.00 – 1.30pm
(FORD Film showing 11.00 – 1.30pm)
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 & B's

For any further details please contact Richard Greenaway (phone) – [REDACTED]

Regional Report

John Dudkinfield

There are currently 21 Regional Contacts throughout the UK but more are needed, especially in areas of the country where there are large numbers of FSOC members and no Regional Contact/Group. Requests have been made over recent years for members to put their name forward, with some success, but with an annual turnover in membership of around 200 and an increasing number of new members joining the Club each year, the message is still valid so no apology is made for repeating it at the start of a new classic car season!

What does being a Regional Contact involve?

The truth is that being a Regional Contact can be as time-consuming and involved as you want to make it! Some Regional Contacts choose to do more than others but all are valued as an integral part of the Club and as an important link between members and Club officials. It is impossible to be too specific about what it involves, for that very much depends on the individual, but based upon suggestions made by existing Regional Contacts the Committee agreed that the role of the Regional Contact is to:

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

For a variety of reasons several Regional Contacts do not co-ordinate a Regional Group. Instead they make their contribution by promoting and supporting the Club whenever possible. For its part the Club is realistic in its expectations and appreciative of the efforts of any member making a positive contribution to its continued success.

Who can become a Regional Contact?

Any member can become a Regional Contact. The only requirement is that any member

Area	Total
Northern Ireland: (BT, Belfast - 18)	18
South Wales: (CF, Cardiff - 10); (NP, Newport - 7); (SA, Swansea - 3)	20
Essex: (CM, Chelmsford - 30); (CO, Colchester - 20); (RM, Romford - 13); (SS, Southend-On-Sea - 16)	79
East Midlands: (DE, Derby - 13); (LE, Leicester - 15)	28
North Lincolnshire: (DN - Doncaster - 5); (LN, Lincoln - 11)	16
Bucks and Herts: (HP, Hemel Hempstead - 14)	14
Suffolk: (IP, Ipswich - 17)	17
Bedfordshire: (LU, Luton - 5); (MK, Milton Keynes - 8)	13
North East England: (DH, Durham - 3); (NE, Newcastle - 12); (SR, Sunderland - 1)	16
Norfolk: (NR, Norwich - 21)	21
South Central England: (OX, Oxford - 10); (RG, Reading - 10)	20
West Midlands: (DY, Dudley - 13); (ST, Stoke-On-Trent - 9); (SY, Shrewsbury - 11); (TF, Telford - 3); (WS, Walsall - 9); (WV, Wolverhampton - 9)	54

putting their name forward must be suited to such a position and be prepared to uphold the good name of the Club.

Where are Regional Contacts needed?

The FSOC needs to be represented on the ground throughout the UK. The names of existing Regional Contacts and the areas they represent can be found on page 2 of the magazine. Some of these areas are extremely large and membership numbers could easily support additional Regional Groups/Contacts without having a detrimental effect on existing ones. It is estimated that the majority of members attending Regional Group meetings live within an hour's drive (in a modern car) of the meeting place. Time, it would seem, is the critical factor, not distance, for an hour's drive on a motorway is significantly different to an hour's drive on dark and narrow rural roads or congested urban ones.

There are though still several areas of the UK where the Club is not represented and these areas fall into three categories: firstly, two or three densely populated urban areas with relatively large numbers of FSOC members living there that could certainly sustain a Regional Group if only someone would take the lead and become a Regional Contact; secondly, a number of mainly rural areas with fewer FSOC members around, but enough to support a small and active Regional Group; and thirdly, more remote areas of the country where distances are such that it is not feasible to have a Regional Group but where a Regional Contact could represent the Club as and when necessary.

Though not postcode-based the list in the table showing Club membership at the end of November 2011 gives some indication of areas where Regional Contacts could play an important role:

The list is indicative, not exclusive and even where FSOC membership numbers are

such that it is not realistic to establish Regional Groups in an area, there is still great value in having a Regional Contact there to represent the Club officially, as and when necessary.

What to do?

If you are interested in becoming a Regional Contact for the Club, simply get in touch with me. My contact details can be found on page 2. I will answer any questions you may have and, should you decide it is something you would like to do, will explain in detail all you need to know about the simple process involved.

So, if you are a longstanding member of the Club whose circumstances have recently changed or if you are a new or recently joined member who would like to become a non-elected representative of the Club with a view to possibly establishing a Regional Group of likeminded enthusiasts, please give the idea serious consideration. I honestly believe you would find it enjoyable and rewarding.

What about International Contacts?

Much of the information relating to UK-based Regional Contacts also applies to International Contacts. If you live in a country where there is currently no FSOC International Contact and would like to be its official representative there, please email me and I will explain what it involves.

Unfortunately, there is one less International Contact listed on page 2 this month. Rod Hawkins, International Contact in Germany since 2005 and an FSOC member for almost 40 years has recently sold his 1946 E04A and consequently ended his association with the Club. Sincere thanks go to Rod for his support of the Club throughout his many years of membership and in particular for his contribution as its representative in Germany.

Pre-War Register

Yvon Picot

Registrar's Comments

Welcome to another year, and hopefully a full summer after the inclement weather prior to the end of 2011 and into the New Year.

Over Christmas did anyone see or notice one afternoon the Walt Disney film *Bedknobs and Broomsticks*? By chance switching between channels, one of the opening scenes took my notice for there in the background was a Ford Model Y. The colour was a dirty beige and in the few quick glimpses as the camera panned in the background, it looked very much like an early short Rad model. Sadly no number plate was seen but it is a nice surprise to see our cars in these earlier films.

In the last Federation newsletter there was again the usual comment on the use of ethanol in petrol but this time there was a further comment on the use of kerosene to alleviate the negative effects of fuel vapour formation. I must admit that many years ago, with the introduction of the new unleaded petrol, I did experiment and suggested an addition of paraffin. This certainly benefited my engines during that early period when this new unleaded petrol was initially introduced in Scotland, wreaking havoc on all types of engine but merely causing hot running and eventually vaporisation in the humble Sidevalve. Today with the increasing greener percentage of ethanol in fuels that now are burning hotter, with the resultant problems of overheating, power loss and poor starting, I am experiencing hotter running at full throttle up hills before entering Wemyss Bay. Although I do not contemplate using paraffin, I will check my timing and plugs and probably give the radiator a good flush etc. In retrospect, it seems, the old leaded petrol was not as toxic as the 'green' stuff that is now manufactured today.

One for the archives

Talking about Model Ys, photo 1 shows one complete with luggage rack crossing Barnes Bridge next to Barnes station. The ancient looking bus in front looks like a remnant of the 1800s rather than the early 1930s.

Customer service

When Ford vehicles were ordered and eventually purchased, especially after the war years, the retail order contained a limited list for the customer to alter the specification that could be made to the standard vehicle. Such alterations could be made to the following: upholstery, colour scheme, body details, special painting, and rear axle ratio, although this last item was confined to commercial vehicles only. After that was the usual collection and



Photo 1

delivery charges, purchase tax, licence fee, insurance (usually via the company Zurich), number plates, licence holder, accessories and finally petrol and oil etc. As is normal, on the back of the retail order was listed the various terms and conditions that included warranty etc. However one particular clause, clause 11, referred to Exhibitions. This stated that the retail customer agrees that he/she will not exhibit the vehicle at any exhibition in the United Kingdom, Ireland, the Isle of Man and the Channel Islands without first obtaining permission in writing from the manufacturer. The retail customer also agrees that he/she will not take part in any competitions, competitive trials or collective demonstration in Europe with the said vehicle without first obtaining written permission from the manufacturer. It makes one wonder what is in today's warranty conditions?

Yes, madam, Prefects can fly ...

Photo 2 was taken a few years after the war at Newtownards Airfield. The elderly Prefect is shown being driven onboard for the first car-carrying flight to the Isle of Man. The plane is a Miles Aerovan. Driving, or flying in this case, was a lot more fun in a Ford Prefect in those days when you could fly as per photo or board your car on a train to the North and beyond.

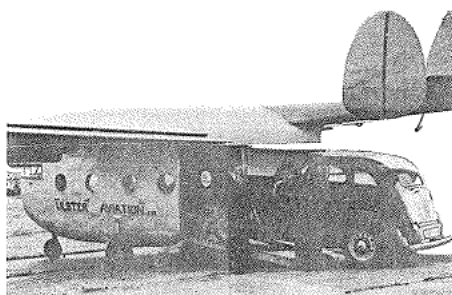


Photo 2

Member's vehicles

Peter Tinsley from North Wales now owns quite a fleet of early cars (photo 3). His recent purchase, a second 7W, is still even today a rare beast. Now he has a four-door model and a two-door model that he was able to buy locally last August. Although both sound, both vehicles need some repair work.

The third vehicle is a nice looking maroon Prefect E93A. This is one of the first batch of Prefect E93As that were introduced with some differences to the next line of pre-war Prefect cars. The vehicle was spotted on eBay but was not sold. Peter contacted the owner in Windsor and an offer was made and accepted. The Model includes the early oil barrel vacuum tank and the early type of bonnet hinges. As noted in the photo, the car is in immaculate condition body wise including interior. However the gearbox requires attention and the engine is out for a rebuild. The untidy wiring will be remedied at the same time once the engine is back.



Photo 3

Draw tickets

Yes, once upon a time one could buy a ticket and win a car (photo 4). The photo depicts the prototype Model Y rather than the official model that was to come out of the Dagenham factory. Here ticket number 4232 is offered by the Horsham and District Employment fund as a free coupon to participate in the prizes of a Model Y (first prize), a car radio (second prize) and vouchers of £5 and £2 as third and consolation prizes. However on the receipt side is the counterfoil asking for a shilling as a voluntary donation to the fund. Looking closer down at the bottom of the coupon is a note to say that the draw would take place on Friday 19th January 1934, which puts the initial coupon as probably early 1933 to raise sufficient funds for the Model Y in the first place.



Photo 4

The Manchester Committee in the following year seem to be more astute in the second coupon (photo 5), using a bit more nous in asking for sixpence initially, although this time you got the model that was actually depicted on the coupon. However your sixpence in the prize draw if you did win did not mean that you had won the car, as the winner according to the rules would only be allowed to purchase the car on payment of a further shilling.

Alas, further down it says PTO so we will never know if there were any further rules that demanded more expenditure from the fortunate or unfortunate individual: after all

this was the depression-hit 1930s. Probably with a few more shillings for the insurance, petrol and the road tax, etc., one needed to hand the car back afterward having expended the housekeeping monies and drawn the wrath of the wife and the 10 kids.

4146

A Wonderful Draw !

Your chance to get a

1935 FORD SALOON CAR

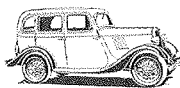
(Kindly presented by Manchester Garages Ltd., Main Ford Dealers)

FOR SIXPENCE.

