

News



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Sidevalve



Features this issue

Sidevalves in Paradise

The German 100E

Sports Pick-Up

100E into E83W Will Go (Just)



Journal of the Ford Sidevalve Owners' Club

www.fsoc.co.uk

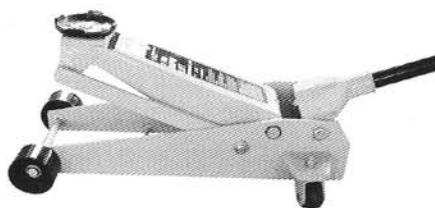
Editorial

John Porter

Following on from the last issue, what about working under your Sidevalve? Do you get under the car relying on a trolley jack alone? The hydraulic part of the jack can fail, not gradually but instantly, with dangerous results. Axle stands don't have this possible failure and the weight of the car is spread over two separate points. Don't even think about bricks or concrete blocks!

So if you use a jack, you should have axle stands ready as well. These simple safety devices are not expensive but make sure that the pair you buy have a suitable safe working load. Something like a one-tonne rating is suitable for our cars. The more economical stands feature adjustment by a pin in about four steps to give a range of height settings. The 'saddle' part that the car sits on should be large enough to spread the load. The more expensive feature a cast ratchet which are easier to adjust. Cost varies from about £12 to £20 a pair. Incidentally, I had a pair of stands that ended abruptly so that in the summer, the Volvo would gently sink down through the warm tarmac ... My remedy was to weld flat feet on each of the uprights to spread the load.

There are plenty of small hydraulic jacks on the market but many do not have the 'lift' to get a Sidevalve far enough off the deck to work either underneath or comfortably on the brakes. A 50-75mm extension can be bought or made to get the extra lift to get the stands underneath to gain access. Prices really do vary for these jacks, from £25 for the basic jack, but these struggle to offer more than 30cm (12 inch) lift. The more expensive will give you 10 to 20cms more which is very useful given the ground clearance on both ranges (up to a total of 18 inches lift) but you might have to budget for about £75.

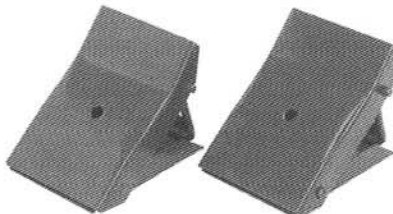


Small DIY hydraulic jack

Almost any mechanical job you might tackle on your Sidevalve may require that you are able to jack the car safely to a position where you can either: get to the underside, remove one or more wheel/s to perhaps work on the brakes, the 100E to remove the gearbox to get a clutch. Those of you with an Upright might need to jack up the rear to remove the rear axle to allow the gearbox to be removed through the cabin.

Before jacking up your car or van, find as flat and level a work area as possible because the higher a vehicle is off the ground, the more

susceptible it is to toppling off stands on a sloping surface. Once your safe jacking position is secured, move the vehicle into position. Start by chocking the wheels of the axle that is to remain on the ground - don't use bricks!



Metal wheel chocks

So, if you are jacking the front up first, be sure to apply the handbrake as well as the chocks.

When jacking the rear, be sure to chock the front wheels in the same way. This is to prevent the vehicle from shifting or rolling during the jacking procedure and throughout the entire job. If you do have to work on a soft-surface workspace such as a tarmac or gravel driveway, place 1/4' or thicker plank/plywood under the hydraulic jack and axle stands to spread the weight of the car over a larger area to avoid movement.

Place the jack in an accessible location, clear of obstructions. In the case of the Uprights, jack in the centre of the axles - front or rear. With the 100E, the centre of the front cross-member and under the differential are the best jacking points. Begin jacking the vehicle up using the hydraulic jack cautiously whilst raising the vehicle - watch for shifting on the jacking area and any other points of concern. Do not position yourself under the vehicle when jacking and keep your limbs or torso clear in case of failure or slipping from the saddle. Once you have the car raised sufficiently, place the axle stands under suitable jacking points: either under the axles or under the chassis frame (if you want the axles free).

Be sure to always use a minimum of two axle stands when raising the front or rear of a vehicle - four if you are raising the whole car. Once the axle stands are in place, gently lower the vehicle onto the stands and watch both stands for interference with parts of the car. Sometimes you may need to re-position the stands during this procedure so be sure to lower the vehicle under control at all times. If you need to adjust the stand position, don't do it from under the car. Once the axle stands take up the weight, stop lowering the jack and 'take up the slack' as insurance, even if you have to move the jack elsewhere to gain access. Now the car has been safely supported by the jack and axle stands, have a check round before you crawl under it. Make sure the car is not going to wobble while you wrestle with that gearbox!

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Events

Brian Cranswick

Please support these events if you can and hopefully after this cold winter we will have some nice weather to enjoy. I look forward to seeing you out and about this summer in your old motor.

17 & 18 April: Riverside Steam & Vintage Rally, Banks, Nr Southport. Details from Joe Wheatley.

24 & 25 April: Colne Valley Railway Castle, Heddingham, Essex. Details from Robin Thake.

25 April: Cambs Group Drive It Day, Ramsey, Near Huntingdon. Meet at 2.00pm Ramsey Rural Museum, Wood Lane, Ramsey. A good opportunity to give your Sidevalve a nice run out after the winter. For further details and to book in contact Brian Cranswick.

25 April: Coventry & Midlands Group Drive it Day. Details from Geoff Hammond.

25 April: Merseyside Group Drive It Day, Tottington School Vintage Extravaganza, Bury. Details from Joe Wheatley.

Sun 25 April: Kent group, Drive It Day. Road run plus stop-off at place of interest. Details from Richard Greenaway.

25 April: Classic Ford Day, Whitewebbs Museum. Contact [REDACTED]

1 & 2 May: Bristol Classic Car Show, Bath & West Showground, Shepton Mallet. Club Stand. For details contact Ivor Bryant.

1 & 2 May: Magnificent Motors, Eastbourne. 500 + vehicles. Details from Richard Greenaway.

1-3 May: Rushden Cavalcade, Rushden, Northants. Details from Robin Thake.

2 May: Spring Car Show, Imperial War Museum, Duxford. Details from Andy Westwood, North London Group. Tel [REDACTED]

3 May: Culcheth Community Day, Culcheth, Warrington. Club stand. Details from Joe Wheatley.

3 May: Kent group, Isle of Sheppey. Details from Richard Greenaway.

9 May: Langleybury Show, Herts. Details from Robin Thake.

9 May: Wheel Nuts Car Show, Stroud. Possible Club Stand. For details contact Ivor Bryant.

9 May: The 16 New Forest Car Run, in aid of charity. Organised by the Southampton Magna Rotary Club. Details: www.rotarymagna.co.uk or [REDACTED]

9 May: Cholmondsey Castle, Cheshire. 1000 cars and bikes attending. Club Stand. Details from Joe Wheatley.

9 & 10 May: Capesthorpe Hall Country Fair, Nr Macclesfield. Details from Joe Wheatley.

16 May: Wirral Classic Car Club Show, Thurstaston. Details from Joe Wheatley.

16 May: Chiltern Hills Vintage Rally, Aylesbury. Details from Robin Thake.

16 May: Kent group, Faversham. Details from Richard Greenaway.

16th May, Wheltenham. Car, bike & tractor vintage rally, Gt Wheltenham, Bury St Edmunds. Details from Peter Royce [REDACTED]

30 May: Prestatyn Classic Car Scenic Road Run. Details from Joe Wheatley.

31 May: Prestatyn Classic Car Show. In centre of town. Good do! Details from Joe Wheatley.

30 & 31 May: Chipping Steam Fair, Nr Preston. Details from Joe Wheatley.

29, 30 & 31 May, Smallwood Vintage Rally, Nr Sandbach. Details from Joe Wheatley.

30 & 31 May, Prestatyn Classic Car Show & Road Run. Details from Joe Wheatley.

29, 30 & 31 May, Enfield Pageant, Enfield. Club Stand. Details from Robin & Jennie Thake.

31 May: Berkeley Classic Car Show, Berkeley Castle, Bristol. Details from Ivor Bryant or Pam Millard, [REDACTED]

5 & 6 June: Tatton Park, Mere, Macclesfield. Club Stand. Details from Joe Wheatley.

6 June: Bucket & Spade Run, Faversham to Ramsgate. Details from Richard Greenaway.

5-12th June: The Sidevalver's Holiday. A really great way to test out the reliability of your old Sidevalve by going on a holiday to Weymouth. Details from organizer John Brown [REDACTED]

12 June: Kent group, Wrotham. Details from Richard Greenaway.

12th & 13th June: North Rode Vintage Rally, Station Rd, North Rode. Details from Joe Wheatley.

12th-13th June, Doddington Country Fayre, Nr March, Peterborough. Camping is available. Details from Brian Cranswick.

13th June: Luton Festival of Transport. Details from Robin Thake.

13th June: Classic Car Show and Autojumble in aid of Little Havens Hospice, Purlleigh, Essex. Contact [REDACTED]

13 June: Kent group, Rare Breeds Centre Woodchurch. Details from Richard Greenaway.

19 & 20 June: Scorton Vintage & Country Fayre, Nr Preston. Details from Joe Wheatley.

20 June: Friars Rally & Summer Fayre, Maidstone. Details from Richard Greenaway.

20 June: Ashton under Lyne Classic car show. Organizers Tame Valley Vintage Classic Car Club. Details from Joe Wheatley.

20 June: Audlem Festival of Transport, Audlem. Details from Joe Wheatley.

21 June: Hope Motor Show, Hope Valley. Organizers: Sheffield & Hallamshire Motor Club. Details from Joe Wheatley.

26 June: The Club AGM at Bishops Stortford. Hallingbury Village Hall - 12.30 pm for refreshments, 2.00 pm the meeting starts followed by a drive around the countryside, finishing at a pub for a meal.

26 & 27 June: Kelsall Steam Fair, Ashton, Cheshire. Details from Joe Wheatley.

27 June: Shaw & Crompton Rally, Nr Oldham. Details from Joe Wheatley.

27 June: Crowle Agricultural Show, Scunthorpe. Classic Car Entries welcome. Send sae to David Till, [REDACTED]

27 June: Leyhill Classic Car Show, Wildfowl & Wetlands Trust, Slimbridge, Glos. Details from Ivor Bryant or Pam Millard [REDACTED]

27 June: Buckler Register Road Run. FSO members are invited. Starts at 10.00am from Dene Valley Business Centre, Brookhampton Lane, Kineton, Warcs. Book in with Chris Johns, [REDACTED]

3 & 4 July: St Helens Festival Show, Sherdley Park St Helens. Details from Joe Wheatley.

4 July: Hollowell Steam Nr Northampton. Club Stand. Details from Geoff Hammond.

5 July: Kent group, Polhill Garden Centre (evening). Details from Richard Greenaway.

10 & 11th July: Cheshire Steam Fair. Details from Joe Wheatley.

11th July: Darling Buds Classic Car Show, Bethersden, Ashford Kent. Details from Richard Greenway Kent group. Possible Club Stand if enough interest.

10 & 11th July: Ardingly Vintage & Classic Show. Hampshire Group Club Stand. Spaces all filled - details from Mick Crouch.

11 July: Kent group, Darling Buds of May (Club Stand). Details from Richard Greenaway.

16, 17 & 18 July: Kent County Show. Details from Richard Greenaway.