Organised in aid of the
Warehousemen, Clerks and Drapers Schools,
PURLEY

by the Manchester Committee.

The Draw will take place on Tuesday, November 27th, and the Winning Number will be published in the Manchester Evening News and Manchester Evening Chronicle, on Wednesday, November 28th.



The Draw closes on Friday, November 23rd, or
on before which date cash, 5/- counterfoils and
unsold tickets should be returned to :-

Miss WEST,
Lewis's Ltd., Manchester.

TICKETS 6d. EACH

The Winner of the Draw will be allowed to purchase the Car on payment of 1/- P.T.O.

COURTESY OF THE 1935 FORD DEALERS, BULLING, ST. MARKS, ROYALMAN, MANCHESTER

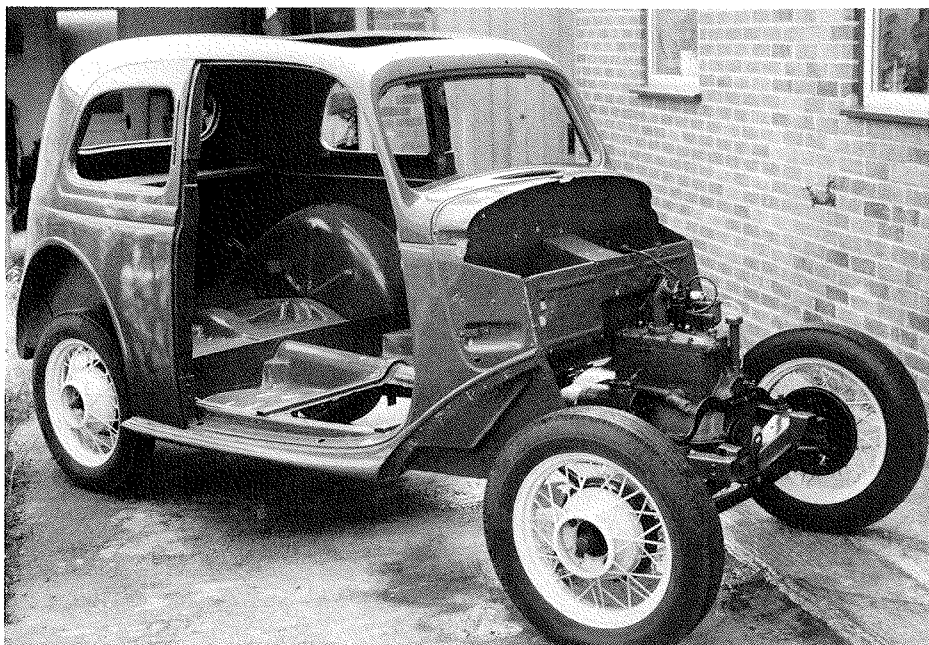


Photo 5

Model C

Our Club Secretary Shirley Wood owns this remarkable example of a rust free and unravaged version of the Type C 10hp Ford (photos 6 and 7). Unlike the initial batch, these slightly later vehicles were full steel assembled under the Budd method of metal panelling. This is certainly a good example to show the sills and door posts as they should look when initially assembled. As with the Model Y, Ford probably stuck with the composite use of wood with metal cladding for just that little bit longer, probably to avoid paying Budd company for use of its full patents in the metal stamping of panel parts; the Ford company was similarly stubborn in resisting design changes to its unique transverse suspension in the years prior to the Second World War and beyond in the 1950s, when it still stuck to its sidevalve engine, three-speed gearbox and suction wipers.

Those dials on the dash

Did anyone read the recent motoring article that most motorists do not know what any of the warning lights on their car dashboard actually mean? According to a research study by the insurance provider Quinn Direct, it found that 76% of women and 50% of men did not know what a single dashboard light meant. One in five drivers did not recognise the engine warning light. A further one in five failed to identify the brake system alert and one in 10 did not know which light is for a car overheating. When it comes to vehicle maintenance, car owners proved just as clueless. The research estimates that as many as 13 million drivers in Britain do not know how to carry out basic safety checks, with 80% of women and 36% of men admitting they did not know. One in five motorists did not know how to find out the tyre pressure or how to

Photo 6

check the engine oil level. Despite this, 22% of drivers did not keep their vehicle handbook in the car to consult if they got into difficulties.

John McDonagh, from Quinn Direct, said: "It is [worrying] that so many motorists do not know how to carry out basic vehicle safety checks and are unaware what the various vehicle warning lights mean." From a Sidevalve point of view, all of us are in the know: that is 100% ladies and 100% men. For us the ammeter is the dial to watch: not only does it show the charging rate but, via the needle, when any of your lights fail. Keeping a beady eye on this needle on the dial helps to identify the smaller discharge when one of your rear lights is not working or when one or both of your brake light or indicators have a blown bulb. A simple but most effective gauge.

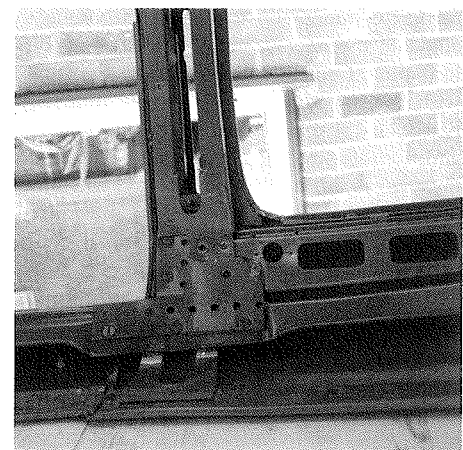


Photo 7

New Club Spares

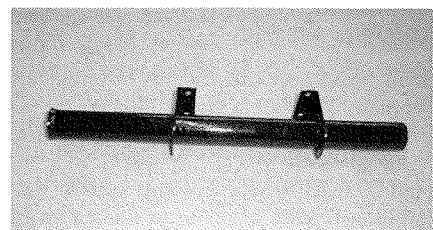
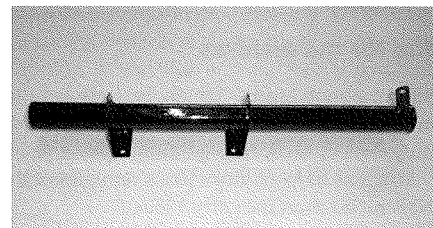
The Club now has in stock starting handle tubes for the E493A Prefect and also the E494A Anglia and 103E Popular.

The Prefect tube (part number E493A-5036) is available at £30.99. Note that this is the longer tube (see below).

The shorter tube, which fits the E494A Anglia and the 103E Popular, is available at £28.99 (see below).

The Club also stocks shims for king pins. See the spares list for prices and sizes.

Shirley Wood
8 & 10hp Spares Secretary



E83W Register

Von Precklau

Registrar's comments

Yes, I am still here for another season. In retrospect, when I took over on what I had assumed was a temporary basis – as without a registrar, a whole group of members and a great number of small Ford commercials would be out of the loop – I jumped in without that much knowledge of these vehicles, apart from those mechanicals and aspects related to other small Fords and writing as per the Pre-war Register. The fact that I am still here is due to the like of Les Foster, Ian Maddams and others who have lent an ear and put me back on track. So you see, if I can do it, so can you. So why not this year put your name down and volunteer for some of the vacant posts that have remained empty for too many years? Certainly the amount of information available today is a darn sight better than when I started out: and in the archives there are still many stories on rebuilds, escapades and sometimes total disasters to tell. All you have to do is put it on paper. The Club is international, so let's have your stories.

I will start the ball rolling. When the Club was in its infancy, I initiated a sort of London group so that eventually we had a good solid dozen of us going to events. On one particular event day, one of the group was driving an E83W canteen van painted crimson, that was quite immaculate, having been fully restored. Indicating he knew a shortcut he took the lead and with some indecision about left and right led us all to some frantic turns of the wheel and quick manoeuvring to stay on track on what seemed to be quite a mystery tour. More was to come, as in missing a turning we were led into what appeared to be an entrance. Without stopping we found ourselves driving not once but twice around what was apparently a large hotel complex, with guests both inside and out looking with bewilderment at some 12 Sidevalve small Fords led by a canteen van speeding twice gaily around the grounds before finding the exit to make an escape.

Breakdowns then were inevitable and a suitable lay-by meant a park up with the tea/coffee and early lunch while the more mechanical of us got to grips with the problem. Usually the problem was fuel vapourisation or a loose wire connection. Tom Tom devices and the like had not been invented and routes were worked out with an Ordnance Survey map and plenty of suggestions, usually wrong, on how to get to where we all really wanted to go. Drinking and driving was condoned but as at most events a beer tent was available, this was usually the first port of call after the public conveniences had been visited. Such matters quite rightly are frowned upon today because such antics can be called foolhardy. Yet in that



Photo 1

era of lax rules, fewer cars and empty byways, driving could be interesting.

A correction

Joe Wheatley: I thought I ought to advise you of some corrections to your piece about Dave Rothwell's E83W Utilecon in the last issue. The vehicle was restored to this very high standard by a chap called, I think, George Garlic in 2005 as per my piece in August 2005. Dave purchased the vehicle I think at the end of 2010, or early in 2011. However he did not keep it very long because Dave Broad purchased the vehicle in early 2011.

Weston's Cider

Now, I certainly remember Weston's Cider as a youngster as this was a good starter when one came of age to start drinking. Going through the files there – hey presto! – was a photo of an E83W pickup owned by Weston's Cider of Herefordshire (photo 1). Registered in September 1953, it is painted an Oxford blue colour and sign written in the original Weston Cider colours of yellow and red. Weston's ownership came about in 1960 although the pickup had interestingly enough been used previously to deliver Weston's Cider by its initial owner, Hopkins Cider Stores of Wandsworth, London, who were the sole stockists in London for Weston's products and deliveries. So strictly speaking it had been in one company's employ since new.

Affectionately called the Pig by its operatives, due to its poor starting, it started to show its age by 1988, after giving some 28 years sterling service. By then it had no real bodywork left, one headlamp etc., but was still capable of taking a full crate load. It was then taken away to be restored by Eastnor Engineering and arrived back in Much Marcle, the firm's location, on 15th July 1992. Paperwork from that time indicates Michael Roff as the MD of the firm and it was he who drove it to Brighton one year on the HCVS Brighton Run for commercial vehicles. By coincidence the previous evening a call had been requested for a delivery from The Font and Firkin in Brighton which had run out of

Old Rosie scrumpy cider. Conveniently loaded up, the Weston's E83W pickup made this slight deviation on the Brighton Run without a hitch.