18 July: White Cliffs Country Vintage Rally. Details from Richard Greenaway.

Scandinavia

Håkon B. Øverland

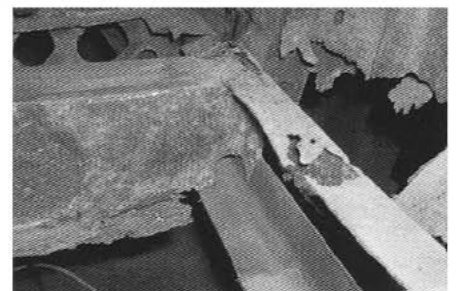
Slow progress of U-5347

In spite of an extremely cold winter here in Trondheim I have in the last weeks been able to go to the garage where my treasure is and done some work with frosty fingers and toes. I hate to say that I am not very persistent under these circumstances and I really do realize that there is still a lot to do. The worst problem is that as one job takes too long to finish, I look for another job for some variety. So far that has caused no problem, as there is something to mend wherever I look.

I bragged to John Pole the other day that I saw the end of the restoration of the nearside beam of the chassis. I only had to fix some rust damage to the second crossmember first (the one holding the gearbox), but alas, instead of doing that I had a look at the sideboards. I knew that underneath the rubber there were some rusty parts, so the first thing to do was to remove the rubber. As may be seen from the pictures I had to cheat a little to repair the main brackets properly. For this I used a 2mm steel sheet. I have found a suitable new rubber in Woollies' catalogue and a firm here in Trondheim has offered to glue it on properly.

One of my Swedish contacts, Johan Strömberg has informed me that he visited the NEC Classics in Birmingham last year and there he met with John Porter. John had challenged him to write to *Sidevalve News* about his restoration work. Whether he has done so or not I do not know but in his e-mail to me he seemed a bit reluctant, as he has experienced what I also have, namely TTT: that is, 'things take time'.

Well, that is all for now. I wish all Sidevalvers a happy springtime and a lot of merry sidevalving.



18 July: Kent group, Dover Transport Museum (Club Stand). Details from Richard Greenaway.

18 July: Newby Hall Concours Event, Ripon. Club Stand. Details from Nigel Hilling.

25 July: The Old Ford Rally, Heritage Motor Museum, Gaydon.

31 July & 1 August, Northern Sidevalve day on Sunday at Hebden Bridge Vintage Weekend. A646 West of Halifax. Details from Joe Wheatley.

1 August, Eastern Sidevalve day at the BMC/BL Rally & Autojumble at Ferry Meadows Peterborough. Next to the Nene Valley Railway, overnight camping is available. Details from Brian Cranswick.

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

7 August: Kent group, Coolings Garden Centre. Details from Richard Greenaway.

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

8 August: Classic Car Show, Navestock Village Hall. Contact [REDACTED]

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

14 August: Kirkstall Classic Show, Leeds. Steve Waldenberg has invited us to put on a Sidevalve stand. If anyone is interested then please let Nigel Hilling know so he can assess whether it is worth the effort.

14 August: Kent group, Leeds Castle (Club Stand). Details from Richard Greenaway.

15 August: It's Showtime in aid of Little Havens Childrens' Hospice, Purleigh, Essex. Contact Tony Turner [REDACTED]

21 & 22 August: Tatton Park, Mere, Macclesfield. Club Stand and possible Northern Sidevalve day. Details from Joe Wheatley.

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

30 August: Kent group, Old Timers' Rally, Grand Hotel, Folkestone. Details from Richard Greenaway.

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

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

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

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

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

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

12 September: East Lancs Railway Vintage Transport Gathering, Station car park, Bury. Entry includes a free ride on the preserved railway. Closing date 1 June 2010. Details from John Lomas via [REDACTED]

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

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

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

19 September: Turweston Aerodrome, Vintage & Classic Day, Westbury, Brackley, Northants. Details [REDACTED]

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

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

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

26 September: Battlesbridge Grand Motorbilia Day. Contact [REDACTED]

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

24 October: Kent group, Offham, near West Malling. Details from Richard Greenaway.

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

Regional News

Essex

John Hull

By the time you read this we should have attended our first show at the Museum of Power in Maldon on Easter Sunday, weather permitting. Other shows we are thinking of attending throughout the summer are included in the Events column. Several of us are also hoping to attend the AGM in Bishops Stortford, as it is quite local to us.

I have been replacing the rear wheel bearings on my Pop. I used a kit which I purchased from the club, which is very well designed as it incorporates the runner and the race as one unit. The new sleeve fits over the stub axle and as my axle was quite badly worn it makes a good, safe, effective repair. The only snag was removing the old runner from the hub. Mick Williams and I struggled with it to no avail and in the end we had to admit defeat. I took the hub to a small engineering firm in Romford called Gosnay's and left the hubs with Norman, aged 83, to see what he could do. The next day the job was done, and Norman said that he has also done the same type of repair on Model A Fords. He was a very pleasant, knowledgeable man and told me he is not ready for retirement just yet – thanks, Norman!

Dean Rose has been to America on business. He managed to fit in a trip to the Henry Ford museum in Dearborn and was very impressed. Thanks for showing us your photos on club night.

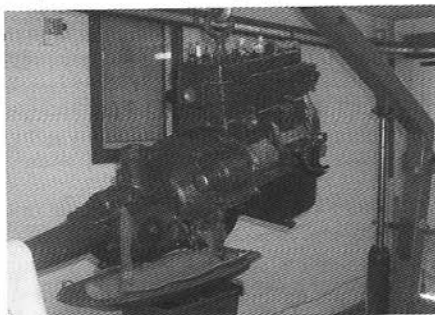
Dennis Little has bought an MG Midget which he is in the process of restoring (traitor). This is his third restoration, the others being a 103E and a Model Y which both took two years to complete. Dennis has found some old photographs of his first Pop, before and after restoration, and we all agreed he had done a very good job (see photos below).



North London

Robin & Jennie Thake

Our group members' cars are getting the repairs planned to keep them up and running for the coming season. David Heard has got his Popular engine reassembled with a little help from myself after a long delay waiting for parts and machining. Richard Healey has changed the engine on his Popular and had the front wings and grille resprayed. Ken Finch has changed the steering box on his 100E and is in the process of doing a respray.



It was interesting after receiving the last issue, with the article by our editor on lifting engines, that the next day Andy Westwood and I were going to fit the engine back into his 300E van. (The photographs are the engine for Andy's van being lifted off the bench and almost very carefully being put in place.) In my younger days I have lifted engines in and out without lifting tackle but a few bad backs have brought me to my senses. I have found on the Sidevalve the best way to lift the engine is a purpose-made eyebolt screwed into a plughole; if you are lifting the engine out on its own then screw the eyebolt into No.3 plughole, but if you are removing the engine and gearbox by fitting the eyebolt into No.2 the gearbox tilts back enough to bring the unit above the front panel.



Our group have booked into numerous shows this year including a new one at Stotfold Water Mill and a revived classic vehicle show at the Shuttleworth Collection at Old Warden Airfield. We are going to have a busy summer and if anyone wishes to join us please give us a ring – the number is at the front of the magazine.

South East London

Stan Bilous

The continuing cold weather is a real pain. The C has a new battery but the Moggie has to have a brake rebuild and repairs to the radiator. On the first point, it is interesting to note that whilst the later Morgans used a Girling system similar to the Fords (probably got the idea from them), the earlier models used their own system which was more akin to early motorcycle cable and cam. Various mods were done over the years – one was to use 'floating' cams, which allowed for some centring of the shoes – but the main problem was the drums were just too small! Heaven help anyone who coupled all three wheels: the result could be loss of control on corners!

Mick Crouch, in the February issue, shows a photo of Dave Harland's Morgan at the Hampshire Pageant. It is worth mentioning that it was he who inspired my purchase of a similar model after reading about it in an earlier issue of *Sidevalve News*. His car is even better than it looks in the photo.

Enough of these cars, owned as they are by a chosen few, and on to another point entitled: 'bang to rights'!

Yvon's 'Pre-War' column in the last issue mentions the use of our cars by the forces of law and order. Whilst correct on that point, his photo (page 14) is not quite what it seems as the cars shown are not police vehicles but those owned by Messrs Campion, Bilous, Burke and Precieux respectively! The zig-zag yellow line in front of the Police Station is the giveaway. This was a group outing sometime in the early nineties, somewhere north of London. Still, it's a good photo and I bet the copper looking on wished he owned one!



Merseyside

Joe Wheatley

At our 8 February meeting in the Bottle & Glass, Rainford we discussed the September Coast to Coast run proposed by Godfrey Hands of the East Lancs group. Arthur Speakman was a bit surprised that we should propose to take two days to travel from Scarborough to Southport in our Sidevalves. 'I've done the coast to coast comfortably in a day before now. On my bike!' Then followed a bit of a discussion as to how far people will travel in Sidevalves, and also on bikes. This ended up in a wager between Ian Sidebotham and Dave Broad, Ian betting Dave he would not cycle to the next meeting.

Ian would have lost his bet, had he been in attendance at our next meeting on 8 March: Dave did cycle over from Haydock, even though one of his pedals was falling off. No doubt he will collect from Ian next time!

I applaud the idea of a coast to coast run and would encourage as many members as possible to contact Godfrey for more information.

The March meeting had another good turnout with 12 or so members turning up. We agreed to give Woodvale another go as a number of newer members have not been before. £5 per entry is a bit steep, but it is for charity and there is lots to do and see there.

The rebuilt engine is in Freddy. She has been serviced and 'new' wheels and tyres fitted to the back. I have been using 5.25 x 16 Avon crossplies since I finished the restoration in 1999. These fit the wheels comfortably and cause no problems with the bodywork despite the original specification being 5.00 x 16. My spare wheel was given to me by a passing stranger sometime in the 90s, he having found it in his shed. As this tyre was over 30 years old I thought I should replace it with one of the newer worn tyres. What I didn't realise was the spare was a 5.00, not a 5.25. Trying to put the 'new' spare into the spare wheel locker revealed that this extra quarter of an inch made a considerable difference as the spare would no longer go in far enough to close the spare wheel locker door. I spent a couple of hours removing the back seat and trying various modifications, finally removing one of the curved boot floor supports. With a firm shove the worn wheel now just fits. How do other E493A owners manage? Does anybody have a source of new 5.00 x 16 tyres?

Events for 2010

All the currently planned events are listed with the others on the Events page. Not all of these have been confirmed as yet, and some of them clash, but they are included so you can see what the options are. If anyone needs application forms or more details please contact me. There should be something here for everyone so come out and join us!

Kent

Richard Greenaway

Drive It Day

First of all I must apologise about the article we printed in the February issue about Drive It Day. It was our plan to try and meet up with members of the Surrey/Sussex groups, but as there was very little interest from either group we in Kent have decided to organize our own day in the Kent countryside.

Come and spend a day out in your Sidevalve with us. You can either meet us at Mote Park, Maidstone at 9.30am for a 9.45am departure or join us at Ightham Mote at around 10.30am, where we will be stopping off for a coffee. On leaving Ightham Mote (around 11.15) we will make our way to Hever Castle, hopefully to enjoy a pleasant afternoon in the spring sunshine.

If you would like to join us, get in touch either by phone or email (details on page 2).

The Coming Season

Hopefully by the time you read this we will have taken in shows at Pevensey, Chatham and Detling. We said at the end of last summer that we would cut down on the amount of shows that we would be attending this year but at the last count the list seems longer than ever. Never mind, it's all good fun getting out there and meeting up with like minded people.