Vehicle profile

We haven't had too many vans on the register of late and as Nigel Brooks from Bristol has written in, his will be the first foot in the E83W register for 2012. Nigel purchased his van in 1986 and it remains under restoration to date. I'm not quite sure if the vehicle is in primer or painted with topcoat as the photo I have makes this obscure. An early post-war 1946 model, it appears complete, although from the photo that rear tyre looks suspiciously flat? (Photo 2)

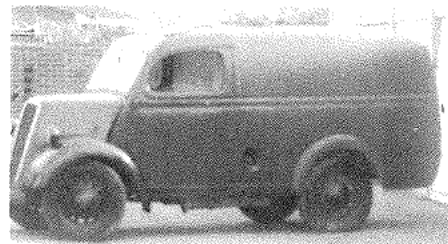


Photo 2

Panning the archives

Castec Motor Services appears to have been the owner of this standard van when it was purchased in late 1993. (Photo 3)

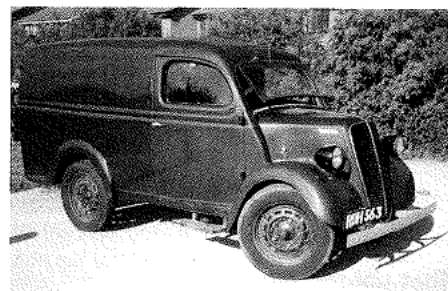


Photo 3

Historywise, it was first registered on 23rd May 1953 to a company called H. Ellard (Wednesfield) Limited of Waddens Brook estate, Wednesfield, Staffs. On 14th January 1958 it was registered to the same company but to its depot in Broadstone Estate, Chipping

E83W Register contd

Norton. It appears that the original owners sold out to an American group called Freemans. The van would most likely have been used for the delivery of gas cookers and ovens that the company manufactured. There are no other entries in the log book, hence it is assumed that the van had not been used on the road since its last road fund licence dated 14th January 1965. Mileage on the clock when purchased was 57,780, and as you would expect with any untouched engine, it can create a blue fog that could close even an airport after four minutes running.

From the photograph, the body appears to have been in good condition at the time apart from some rust on the windscreen surround, headlamps and along the body line seam. Castec Motors acquired the vehicle from an Arthur Daley lookalike in Wolverhampton who had intended 'doing it up a bit' to use as a promotion vehicle for a company. The deal fell through and that is how the van acquired a new owner. At the time and as per the photo, the vehicle is in its original paint etc.

That was 1993, so can we have a photo of it now?

A purchase in 1992

The vehicle PDD 6 depicted in photo 4 was purchased, I assume, in the condition seen. Painted green, it has the extra wooden extension behind the cab for ladders etc. Purchased from Bryan Brothers Ltd, the Ford main dealers in Bristol, by a Mr Nichols of Thornbury, it was worked until 1966. The mid sixties in retrospect does appear to be the main period when older cars and commercials met their fate in the scrapyards, or just left in a barn or garage to melt away to iron oxide: hence when Mr Nichols died, PDD 6 was parked up in his brother's barn for some 26 years. David Carlile from Gloucester was the purchaser and he bought the pickup as seen from the original owner's nephew.

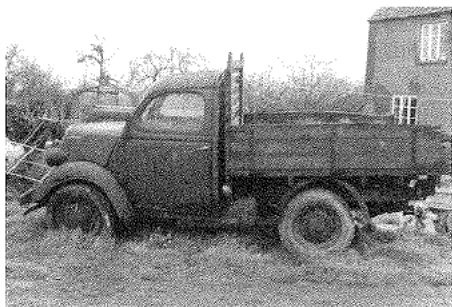


Photo 4

That unique van

Chris Winter: Many thanks indeed for including a piece about my van in the last issue. I was really quite surprised to see it, although I am Chris, not Richard. Here are the vital statistics. Chassis No. [REDACTED], Briggs body no. 14A/[REDACTED] Registered 26 September 1952 in Melton Mowbray.

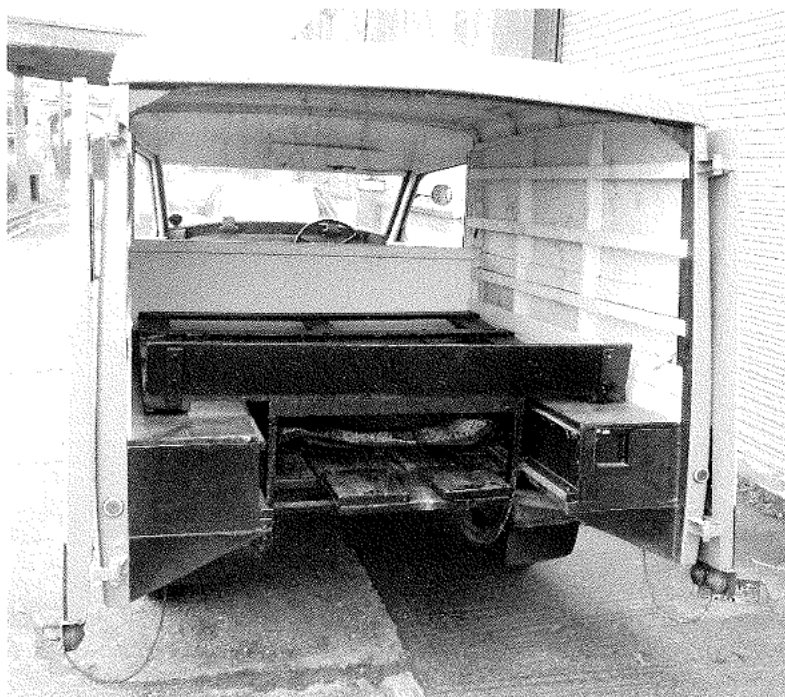


Photo 5



Photo 6

Aluminium coach-built body built onto chassis-cowl by an unknown firm, thought to be also from Melton, to a White & Sentance design. HUT has now passed its MOT with very little preparation and had a few local runs out. It will be resprayed and sign-written during the next couple of months, and I'm still hoping to be back on the road about Easter.

Photos 5, 6 and 7 show the cradle mechanism with the rocker for loading pianos. The cradle is drawn out on runners and rocks over into a vertical position. The piano is backed up to the cradle, the back castors are positioned on the wooden ledge, and it is then pushed back over, with the piano sliding into the van on its back. It really is a one-man job, and I'm sure it is a unique vehicle.

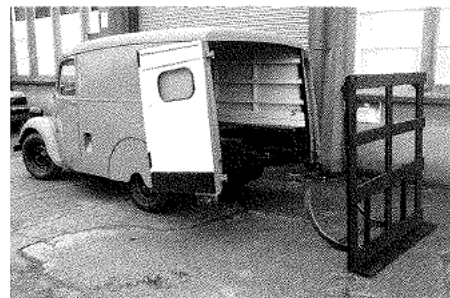


Photo 7

100E Register

Tony Lloyd

The changing 100E

The 100E was in production for around nine years. During that time minimal changes were made to the mechanical specification. Most changes were to the styling of the interior and updates to the look of the vehicle. For instance, the saloon rear light cluster was redesigned three times. Major facelift dates were November 1955, October 1957 and September 1959.

When the 100E first burst upon the motoring scene it was equipped with all the modern accessories that it would need to be successful. Gone were the trafficators, 6 Volt electric system, and agricultural suspension of its predecessors. In were 12 Volts, flashing indicators, and independent front suspension. A monocoque body/chassis unit and modern American-inspired styling completed the ensemble. All of this said that here was a car that is modern, and if you want to be modern you need to own one. The Ford Salesman's Handbook for the New Anglia and Prefect described the appearance of the new cars as follows:

"So excellently designed it is a physical representation of a master engineering mind. Its beautiful flowing lines give a sleek yet sturdy appearance. It is elegant without being ornate, attractive without being expensive.

The striking appearance of this car is a tribute to the ingenuity of our designers in creating such **car appeal**."

Time passes and things move on. In order to keep the 100E looking and feeling modern, certain changes were made to the styling and some mechanical specification changes were made in the face of customer complaints and experience.

Mechanical changes

I am not going to list every single mechanical change because some were really minor. Only those which would perhaps affect the car in the normal course of ownership are listed.

In January 1955 came the first major change to the mechanical specification. There had been customer complaints that under certain circumstances the brakes would fade, especially in hot climates and countries with rugged terrain. At the time exports were everything to a major manufacturer like Ford, and so it was decided that to overcome this, the size of the diameter of the all round drum

brakes would be increased from 7 inches to 8 inches.

March 1955 saw a decrease in the capacity of the sump from 5¼ pints to 4½ pints (both figures include the oil filter). Also at this time the oil filter capacity was increased from ¾ pint to 1 pint. As the capacity of the sump was changed, so therefore was the length of the dipstick which was reduced from 13²⁷/₃₂ inches to 11¼ inches. The little tube which the dipstick sits in was also changed in length from 4⁹/₁₆ inches to 2¼ inches.

August 1955 saw the first of the gearbox ratio changes. This was an attempt to improve the performance of the three-speed gearbox. First gear was changed from 3.403:1 to 3.665:1 and second from 1.863:1 to 2.007:1. First gear was changed again in May 1957, this time to 3.894:1. All of this of course was just tinkering with the problem. The only answer would have been to fit a completely new four-speed gearbox where the third gear would have solved the problem. Ford was unwilling to do this as by 1957 its thoughts and resources were all on the next new Anglia, the 105E.

Carburettor jet sizes were also tinkered with. After December 1955 the starter jet was reduced in size from 130 to 120 and the removable starter air jets were dispensed with. For the 5cwt van only, December 1956 saw the main jet reduced in size from 110 to 95 and the choke tube to 18mm.

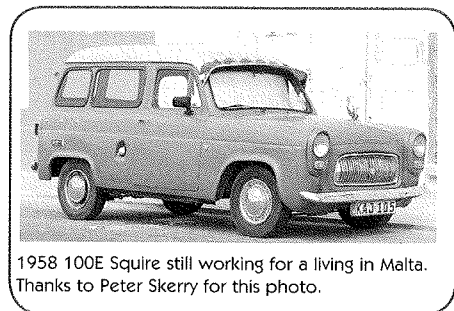
As I have said, this is not a comprehensive list. There are others, so beware! Check your parts manual before spending your money on spares. Know your part number and buy from a reputable source. This particularly applies to internet auction sites where I have seen spare parts listed as 100E when they patently are not!

To be continued ...

A new year

As you read this we will be in the new year. Probably your thoughts will be turning to the coming summer. Which shows to attend? Shall I attend the Club AGM? What about Drive It Day? Shall I take my 100E to the local group meet?

Before you do any of this, however, you need to ensure that your car is maintained properly and is fit for the road. Give it a service; give it a run out regularly. Cars need to be used if they are to keep trouble free. If your car is laid up over the winter and you use normal brake fluid (as opposed to silicone fluid) it is a good idea to change the brake fluid annually. Brake fluid absorbs water. Water and



1958 100E Squire still working for a living in Malta. Thanks to Peter Skerry for this photo.

hydraulic brake systems do not mix. Things seize up pretty quickly, so change it regularly!