Odds and Ends

How many of you noticed the Sidevalves in the recently BBC1 showing of Rock & Chips? Although only brief, believe me we were there. Let's hope they turn it into a series and then maybe we will get a bit more coverage.

One area I am looking into sorting out very soon is putting local news on the regional news section which can be found in the members area on the FSOC website. It's one of those things I meant to look into last year but never got round to it. Hopefully this year that will change. I have made contact with the webmaster about it so keep your eyes peeled in the members area under the regional news section: it should make it easier for us to keep members up to date with what's going on in Kent rather than having to make contact through the magazine every two months. Please make a point of checking the site on a regular basis: you never know, you may miss something otherwise.

Any members who haven't yet been along to one of our monthly meetings are more than welcome to come along for a natter with people who talk Sidevalve. We meet up at the Cock Horse Inn, Detling (near Maidstone) on

Continued on page 9

Regional Report

John Duckenfield

In my contribution to Rob Goodland's 100E Registrar's Report in this issue I refer to the valuable role regional groups play within the Club. For me, and others like me, group membership is perhaps the best part of being a member of the FSOC. True, the spares service is greatly valued and is a very close second, but in terms of being a member of a 'club', regional groups are what it's all about.

The December 1989 issue of *Sidevalve News*, referred to in the first part of Ujeen's story in the last magazine, lists 23 Area Groups. Many still exist, two with the same Regional Contact some 20 years later – Mick Crouch in Hampshire and Danny Moody in Northamptonshire. Some have changed name, but sadly, some once thriving regional groups have long since disappeared. Why should that be? The immediate thought is that they must have folded through a lack of support and that may well be the case but it could be an Area Organiser/Regional Contact is needed.

Times change and people change. It's a rapidly changing world with different priorities. Not for one moment is the suggestion being made that we can ever go back 'to how it was' – though, deep down, isn't that why many of us love our old Sidevalves? No, we must constantly look to the future and move with the times. The same is true for the Club and that's exactly what it's trying to do. Despite all the changes, Regional Groups and Regional Contacts continue to have an important role to play in ensuring the future of the FSOC. They not only provide a valued self-help and social network for members, they also represent the Club on the ground. In many respects they are the 'face' of the FSOC. From having spoken to them, I know that there are members who would like to become more involved with the activities of the Club, but for many reasons they have at the present time other priorities in life.

At the beginning of a new membership year it is difficult to say for certain whether or not a regional group would be viable in a given area, but on past experience it seems probable that there are likely to be enough members in the following areas to support one: **Somerset and Dorset, Oxon and Bucks, (Central) Scotland, Tyneside and the NE, North and East Yorkshire and South Wales** (all represented in the 1989 magazine), as well as **Humberside, the East Midlands and Northern Ireland**.

I would be delighted to hear from anyone at any time *so please*, whether you live in any of these areas or not and would like to know more about becoming an FSOC Regional Contact, get in touch. My contact details can be found on page 2.

Regional News

Cambs, Lincs & Norfolk

Brian Cranswick

Drive It Day

Late entries can be accepted with no problem. I would like to beat last year's attendance of seventeen vehicles on the day. I hope that you can come along in your old Ford.

Fordson Van – KNM 562

John Roberts from Stamford has sent me some very interesting history on his E494C.

This van was first registered on 1st January 1952 and supplied new to Miss Alice Bates of Bolnhurst in Bedfordshire, being used for transporting her farm goods.

In 1955 she married a fellow farmer and became Mrs Wagstaff and they even went on honeymoon to Eastbourne in the van. Mrs Wagstaff kept the little old Ford for many years and then, at an unknown date, it was passed to her nephew in Bedford where it languished for a long time. It was eventually rescued and restored by Mr Bill Peacock of St Ives, Huntingdon in 1986. Mr Peacock gave the van to his daughter Sally who was only 14 years old. She drove it about on the farm tracks where they lived, and when she reached the age of 17 and passed her driving test she took to the road in it. How cool was this for a young lady of 17? Some years later Sally went backpacking to Australia and the van was sold on.

The next owner was Mr John Conder who owned a garage in Lincoln Road, Peterborough.

He had been searching for such a vehicle to recreate a similar Fordson van to the one used in the garage business many years before. The van was repainted with John's garage livery. John is a well known local prolific collector of old motors and when time and space ran out, he kept a promise and sold the van on to John Roberts in May 2002. John repainted the van side panels and added on his own fictitious Agricultural Engineering Company name.

The van was taken to the National Tractor Show at the East of England Showground, where John was approached by a young lady who after reading the show information sheet felt she recognised the van as once belonging to her aunt. It turned out it was her aunt's old van which she remembered from visiting the farm as a young girl. What great news this was: John had at last found a member of the original owner's family. However there was a downside to this as Mrs Wagstaff had died and her husband more recently. Both were still alive when John purchased the van and his advice is to act quickly in such cases, before it is too late, as it was for him.

The van has been in John's ownership now for eight years and has still not achieved 40,000 miles. He states that driving it requires a certain knack and running on its thin tyres can make straight roads even seem rather bendy, which John just loves.

The van and all the enjoyment it generates has brought John a lot of happy sidevalving indeed and it is his favourite old vehicle from the many that he owns (he has a 300E as well).

Corgi toys actually made a model of John's van showing the livery of Peacock Transport from the time when it belonged to Sally Peacock.



Gloucester, Hereford & Worcester

Len Shorthouse

Our seasonal dinner, whilst late, took place at our monthly meeting venue, The Farmers Arms, Birtsmorton, in early February. There were twelve attendees: Brian Bedford, his wife Sue, John Pole and wife Ruth, Mike Whitfield and his wife Sheena, myself with my wife Muriel, Derek Powell and three other non-member friends. Everybody said they enjoyed themselves and it should be recognized that in attempting to cover three counties, our members do travel some distance to attend meetings and any social events.