Do all of this and you will have a good new year and enjoyable motoring in your 100E.

Where are they now

This regular little feature is to try to find out if cars that the register has not heard about for some years are still in existence and to find where they are now. If you own one of them or know where one is, please let me know.



Newark Grey 1959 Anglia XWU 159: last heard of in Cheshire in 1989. At the time it had covered just 22,889 miles.



White 1959 Anglia XRL 217A: last heard of in Cornwall in 1987. It had obviously had its registration number changed at some point in its life and now it might have an age related number if it has survived.

107E Register

Jim Norman

Prefect 107E Parts

This Article was originally produced for the Anglebox Magazine

In the late 1950's Ford found itself facing a future without a small four door saloon, as it was gearing up to introduce the Ford Anglia 105E. To make up for this potential loss of sales, Ford modified the 100E Prefect's bodywork to accept the engine and drive train of the soon to be released Anglia. The new 107E Prefect was born and was a hybrid of the previous 100E model and its 105E successor, which is no big surprise. What might surprise some are the parts that were retained from the 100E or those donated by the new Anglia, but a bigger surprise will come when you hear about those parts that were especially designed for the 107E only.

As already mentioned, the shell was the old 100E Prefect's with suitable modifications to the floor and bulkhead areas to accept the new mechanicals. The engine, gearbox and rear axle came from the Anglia, but as some people may not know, the gearboxes were not originally interchangeable with the Anglia, and the rear axles never were. The 107E axle casing is some two inches wider than the 105E's, which necessitated different half shafts. Since the half shafts could not be interchanged with the Anglia 105E, the stud spacing for the wheel nuts were made the same as the 100E's, which means that the brake drums are different from the Anglia 105E as well. One advantage was that the 100E front suspension could be used in its entirety, but this meant that the road wheels were common only to the 100E and, strangely enough, caravans, so 107E Prefect owners could not avail themselves of the various wide and alloy wheels which became available in later years.

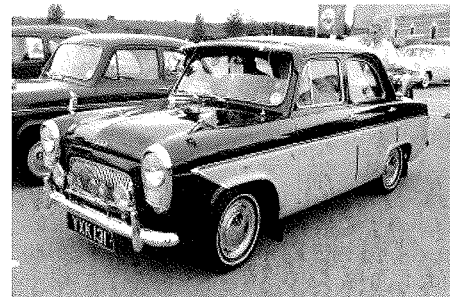


A 100E Popular.

The Prefect's axle ratio was also odd at 4.429:1, the same as the 100E. When the 307E van (why 307E and not 305E?) was introduced in 1961, it was given a ratio of 4.44:1, which was given to the 107E Prefect during its last month of production. But why tool up for such a significant change in ratio? The logic escapes me!

As mentioned previously, the original 107E Prefect gearbox was different. On introduction, the 107E used the same gearbox mounting as its 100E ancestor, a half round affair bolted to the rear of the extension housing. The Anglia 105E, on the other hand, employed a saddle type mounting at the front of the extension housing. This necessitated different gearboxes to be manufactured and stocked, together with the mountings, cross members etc. About halfway through production a redesign was made, and from then on the Prefect used the standard Anglia 105E mounting arrangement. This redesign necessitated the need for two new cross members, a new front exhaust pipe and silencer and modifications to the front chassis rails. I cannot help but wonder why this obvious course of action was not taken initially. The original and no doubt expensive tooling was wasted, and again, two sets of spares parts had to be stocked from then on.

The front suspension (as mentioned earlier) was that used on the 100E, but was this wise? There was no problem with the 100E



A 107E Prefect.

system per se, but again two very similar (but different) systems were in production side by side. The Anglia 105E's system, using the 100E's top mounts, would bolt straight on with one exception – the track control arms were too short. A new forging would have been needed: an additional expense, I would grant, but Ford could have saved a bit by using the normal Anglia type brake drums and wheels. What is more, this entire suspension arrangement and rear axle could have been fitted to the 100E Popular, which was still in production, thus spreading any development costs that would have arisen and easing the logistics problems at Dagenham.

Hindsight is a wonderful thing and it is easy to see in retrospect how the problems of the day could be solved. That these solutions were not then seen and that expensive modifications were made during the car's production is further evidence that the Prefect was quickly schemed out to fill a gap that had not been anticipated. It is a shame that this design was so rushed, for if more thought had been employed, spares interchangeability would have been greatly improved, and would have been of great help to the Club today.

Anglia, Prefect & Pop Register

Andy Main

Registrar's Comments

One cannot fail to notice that 2012 contains celebrations and major events, with the Queen's Diamond Jubilee followed in August by the Olympic Games, often a month with high rainfall. Others include the 200 years since the birth of Charles Dickens, 100 years since the sinking of Titanic on her maiden voyage, 80 years since production began of the Ford Model Y, and 60 years since Beaulieu opened as a visitor attraction, later to become the home of the National Motor Museum, and which is

having an exhibition to mark 50 years of 007 James Bond movies.

With them are Drive It Day, the AGM in Kent, transport rallies or more local events and perhaps the chance to participate in Heritage Open Days, and the chance to display one's Sidevalve to the public/enthusiast. Our Sidevalves are getting older and so are us owners, and we will be celebrating the 60th anniversary of the launch of the 103E Popular, the last Upright Sidevalve model in 2013.

The Federation of British Historic Vehicle Clubs, of which the FSOC is a member, published as part of the historic vehicle MOT exemption review the following paragraph:

"The estimated 162,000 pre-1960 manufactured vehicles make up less than 0.5% of the approximately 32.7m licenced vehicles in GB that are required by law to have a MOT test. Two-thirds of pre-1960 manufactured vehicles are driven less than 500 miles a year."

I always keep a record of yearly Sidevalve motoring, so on checking my 2011 mileage it was 486 in my 1958 100E Anglia. Yes, so I was in the two-thirds majority group: however, she let me down on one occasion, the first time in a number of years, and would not start, so I missed out on attending an event 20 miles away. If I had attended that I would have been elevated into the higher mileage one-third group. So, what was your Sidevalve mileage?

New members

There were a further two new owners of vehicles already on the register by the end of 2011. We welcome Peter Tinsley from Denbighshire with his E93A Prefect, and John Holmes from Suffolk with his E494A Anglia.

An apology to Richard Johnson from Hertfordshire, with an E493A Prefect, for calling him Kevin in the December edition.

Miniature moments

Model railway exhibitions usually contain a number of layouts of different gauges and theme periods. Some of the layouts are constructed to depict accurate stations and nearby buildings with artistic licence in the available board space, whilst some were originally proposals but were never built by the old railway companies, whilst others are totally fictitious places. The layouts are mostly set in the 1950 to mid-1960s so often feature miniature Ford Sidevalves in different parts of the extremely detailed layouts.

A recent small exhibition contained our vehicles. One layout featured a black 100E, an E83W Utilecon, and in the goods yard an E83W 10cwt van in the livery of British Railways. The other layout included a black 100E with a Morris Minor outside the Railway Garage beside BP petrol pumps, waiting to be filled by an attendant. Whilst the railway track gauge on which the engines and rolling stock ran was 00, the models of 1:76 did not move, but depict those days gone of past decades. From comments made, standing looking down at the layouts bring a little nostalgia to many. Considering the decades of changes and advances made, would we still like to live in this period?

The Bluebell Railway in East Sussex has an E83W 10cwt van in British Railways livery which is often displayed at special events held on the railway.

Birthday surprise

As the last edition went off to the editor I had a birthday which puts me up into the next decade and a changed population statistic. I had no idea how it was going to be celebrated except that it was suggested that I took the afternoon off work as our son David, daughter Carol and son-in-law Mike would be coming over at lunch time. I had absolutely no idea what was going to happen except that it was David's idea and he was the force behind it.

We had returned from Blackpool following the last weekend of the traditional tramway, with some of the 1934-built double deck trams being modified to run with the new-build, low-floor trams in 2012. The later-built trams from 1937 and the 1980s were withdrawn that weekend and were being offered to museums

and good homes for free or little money – but not a practical birthday present.

My other transport interests are railways of all gauges, so was it to be a ride on a preserved railway? But they do not run on a Tuesday in November. Perhaps then it was a visit to a private miniature or model engineering track?

Still with no idea, the door bell rang. There were Carol and Mike parked outside, and seconds later David came into the drive, driving Pops, my 1956 103E Popular, which had been off the road since 1990. This was an absolute surprise, and quite emotional for me. Opening the driver's door that old car smell just permeated out, whilst Carol and David reminisced about travelling in the back seat more than 20 years ago. (Photo 1)

Coming home from work in 1990, Pops was shunted by a Vauxhall car. A friend with an E93A Prefect at work that night was told by a colleague that his wife had had a car accident and had shunted a black car like his. From this he guessed it was my 103E Popular. The insurance company would not pay for the full cost of the repair due to rust found in the damaged area. They did offer me the agreed valuation, but I would have lost Pops. I could have taken the money and put in a bid to then buy her back, but with no guarantee of success as I was told various businesses may bid to obtain her for spares or the registration.

I had been attending an evening vehicle restoration course at a local college and the tutor suggested that Pops may become a student project, which seemed too good to be true. It was. The students set fire to the rear seat whilst welding. Collected from there and repaired at another location, Pops was trailed back to my garage near to home. In the meantime a 1958 100E Anglia had been purchased from Folkestone, Kent on the retirement of the original owner, and this became our holiday and rally transport.

Over the years I said I would put Pops back on the road but time just passed and meanwhile the garage roof needed to be re-felted and pitched. This was completed satisfactorily, apart from some pitch landing on Pops. Three tyres stayed inflated whilst one went flat and could not be pumped up. We moved two miles away and visits to her became fewer. Over the years Linda and David had commented that they wanted to see her on the road and that I would never get around to it. My reply was that when I retired, I would.

A few months ago Linda said that if anything happened to me they would not know what vehicle was in what garage and that I should sort out the keys. A lack of action on my part ended with being given written labels and pressured to undertake the request. Unbeknown to me this was all part of the birthday surprise as they now had the keys to the garage. David arranged with a friend to collect Pops on a trailer and called into home

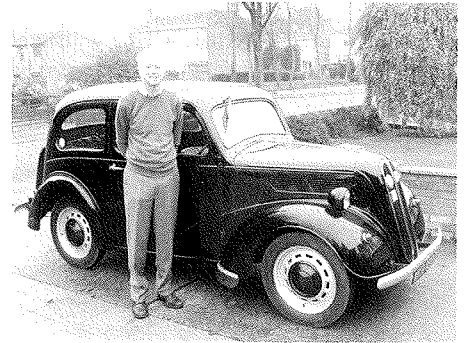


Photo 1

for a quick chat which included checking my movements that day. Pops was then extracted from the garage and a note left to calm my worries if I later visited and she was not there. I now wonder: if I had mentioned that I was going to visit Pops, would some more urgent task have been suggested as a distraction to avoid the secret being blown? As an extra precaution in case I happened to see Pops being moved, the rear number plate was covered. I went out one day and passed under a nearby road bridge: I have since been told that Pops on the trailer passed over the bridge about two minutes later on her journey to West Sussex to be restored by a business that usually restores tractors, but which is also next to a business that restores Jaguars. Therefore Pops got lots of visitors from both businesses and, I believe, offers to buy her.

All the perishable rubber items were replaced: hoses, wiper blade, tyres, and fan belt along with new points, plugs, rotor arm, coil, voltage regulator and battery. Redex was poured down the bores and left for a week, and with new oil and compression test done she started easily. The radiator was flushed out and the fuel tank was drained of the remaining very stale 4-star petrol. Electrics were checked with some re-wiring as necessary. Wheel bearings and brakes were checked, chassis corrosion welded, and wheel arches undersealed. Wheel hubs and bumpers were repainted but getting the dried pitch off the bodywork took many long hours of work. It was decided not to make her concours but to keep her in original condition.

So, on my birthday Pops was moved up and rendezvoused with Carol and Mike down the road. David awaited Mike's signal that I was on the doorstep for the secret birthday surprise to unfold.

Christmas brought a further surprise with an extremely limited one-off book called 'Pops', containing archive and recent photographers of her.

Why is Pops special to me? When I was aged 4 years and 4 months my late Father purchased Pops new, his first motor car, from the Ford main dealer, the Brook Garage in Chatham, Kent. My father was a very placid man and first of all taught my now late mother to drive in her. When I was 17 he then taught me. He was not a driving instructor; however,

Anglia, Prefect & Pop Register contd

with good instruction and a good car mother and I both passed first time in Pops. Initially I was only able to borrow Pops for very special occasions but when he purchased his second new car, Pops was given to me. (Photo 2)

Register 25 Years Ago – Sidevalve News, February 1987

A 1952 E493A Prefect from Llandudno Junction and a 1956 103E Popular from Canterbury were featured in members' profiles.

Gordon Wright from *Practical Classics* magazine had owned a 1951 E494C 5cwt van for four years as a staff fleet vehicle. Gordon

had been making local short trips on a daily basis; in fact at one stage he was finding it to be his most reliable form of transport out of his collection of six classic vehicles. However on trips over 35 miles the chances were the van would suffer from fuel vaporisation. Gordon wrote a long article on the subject and a photograph of the van appeared too. The van had then been sold to a member in South Wales and has since been sold on. The member still owns his E493A Prefect.

I had requested assistance on another bulkhead plate which began with TC, which I now know stands for top coat. 'Know your regalia' continued with another seven items.

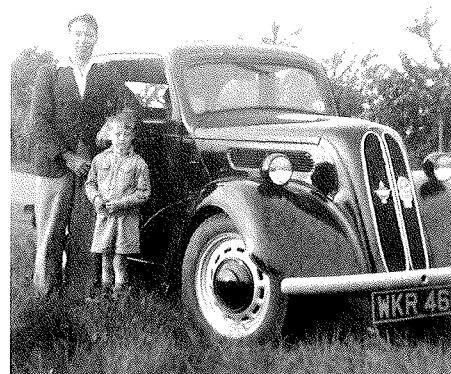


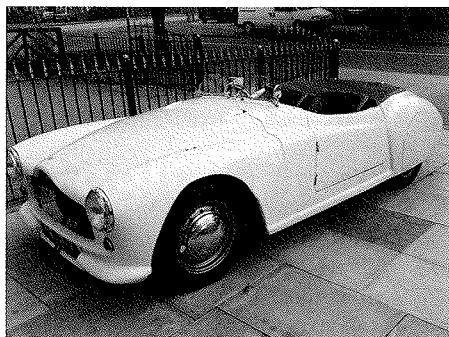
Photo 2. Dad and me aged 4 beside Pops in 1956.

Specials Register

Rob Daniels

Happy New Year to you all. I had hoped that someone may have volunteered for the Specials Register post by now, but as they haven't, I will keep on sending in articles occasionally.

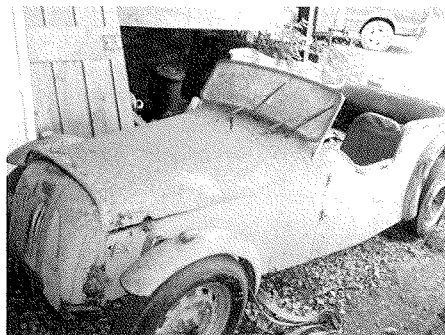
As I have given up the post as Registrar, I have decided, after 30 years of Sidevalves, to change direction. So I have also decided to sell both my Specials (below) and all of my spares, which includes tuning parts galore. The Rochdale is fully specked up with Buckler IFS, Willment engine pushing out 75bhp, Mays suspension, 4.4-1 cwp with Ballamy wheels, close ratio g/box etc. The Shirley has Bowden IFS, Ballamy wheels, 4.4-1 cwp Mays suspension at the rear. The engine has not been tuned but I have a full Aquaplane kit also for sale. I am open to serious offers for the whole



lot within the first week of the publication of this magazine. After that it will be put onto eBay. Please contact me via email at roberts.daniels@sky.com.

Unknown trials car

Emanuel writes: I am from Italy and I have recently bought what seems to be an old trial car. It's four-seater, two spare wheels, 1172 E93A Ford 10hp Prefect engine with standard chassis and tubular frame over an alloy body with iron doors and does not seem home built. Have you got any idea regarding the body manufacture company? It would be useful to find out some more information.



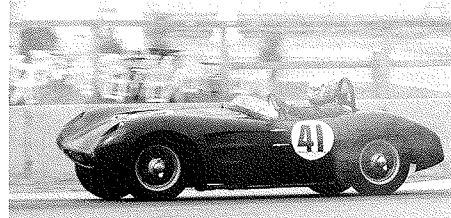
Rob: If anyone recognizes this car, can you please let me know and I will pass on the info to Emanuel.

Microplas

Butch Gilbert writes: I thought you might like my 'find'. I had been talking with a fellow vintage racer and he told me he had a Jag 1953 120 chassis for sale with an engine and transmission. When I went and looked at it I was surprised to see this body came with it for the price of \$3000. I bought the lot and he told me that his mechanic had helped the original owner of the 120 shorten the chassis to accept the body. Then, later he had bought the car. I was told they bought the body in about

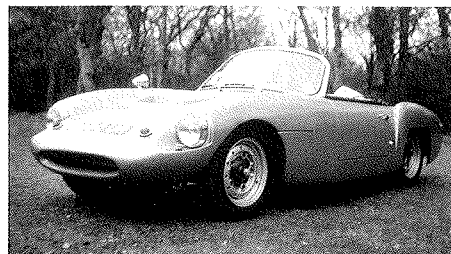


1957 and only got as far as the picture shows (below) which is how I bought it. I finished the car and ran it in numerous races in California for about 8 years until I sold it to a dealer in Belgium.

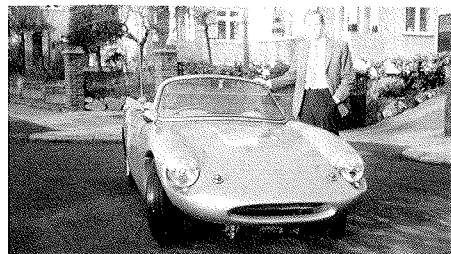


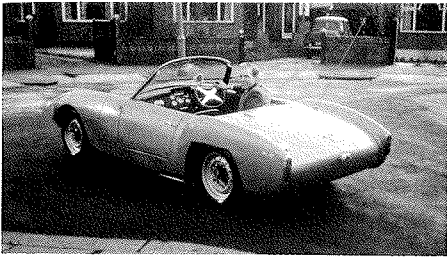
Ashley history

Alex writes: Between 1958 and 1961 I built a Ford-based Special using an Ashley Laminates body on a Tornado chassis and would be very interested to hear if it still exists. The registration number was 7460 UR.

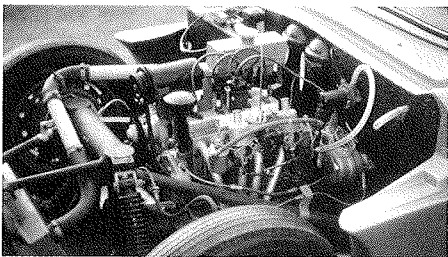


Rob: Thanks for the pictures. Your car looks amazing; you are obviously a very good engineer. Where did you do your apprenticeship?





Unfortunately, there is only one Ashley Tornado known and it isn't yours, sorry. Can you tell me where you bought the bits from? Did you buy the parts from the individual manufacturers or was it somewhere like Super Accessories? Unfortunately Keith Waddington, who owned Ashley, died in the 60s, but Bill Woodhouse, who owned Tornado, and his factory foreman Eric Martin are still very keen on Tornado cars and both own a Talisman. Eric's sons have restored a fair few Tornados over the years including Typhoon, Tempest and Hurricanes. I bet the car used to go quite quick – those twin carbs make a difference. What diff ratio did you use and did you put in a set of close ratio gears? One thing that stood out to me was that you used the LMB 15" wheels yet put cross-ply tyres on them. Most owners used the 135 x 15 Mitchlin Xs. When and why did you sell it?



Alex: In 1956 I came across an American magazine called *Mechanix Illustrated* which featured on its front cover a home built car which really caught my eye. It had never occurred to me until then that you could build your own car. I was 16 at the time and had just started an apprenticeship at Sun Printers in Watford, so I was no engineer and of course didn't even have a driving licence. *Car Mechanics* magazine had also started a series on building a Nikri special which helped spur me on. I probably started building the car in 1958 once I had saved up a bit of cash.

Most people at the time were using brand new boxed-in Ford 10 chassis but this would have caused a very high floor pan, which was probably why the Nikri looked so odd. Tornado Cars were three or four miles away in Rickmansworth so I gave them a call, which resulted in a test drive in their supercharged demonstrator. The chassis looked great but I couldn't come to terms with the shape of the body. So, still not having a licence to drive, I got my Mum to take me to Ashley Laminates at Robin Hood roundabout, somewhere near Epping I believe. I loved the look of the body but the wheelbase was different to the Tornado chassis (one was 7'10" and the other 7'6").

However I plucked up courage and bought the body and chassis with the idea of recutting the rear wheel arch of the body to suit.

Incidentally, whilst at Tornado's after having passed my test, I arrived in my Dad's Triumph Herald which was a new design at the time. As soon as the Tornado guys spotted it I was asked to open the bonnet so they could run a tape measure over the rack and pinion steering and front uprights. I guess this was then used in the beautiful Talisman?