The early part of 2010 remained a continuing quiet time for our region members and, whilst local snow and ice prevented myself and Brian attending the Severn Valley Railways 1960s Transport Day on 20th February, one star member did make the trip. Jon Simpson took his E83W van, parking up at Bewdley Station. This was the first trip out for the van which now has a 12 volt conversion. Jon found that the weather had an obvious effect both on number of display vehicles on show and visitors who attended. He went down the line to Kidderminster station and noted his was the only Sidevalve Ford vehicle at both locations. Well done Jon. As a side note for our historically-minded readers Kidderminster station was rebuilt in 1986 and is of classic Great Western Railway design, being modeled upon the now closed Ross-on-Wye station whose last passenger train was on 4th January 1959. The line's final closure was in 1965. It's guess-my-age time!

Mike Whitworth, our regional stalwart, continues the regular use of his 1952 Ford Anglia by taking his wife shopping. He also took the car along to the famous Malvern flea market.



I am writing this article from my daughter Susan's residence in Doha, beside the pool and with the sun shining: what more can a man ask for! This has meant I have been able to follow up my February comment on the whereabouts of a particular Buckler vehicle. I have revisited Sheikh Faisal Bin Qassim Al

Yorkshire

Nigel Hilling

Northern Sidevalve Day

We have agreed with the East Lancs and Merseyside Groups to hold a Northern Sidevalve Day at the Hebden Bridge Vintage Weekend (Calder Holmes Park) on Sunday 1st August. Individual entries should be made by downloading an entry form from <http://www.hebdenbridge-vintageweekend.org.uk/> or by asking me to send you an entry form. Entrants should add 'Ford Sidevalve Owners Club' onto the entry form in a prominent position to alert the entry takers. There is a small charge for entry but this goes to charitable causes run by the local Rotary Club. If you have already entered and wish to park in the FSOC area then please let me know and I will inform the organisers.

Other Events

I have entry forms for the following events: Ackworth Show (8-9th May); Hope Motor Show (Mon 21st June); Crowle Show (Sun 27th June); Ackworth Steam (17-18th July); Old Ford Rally, Gaydon (Sun 25th July); Hebden Bridge (Sun 1st Aug); Kirkstall Classic Car Show (Sat 14th August). I can post or e-mail copies as required – let me know.

Note: Tadcaster Show on Sunday 25th April has no entry forms this year. It is a 'turn up on the day' event but is first come first served and when full, the gates will be closed.

Kirkstall Classic Show, Leeds, Saturday 14th August

Steve Waldenberg has invited us to put on a Sidevalve stand – if anyone is interested then please let me know so I can assess whether it is worth the effort.

Coast to Coast Run

As previously mentioned we are looking at a coast to coast run from Scarborough to Morecambe in conjunction with the East

Gloucester, Hereford & Worcester

Continued from page 8

Thani's museum and did locate the car (left). With the full cooperation of Mr Waleed Al Dolaimi, the museum curator, I was given access to the car and others currently not on public display. I have sent details to the Buckler club to enable them to update their archival list of cars. See photo of two fine gentlemen and the car.

A separate article on my visit to the museum relating to the Fords on display is being prepared for possible inclusion in the June issue.



Lancs group. I have a suitable route of 150 miles and one of the suggestions is that we leave Scarborough on a Saturday afternoon, stop overnight at a suitable half way point, then continue to Morecambe on the Sunday morning. This leaves the Saturday morning and Sunday afternoon to get to and from the start and finish. The alternative would be doing the whole run on a Sunday which would mean entrants being in Scarborough first thing and return would be on a Sunday evening. Picking a date may be difficult as there are so many other events going on. If you are interested in taking part then let me know so we can assess the level of interest and try and set a date.

Dennis Skelton

It is with great sadness that I have to announce that Dennis Skelton has passed away. Dennis had been a lifelong Ford enthusiast and had restored two E493A Prefects to award winning concours condition over the years. Whilst his FSOC membership lapsed in recent years Dennis was still a member of a number of local classic clubs and remained a regular at FSOC meetings and attended many rallies in the area. He had overcome a number of health issues to reach into his eighties before the latest cancer was to be his final battle. He will be remembered as a very friendly and approachable person with a great knowledgeable of all things Sidevalve. His attention to detail, particularly in engine building, was legendary – I have never heard such quiet engines as the ones he put together, usually with reworked second hand parts. He and his many anecdotes will be missed by everyone who knew him. Photo 1 shows Dennis on the left at the National Mining Museum in 2007. Photo 2 shows his prize winning Prefect at Lotherton Hall back in 1993. Photo 3 shows a back view of Dennis in more recent times inspecting David Manterfield's Prefect.



Kent

Continued from page 7

the third wednesday of the month: April 21st / May 19th / June 16th / July 21st.

Events for 2010

A full list of events/shows that Kent members are planning to attend throughout Kent during the coming season is included on the Events pages. Anyone who requires entry forms or any further information on any of the shows, please phone or email (details on page 2). We are planning on holding three club stands during the summer: if anybody would like to take part in any of them, would you please contact us as soon as possible so we can put your name down. Even if we are not having a club stand we normally try and meet up first so as to go in together, so if you get in touch we will know you will be attending. We are more than happy to welcome anyone living outside Kent to come along and join in at any of the shows listed on the Events pages.

Pre-War Register

Yvon Precieux

Registrar's comments and grumbles

The Club AGM is designated for June and disappointingly there are still committee posts that remain unfilled. Surely there are members out there, and here I'm thinking of retirees, with a little bit of time on their hands who can address some of the vacancies. Don't forget most of the committee have day jobs, bar the odd few, still: so come on, let's have some purposeful volunteers to lead us into the 21st century and keep active the momentum that was started by the enthusiasm of the few, so many years ago.

On this topic, the club history seems to have gone down well although much of the middle years has still to be written. Kevin Suckling, after seeing the photo of the Sidevalve Day at Twickenham, commented: 'I have just finished reading your article on the club's early years and would bring you up to date on the 1951 Mk1 Dellow CRC 472 in the foreground. It is still alive and well. Photo 1 shows it in my driveway (In case you are wondering, the car in the garage is my 1955 Morgan +4 two seater).'

On the subject of weather, our recent winter has been quite harsh. However modern technology does not seem to have moved forward with antifreeze products. Traditional blue ethylene is toxic but most efficient as an antifreeze and is still identified under the old names of Bluecol and Blue Star: they are suitable for our engines, even those fitted with aluminium heads. Be well aware of the red and green stuff: most if not all is not palatable for our vehicles and does not mix together. Also, do replace the antifreeze within the time specified as the inhibitors do break down over time.

On insurance matters I noted a snippet in the Federation newsletter that referred to a question related to the DVLA. A motorist notified the DVLA of a change in engine capacity. The DVLA had then asked a number of personal questions before accepting the engine change and the question was put to the Federation: is this the Agency's new practice? Unaware of any change in policy the Federation was unable to answer and to date is still looking into this. This raises the interesting question of those members who have, or are intending to install, a 10hp engine in lieu of the 8hp unit. Certainly this information should be identified with the DVLA and must be shown on your insurance. Any queries on this, please forward to me.

That engine

Only one response and my thanks go to Ian Maddams for the correct identification of the photographed engine as an industrial unit. The pulley in front was not sufficiently visible to



Photo 1

discount the possibility of a water pump. In fact it is just a plain pulley with an associate skew gear. Ian was bang on in determining its application of use and the need for a forced supply of cooling water. Yes, it is a marine version of one of the earliest versions of the E93A engine. Ian also mentioned that some few years back Peter Stanners took him to Stanton Engineering, situated on a very cold and draughty airfield in Suffolk. Amongst all the Ford Sidevalve engines, both 4 cylinder and V8, was a marine version. This had a pump to force river water through the block and the additional but unusual feature of the starting handle mounted in bearings bracketed above the cylinder head. With a magneto in place of the distributor to provide ignition, the engine was clearly intended to be used without a battery, hence a permanently fitted starting handle. Sprockets and a loop of chain linked the starting handle to the crankshaft pulley. In Ian's words, obviously a starting handle at normal crankshaft level was totally impractical with the engine sitting at the bottom of a boat hull and would have certainly given any operator backache bending down to try to start the contraption. The engine depicted in the last issue also had an aluminium sump and if one looks closely enough at the centre area of the engine block where there is a triangular strengthened area, there is an additional hole for the sump at this point. For those of you who haven't seen a marine conversion, illustrated is one of two marine types that suit Ian's noted configuration (photo 2).

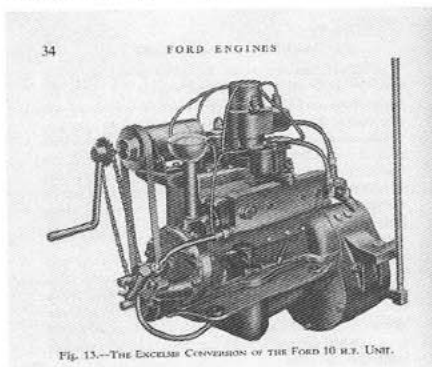


Photo 2

Member's profile

This month we have Terry Mortiboy from Blackburn in Lancashire. Terry has owned his

Alpine Tourer Model Y since 2003 and in the photo (photo 3) Terry is seen with the car at Gaydon Heritage Centre.

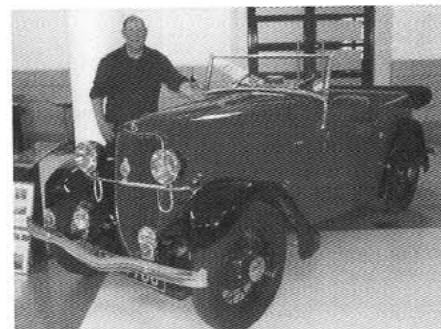


Photo 3

The car is painted red with black wings and black hood. It was purchased at Mepal near Ely as a total wreck with half the body tub missing. Renovation has required a new ash frame, new body tub, electrics and new seats and hood, total respray and all the running gear including engine reconditioned. From its presentation, Terry must be proud of such a unique vehicle as few Alpines exist. In retrospect Terry's name has cropped up with a restoration of a Bezzantourer that is even rarer. Terry, if you can come back to me on this, we can give mention in the next issue.

Coachbuilding

Browsing through some old car magazines I came across an article on 'New coachbuilding works opened on the Great West Road'. This mentioned the firm John Charles and Co Ltd, makers of Rannah Bodies (Coachworks) peculiar to all makes including the Ford Model Y. The article identified that on Friday 19th January 1934 a special unit was opened to expand the business with modern machinery, excellent lighting and large floor space under the able direction of the two coachwork specialists, John Dalrymple and Charles Livesy. The article continued by saying that each had made rapid progress since the overall company was initiated in 1932 (11th February). Accordingly the new factory, one of the art deco buildings erected along this road, was built in record time, having commenced in November 1933. Prior to this the company operated from South Avenue, Sandycombe Road, Kew Gardens. It offered the Rannah Foursome coupe on the Model Y chassis for £198 in 1933 via the Lambert Motor Company of London Road, Kingston upon Thames. The coupe featured wide doors and a swept tail with a three position hood and an opening compartment at the rear for luggage. Metal framed windows wound down into the doors. The tourer was installed with a clever 3-position retractable windowless hood. Fully extended, the car was a coupe with the wind-up windows held by guides in the central window pillars that could be fully retracted into the bodywork. If granny or the mother-in-law was in the back, the hood could cover the

rear seating only. With little stowage for the spare wheel, this was mounted externally at the back (photo 4).