One of the first things I bought was a hydraulic brake and clutch conversion from Watling Cars in Radlett near Watford. As you spotted, I bought the LMB wheels but probably because I couldn't afford them I didn't buy Michelin X's but ordinary cross-plys. I can't remember what the new diff ratio was but Tornado's rebuilt the axle for me. It was the only part of the car that I didn't rebuild myself. Gearbox had standard ratios, again because of cost. As you can see the 1172cc engine had twin carbs and a four branch manifold. An Aquaplane valve chest cover was fitted with take-offs for a remote oil-cooler and by-pass oil filter. Roy North (he used to race TR3s) set up the S.U carb jets for me in his workshop in St Albans Road, Watford and the car became quite lively to drive. I remember meeting a Sunbeam Alpine and managing more or less to keep up with it, probably helped by the lower weight of my car.

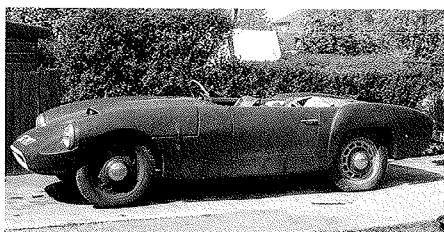
It took me four years or so to build the car at a cost I seem to remember of about £450.00 – about the price of a new Mini at the time.

Whilst all this was going on I met a girl, who fortunately liked cars, and in 1963 we got married. We took the car to France and Holland for our honeymoon. Building the car was really my interest, not the driving, so on our return the car was sold to an engineer at the DeHavilland aircraft factory in Hatfield, and that was the last I ever heard or saw of it.

We now have a TVR Griffith 500 as our fun car and as before I enjoy working on it as much as driving it. The Griff is really a factory made kit car and that is probably why it appeals to me so much.

Early Ashley

Chris Moseley: the picture below is of my old Ford fitted with an Ashley 1172 shell, taken near Derby where I used to live before I joined the army. I am fairly sure this car was scrapped by my father after I joined the army. I am now



looking for a Ford fitted with a Rochdale GT shell, one of the cars I always liked the look of.

Rob: the Ashley is an early one with smaller doors. It also looks like a long wheelbase version for the Prefect chassis. Unfortunately neither car is known to survive.

Two owners of YWU 777

Mick Raven: I am a record dealer and also deal in Vintage Retro collectables. A friend of mine, retired, asked me to sell a fibreglass car for him. He says it's an Ashley but I have photographed it and tried to find something similar and it does not look like any others I have found. He says the original owner said it has been garaged since 1965. It's in poor condition. Can you identify it? The pictures are only of the front and front side, because it's in the garage. I am in Rochdale, home of a famous vintage fibreglass car.



Chris Moseley: I have at last managed to get my hands on an Ashley 1172 bodied Ford Special, bought off Mick Raven. It was registered as YWU 777. It has a Ford engine fitted, 933cc. 15" wheels (from what I am not sure), hydraulic brakes and telescopic shock absorbers at the front. It is a 7' 6" wheel base version and was built on a new Popular chassis and was first registered on 16th July 1959. The old V.E. 60 log book has the 'Chassis Frame or Car No.' as 103E. The engine number is listed as E04A6015B. This is at least the second log book, issued on 30th April 1968, and on there is a circular stamp on the log book saying that there were 11 new owners. That makes me the thirteenth owner. The windscreen is not an original Ashley one: it has a steel frame and the original Ashley screen came with the car and is in a fibreglass frame, although the screens themselves look identical. The car needs a complete rebuild!



Continued on page 28

Specialist Applications Register

John Porter

Sun Mechanical Cart

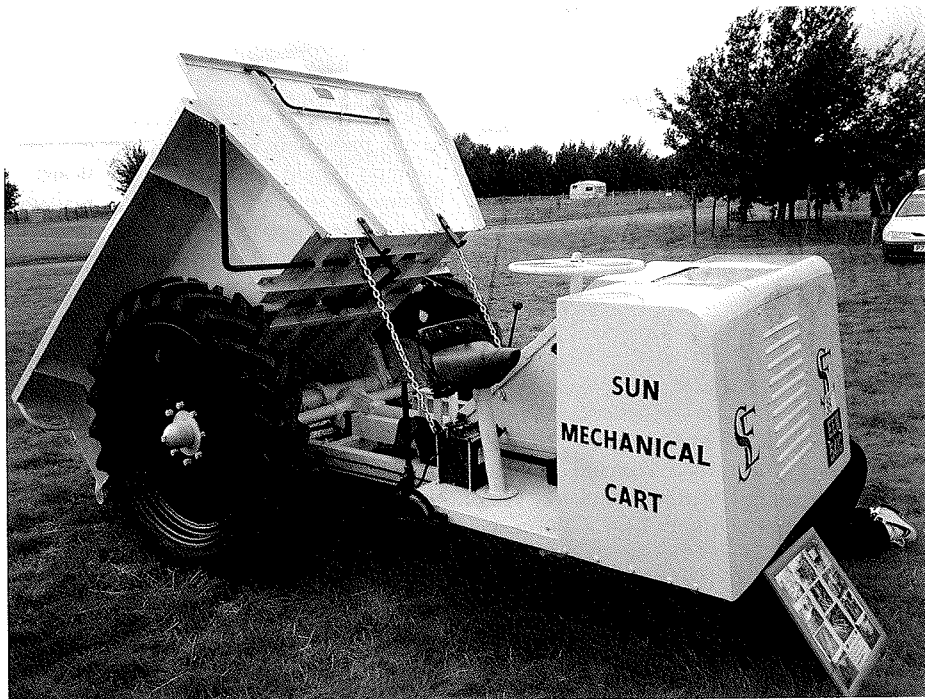
Back in 1938 Sun Engineering Limited started producing a track-laying trailer for agricultural use, which it called the Hornsby. Ten years later, in 1948, it added the small petrol-engined three-wheeled tipping truck to its range, pictured here, which was named the Sun Mechanical Cart.

This 1951 Sun Mechanical Cart was spotted at a show two years ago by Tony Hoyland. The owner, Peter Alflatt of King's Lynn, had done a fantastic job in restoring it, considering it was found burnt out and in a bad way. It has taken three years to restore it to its present sparkling condition.

The body of the cart was tipped by four pads mounted on it which were pressed against the two rear tyres. The body was then unlocked and the vehicle slowly reversed, which tipped the body. The body actually pivoted on the rear axle. Stability when fully laden must have been a problem particularly on uneven surfaces.

This cart has apparently spent part of its life working on a market garden in Lincolnshire and was manufactured by Sun Engineering (Crowle) Limited, Crowle near Scunthorpe. Following a recent search of Companies House, it appears that the Sun Engineering Company has been dissolved.

This example is powered by a 10hp Ford industrial engine (different head, possibly with magneto and carburettor governor) and has



a body capacity of approximately two cubic yards. The two rear wheels, originally fitted with 9 x 36 tyres, were set to a track width of the standard Lincolnshire root crop row width. However, while the bucket wheels might follow the standard track width, what about the centre rear wheel? Shades of Reliant Robin!

Contemporary tests showed the vehicle to have drawbar pull of 2400lb on tarmac, so it was suitable for trailer work, and an average of 6.36 miles per gallon was obtained carrying a 4450lb load at 4½mph.



Photos courtesy of Terry Hoyland

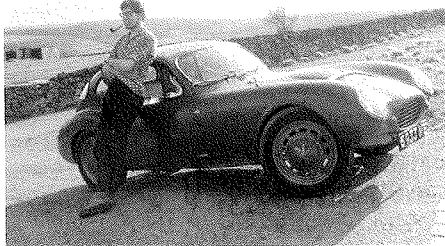
Specials Register contd

There are no bonnet hinges fitted at all so I need access to an 1172 to take some photos and measurements. Perhaps you can help by pointing me in the right direction. I live in South Wales and driving to look at another car should be no problem, but the nearer to me the better, obviously.

Rob: the wheels I have only ever seen on Ashley's, so perhaps they had them made specially. I have adverts for them from Ashley. The screen is maybe from a hardtop. From what I can see of the engine it looks like a 100E unit and the front suspension could be Raymond Mays, but I can't really see. The Ford model number for the Popular was 103E and the E04A was the pre-war Anglia. Is there anyone in South Wales with an Ashley willing to help Chris with his restoration? Please contact me.

An English car abroad

Ray Lambert: I bought 5933 WE in December 1964 in Sheffield and kept it until May 1968. I sold it for slightly more than I paid for it. It had a red gel coat when I bought it: we dolled it up to sell, including hand painting it white.

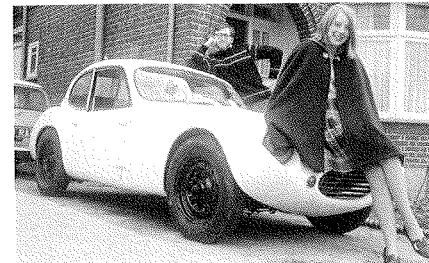


We went to the Italian and French Alps several times in the Special and all over Britain. The engine was an E93A 1172cc, cast white metal big end bearings (I know, because I managed to melt them!). The piston rings broke regularly and valves needed a

re-grind after every blast up the M1 from London. It had a standard three-speed box and, I think, 17" wheels.



That young lady is still my wife.



Letters and Emails

**SVN Editor,
PO Box 1172,
Abingdon S.O.,
OX14 5WA**

**E-mail:
editor@fsoc.co.uk**

Wedding belle

Dear Sidevalve,

I enclose some photos by photographer Mikaela Morgan (www.mikaelamorgan.co.uk) of my daughter's wedding in August 2011, and the family Ford Prefect 161BLK that she insisted on using as her main wedding car. 161BLK is well known to Jennie and Robin Thake as I've been a member of the London North group for many years now.



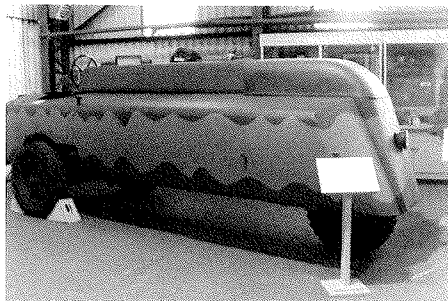
Regards,

Ken Pine

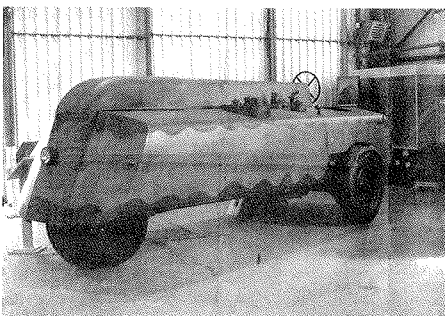
Aircraft refueller

Dear Sidevalve,

I would like to thank the Yorkshire group for all the help given to me with the fitting of an engine to a project I undertook for Aeroventure Yorkshire Air Museum in Doncaster, especially Nigel Hilling, for whose help and guidance I will be eternally grateful.



The project is a Thompson Aircraft Refueller Mk. VC 3x2 Petrol & Oil Tanker, vintage 1944. The vehicle is powered by a Ford E93A engine, through a three-speed gearbox to a differential then by chain to the wheels. It has a top speed of 15mph on the road and 10mph on grass. It is able to deliver petrol as 20gpm and oil at 2/3gpm: the capacity is 500 gallons petrol and 50 gallons oil. The unladen weight is 2 tons 2 cwt and laden weight is 4 tons. Length 17'9", width 6'4", height 5'10". It runs on 7.50 x 20 tyres, brakes being operated by a hand lever with no footbrake fitted.



The history of the vehicle is unknown – only that it was delivered in 1944 and came from Bletchley Park Museum in March 2003 to Aeroventure where it is on display.

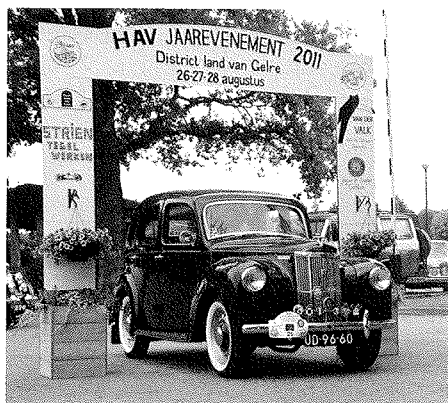
Yours,

Kevin W. Anson

UD-96-60

Dear Sidevalve,

For 43 years my trusty 1949 E493A has accompanied myself (the second owner) and my wife around the world. I bought the car from the first owner in 1968 and it is still performing extremely well. I think that in 2011 I had been a FSOC member for 35 years, as I seem to recollect that I corresponded about Club membership in 1976. I also remember that this car appeared on the front cover of the predecessor of *Sidevalve News* around 1978. At that time I was definitely a member.



In the UK the car participated between 1981 and 1993 in many rallies and static shows, including FSOC events, under the license number 429DEL. The attached picture shows the car at the beginning of the annual two-day event of the Dutch Historic Automotive Society at the end of August. Every car was photographed and the owners got a print as a memento of their participation. During 2011 the car had a lot of driving to do as every event we had subscribed to turned out to be cold, wet and relatively unpleasant. My 1939 E93A Tourer therefore lingered most of the time in the garage as driving that car in those circumstances would have been very uncivilised. May this year be better!

Sidevalves still perform strongly around the globe, though the Netherlands is not so far away from their birthplace in Dagenham. Happy motoring in 2012,

Yours,

Friedel Erdelmann
The Netherlands

Buckler up

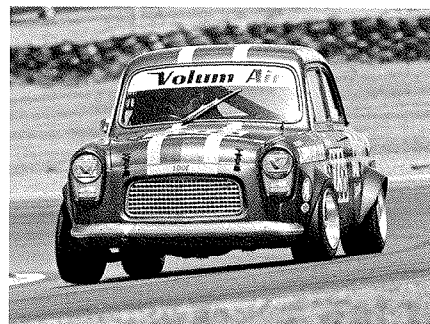
Dear Sidevalve,

I presume the 100E in the attached photo no longer has its sidevalve engine but I thought you'd be interested in seeing it nonetheless. It was taken at the Wigram Trophy at Ruapuna Circuit, New Zealand in November and comes courtesy of Warwick Robinson.

There is quite a lot of Buckler activity in New Zealand and on a couple of occasions I've been given permission to use Warwick Robinson's photos in *Bucklering*, the Buckler Car Register.

Regards,

David Montgomery
Registrar and Editor of *Bucklering*



Tales of BLC

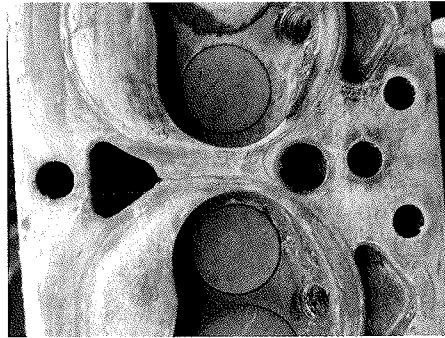
Jim Norman

It began with an oil leak. After attending to the usual suspects, and restraining a couple of them, I determined that the main culprit was right at the back of the engine: either the rear main oil seal (probable); or head gasket (unlikely). Working on the premise that the head was far easier to remove than the engine, I took this off and confirmed that its gasket was not the guilty party. But it did show another problem: the head was cracked.

The Kent cylinder head has numerous water passages to the block, with a pair either side of the bridge between Numbers 2 and 3 cylinders. One of these is properly circular but the other is triangular. Despite the apex being rounded, it still represents a stress raiser and I have seen many such heads with cracks propagating from this hole towards its circular counterpart. This was one such, with the slight modification that the crack had indeed reached its objective and extended the full width between the bores.

To refit this head would have been unwise: the offending crack might have lived a thoroughly inoffensive life if left undisturbed, but hindsight is a wonderful thing: it wouldn't now. Alternatively, an expensive breakdown might have been avoided ...

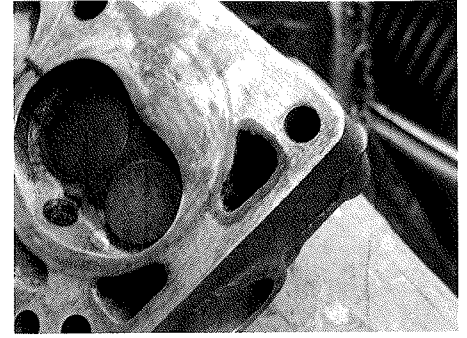
My garage has a range of spares but the choice of cylinder heads was limited. There was a head of the correct type, but the valve guides were worn beyond any hope so it was sent away to have these replaced. New guides



The crack across the head between Nos. 2 and 3 chambers. Unfortunately this is the Stage II head, so is now scrap.

are now becoming rare, so it was seven weeks before it returned home, and in the meantime, another head was fitted. This had enlarged ports and valves, modified up to Stage II, but was intended for a 1500cc unit so had combustion chambers of much larger volume than those of a 1200; thus, the compression ratio would be minimal. Nevertheless, needs must, etcetera, and it was fitted in the hope that the greater volumetric efficiency would compensate for the reduced thermal efficiency. This was largely achieved, although the vacuum readings (a vacuum gauge is fitted) were very much below normal.

Unfortunately, after a couple of weeks and a few long runs, the engine began to throw water past the pressure cap and out of the overflow, and a quick test confirmed that the head gasket had blown. The head was removed and found to have blown between



Wastage to the water passages at the rear of the head, allowing the cooling system to pressurise and expel the coolant past the filler cap.

the two rear water galleries and No 4 cylinder, and corrosion between the same points on the head showed serious wastage there. Blown gaskets were therefore inevitable with this head, but with the only other one still away, it and a new gasket had to be refitted. Another was fitted two weeks later, and yet another two weeks after that. Fortunately I had been given, free of charge, three head gaskets some time previously, so only time was expended. The water did not contaminate the oil, so things could have been worse.

The head was returned in late December, and so on Christmas Day, it being dry and sunny(ish), I spent an hour and a half refitting the reconditioned head. In truth, it was good to get away from the smell of turkey and mince pies!

And the oil leak? I took the car to work, whizzed out the engine, replaced the rear main seal and sump gasket, and that was the end of that!

100E Valve Cotter Replacement

Geoffrey Hatch

Have any of you ever had problems replacing the cotters on the ends of the valve stems?

I spent several hours and got nowhere until I tried this.

Equipment needed:

- Small magnet
- Eyebrow tweezers
- Some grease.

Compress the spring with the valve spring compressor. Ensure that the jaws at the end of the compressor are open enough to go over the cotters.

Clean both cotters, then apply a dab of grease to the inside.

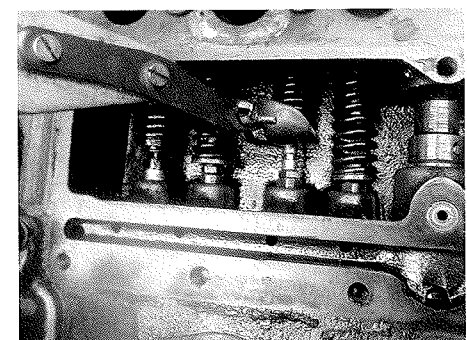
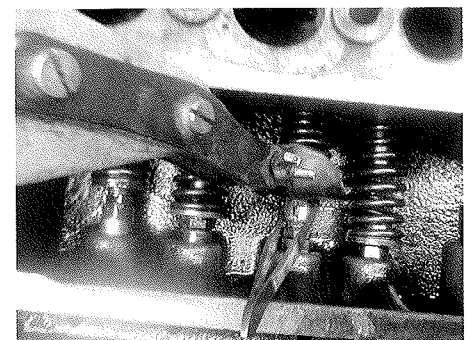
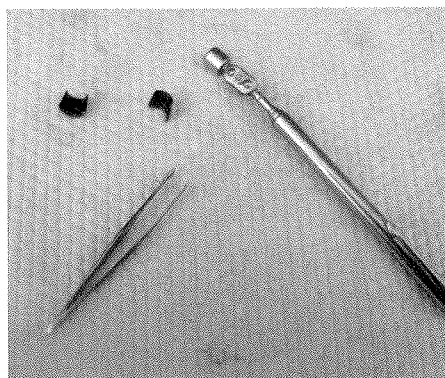
Hold one cotter in the tweezers with the jaws on the ends of the cotter, and gently put into place. Press it into position with a finger, then repeat with the second cotter. Note it is important that these are on the sides.

When both cotters are in place, move the tweezers to the sides, at the bottom of the cotters, to hold them in place, then remove the spring compressor.

The magnet is for when you drop a cotter. It is easy to pick it out again.

Note: if doing this with engine in situ, don't forget to put a piece of rag into the oil drain holes, else there is a risk of a cotter finishing up in the sump.

Job done! Thanks to Dave Rothwell for some of these tips.



Report from Madeira

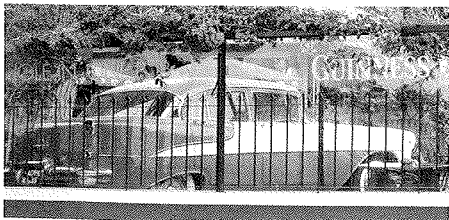
John Porter

This report is from Madeira, a Portuguese island situated 500 miles west of North Africa. Much like the Channel Islands, Madeira has a limited length of road and, like Portugal, quite a recent utilisation of motor vehicles. As a result it is fair to assume that there are few indigenous classic cars – or so I thought.

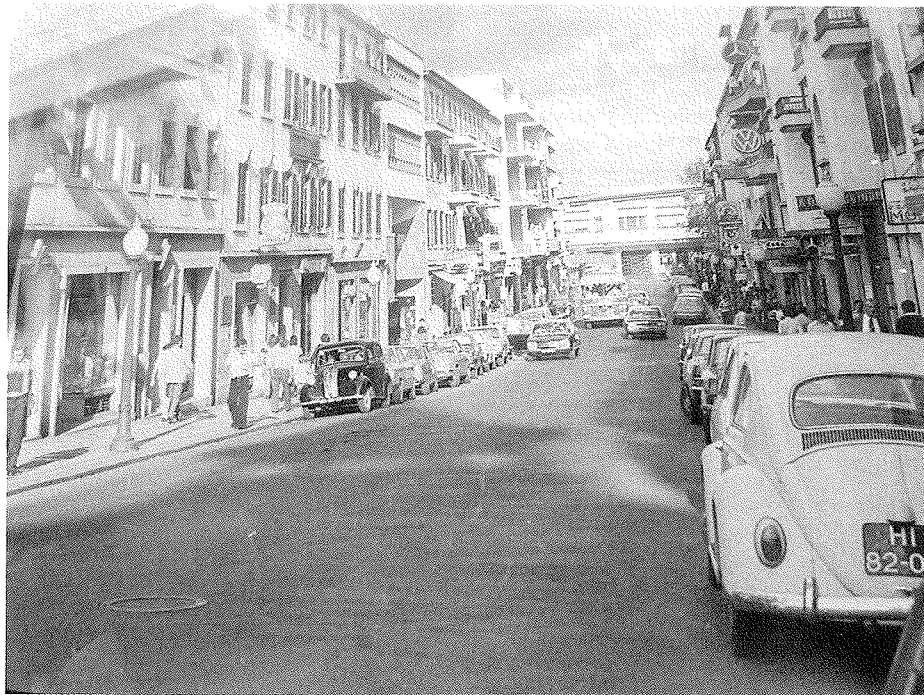
In the window of a long established photographer in the island's capital, Funchal, we saw a display of black and white photographs of the old town in the mid-20th century and in one of the street scenes there was a solitary Standard 8 – a Sidevalve, no less! In other scenes were Renault Dauphines, Seat 600s, various FIATs, one or two VW Beetles and a 2CV. Surprisingly there were also Standard 8 and Hillman Minx convertibles, Humbers and the odd Riley Pathfinder while earlier photos showed a number of American models of the late 20s and early 30s.

What also popped up in the black and white photo collection that I leafed through was evidence of local car competition in the late 50s and early 60s – very possibly the beginnings of the famous Madeira Wine Rally. On a dusty track high in the hills was a view of the competing cars waiting to be let loose on a stage of the rally with a 100E in the background – whether it was an official's car or a competitor we will never know. Perhaps the wealth of Madeira's sugar and wine industries together with prodigious exports of bananas gave the island a head start in car ownership compared with mainland Portugal?

That was the past but while in Funchal we saw Mercedes 190SL and 230SL (Pagoda roof model) and VW Beetles in very good condition (split rear window and small oval, if you are into such niceties). A local bar has a 1950s American Oldsmobile saloon in two toned turquoise and cream on the patio! No less than four different FIAT/SEAT 600s, all in an excellent state of health, were enjoying the Madeiran sun. Finally (and this was the first day) we espied an immaculate 1966/7 Toyota 1200 – remember those? These were the cars that BMC (later British Leyland) said would never catch on with their standard equipment radios and an ability to not go wrong every other week. They were not technologically advanced, on cart springs at the back, and were a fair copy of the old 105E Anglia



Oldsmobile.



Old Funchal

mechanically. Nice and simple – no hydrostatic systems, short lived constant velocity joints and rubber couplings or transverse engine and transmission units. Parked up nearby was an early Toyota Landcruiser which appeared to be a restored ex-military soft-top. Well, we know what happened over the next few decades in both cases, don't we?

At our hotel we found that the owners and friends had a garage floor in the basement with a selection of mainly British classics – Austin Healey 3000, MGAs and MGBs accompanied by Alphas Giulietta, Giulia and Alfetta GTV, and a Fiat 124 Spider. Surprisingly they also own two classic rally cars, both Escort Mk11s, in fully rally trim and ready to hit the forest stages! This wonderful space is the sort of garage that we all dream of, especially as it had a bar that was staffed in the evenings! Tantalisingly, on the wall there was a picture of the grill of an E493A Prefect ... So maybe there is a Ford Sidevalve on the island but those hills would have been a trial.

Pictures on the wall of the garage show the exploits of the owners on the Tour of Madeira Classic Rally, which takes place on the third weekend in June and is now in its 24th year. The event is limited to classic and vintage cars, enrolled in the FIA Historic Regularity Rallies and included in the FIVA (International Federation of Vintage Vehicles) calendar, Category A: participation is limited to vehicles meeting the standards of both this Federation and the International Automotive Federation (FIA) and which must be in original working order. This event takes place over four days and covers around 400km through beautiful

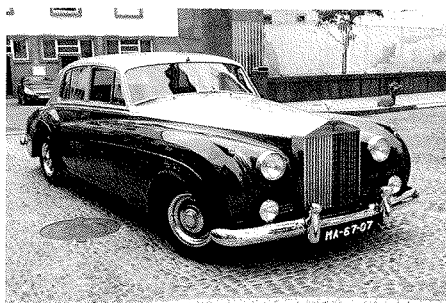
and often winding Madeiran roads, competing in a way that allows competitors to experience the breathtaking landscapes of this beautiful island.

Just up the road from the hotel was a very nice dark blue 4-door Peugeot 304 and on our last day we saw a Willys/Ford Jeep, Series 1 Landrover and a late 50s Rolls Royce Silver Cloud – hands up who had the Dinky?

So much for my pre-conceived ideas about classic cars in Madeira!



Seat 600



Rolls Royce Silver Cloud.

Historic Sporting Trials Association

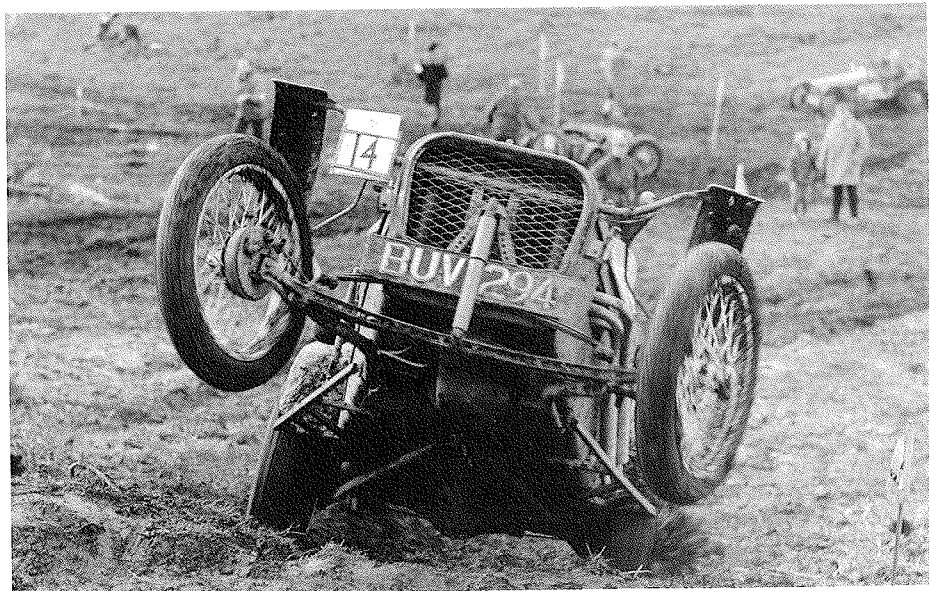
Martyn Halliday

Interesting 1172 fact: the 1952 Gloucester trial took place on 5th December and attracted an entry of 39 trials Specials. It was reported in *Motor Sport* that all the competitors used Ford Ten engines. In what other form of period motor sport, with the exception of speedway, have all of the competitors voluntarily used the same make of engine? The dominance of our 1172 continued through the 1950s and well into the 1960s but the main question has to be: where have all the old trials cars gone?



Some of the more famous cars are known to exist but with no suitable events in which to use them they have stayed locked away in garages and barns gathering dust and dirt. A number of people think this is a crying shame and so the Historic Sporting Trials Association has been formed. The main objective of the HSTA is to encourage the preservation of post-war purpose-built sporting trials cars (e.g. Cannon, Alexis, Dellow etc. and one-off Specials generally built to comply with the period RAC Trials Car National Formula or 750 Motor Club Trials Car Formula) in their original or period format, and to provide suitable trials in which the cars can be used.

In April 2011 the HSTA produced a leaflet outlining its aims and asking for expressions of interest. These leaflets have been distributed by people sympathetic to the cause at various high profile events, such as the Silverstone Classic



and Goodwood Revival and, to the founders' amazement, we now know of nearly 50 cars. The vast majority are in need of a little TLC (read total rebuild) but the interest has been very encouraging. Fortunately the cars are of very basic and simple construction so, with spares being reasonably easily available, the cost of a rebuild is not as high as in some areas of historic motor sport. For example, a new chassis for a Cannon is available for around £1,200, so if a rotten car is found it is not the end of the world to put it back in working order.

Some of the old trials cars have been extensively modified with big engines and improved transmission for use in modern classic trials. These classic trials have developed over the years to the extent that if a Class 8 special does not have 120bhp and very strong transmission then there is little chance of success. It is known that owners of original 1172-engined cars are concerned about the rough nature of the current trials hills and tend not to enter these events.

With this in mind the HSTA aims to provide suitable single venue trials for the old 1172 sporting trial cars. The main class will be

for cars built between 1952 and 1970 running with Ford 1172 or BMC 950 engines and built to the period trials rules. It has even been suggested that participants are encouraged to wear period dress such as Barbour jackets and flat caps. The idea is to have an enjoyable day's motor sport using competitive, but non-damaging or dangerous sections, in the company of like-minded people.



Before about 1965 the cars were road registered and the public highway was used to travel short distances from one group of sections on farmland to another. HSTA would like to recreate this type of event but this may be sometime in the future.

HSTA has just started a website at www.HSTA.co.uk and is on Facebook under Historic Sporting Trials Association. If you want to know more then visit the website and look at the excellent period film on sporting trials. You may be inspired to join us: it will be great fun.

So, start looking in the old sheds and barns and let's have these old 1172 trials cars out on the hills where they should be. The sound of the Ford Sidevalve being used in anger again is something we should all look forward to.

Details of the HSTA can be obtained from martyn_halliday@MSN.com or by phoning 07739 464170 or 01403 250967, or Ian Wright on 01732 529511 or Ian@thewrightevent.co.uk.