Photo 4

Ford Prefect

The first Prefect, chassis number 150198, rolled off the production line on 3rd October 1938. One of the earliest cars, FKL 597 owned by Jeff Culmer, is purported to have been registered in August 1938. Regrettably we do not have a chassis number or any confirmation of this odd date. However we can confirm the next Prefect model with a chassis number of [redacted] with a further 4 models including the Prefect of our Surrey group contact Angela Hume that come between the October date and December date for the opening year 1938. For the year 1939 we have an improvement in numbers, there being some 30-odd vehicles ranging from tourers to Brakenvan and drophead coupes. The Ford Prefect continued to be produced during the war years (1940) and we have at least 6 so far known to the FSOC.

The last 2-door Prefect was built on 8th July 1940, C218427 with the last pre-war E93A Prefect C218429 that same day. Post-war production was not initiated until 21 June 1945. There were many detail changes both in the mechanics, bodywork and trim. It was the 10 horse engine in this vehicle that was tweaked to its peak production spec and went on to power the racing teams and specials that are still around today.

Ford vans

I mentioned the Spanish commercial in the last issue: a pick-up version on a Model C chassis for the General Post services prior to the civil war. The enlarged cab and the extended loading truck area are noticeable as its distinguishing features. Years ago I spoke to Bert Thomas who was of the opinion that this version was built in Germany and exported to Spain. Not that long after I was in touch with Bert Lack, an engineer who seemed to agree, although no positive proof has come to light to date (photo 5).

Anglia Prefect and Thames

A book by Edgar Duffield, *Ford Through European Eyeglasses (1907-1947)*, details Edgar Duffield's 17 years working at Ford, some of



Photo 5

which were spent as editor of the Ford Times factory magazine. An interesting nugget of information about Fords is also revealed – it turns out that Mr Duffield was the man responsible for Ford model names that would become etched into the minds of classic Ford enthusiasts, namely Anglia, Prefect and Thames. This probably refers to the 100E models rather than the much earlier Uprights as 17 years at Dagenham is not really long enough. Also, the name Thames was introduced on the E83W in August 1952. If anyone has any further information on Mr Duffield at Ford Dagenham then it might be useful to this register, the 100E register and also the Prewar register if relevant to the Prefect E93A. This begs the question of who provided the name 'Popular' for the Model Y?

That Odense plaque last issue

Bernard Wirl has reported further on the Danish Model CX Junior/tourer.

"The car was sold by Fehr & Co. in Odense just prior to September 1936 when the contract with Ford was cancelled. To make the car run as it should I had to do some homework. The first test drive in October with temporary license plates (Rote Nummer) was a lot of fun, but showed several malfunctions. The most troublesome problem was the intake connection of the fuel pump which was damaged and badly repaired by the former owner. It was not simple to open up the screws of the fuel pump fixed on the engine because there is no space for using hexagon head screws. I modified this with inbus screws – not original but easier to fix.

The next problem refers to the exhaust system which was not tight to the manifold. I will have to replace the first section of the exhaust system when the weather allows it. Finally, the old tyres are terrible. It seems that the car has been standing for many years and so the tyres are not round – I will have to replace them.

The data you sent was extremely helpful. As soon I have the registration I will give you all the information I can get from the TÜV guy. Unfortunately I do not have more information about the history of the car than I received from the former owner. He purchased the car from a guy in Hamburg who found it in a Danish barn or garage in the 50s. It was he who painted the car red and black. It seems that the

car had just been in the magazine and had not been employed in the war. I have heard from the former owner that the car has never been registered in Denmark – seems that it has been forgotten in the war confusion. However, I do not have any proof for this. The first paint of the car is dark grey as can still be seen on the dashboard and in the room behind the back seats. So, I believe this story should be true. Anyhow, for me it is a nice and interesting car and I am sure that I will have a lot of fun with it. I will inform you when the car is on the road." (Bernhard Wirl.)

Further information came via Michael Deichmann, Ford Model Y and C register, who endeavoured to explain the car and engine plaques. The second plaque on the car is interesting because it was put on by Fehr & Co. which was, I think since the early 1920s, a major Ford dealer on the island of Fionia (Fyn). In 2002 it had branch offices in several cities around Fionia but suddenly, in September of that year, Ford Motor Company cancelled their contracts with several Ford dealers around the country – one of them being Fehr & Co. So this plaque (and car) represents a little piece of history of the city of Odense.

Looking closer at the plaque, it strikes me that this is not just a generic plaque but one used specifically for the Ford Junior. The stamped numbers are the weight of the vehicle (700 Kg) and a repeat of the engine number (C [redacted]). In the middle of the upper edge is the dealer's logo in Odense (they may not have had branches elsewhere in 1936) and the telephone number, 101, with the comment that they have 3 lines! So we are dealing with a big enterprise here.

In English, the plaque (photo 6) reads:

'For lubrication we recommend: the engine: summer, Gargoyle MobilOil "AF", winter, Gargoyle MobilOil Arctic. Gearbox & differential: summer, Gargoyle MobilOil "C", winter, Gargoyle MobilOil "CF". Chassis lubrication: Gargoyle MobilOil MobilGrease'. Gargoyle may be what we know as Mobil Oil today.



Photo 6

E83W Register

Yvon Precieux

Registrar's comments

The beginning of the year has remained quieter than usual, although Les Foster has been very active on the Canadian front. Pat Russell was mentioned in the last issue as needing to sell his immaculate truck due to health problems. On the day the magazine came out I received interest from a buyer. Should there be no suitable offers for the vehicle, the E83W will be at the vintage commercial vehicle auction due to be held at the Three Counties Show Ground, Malvern, Worcs, on Saturday 27th March 2010.

I would also give mention to Brian Malin who answered my call last year on the day the magazine came out to assist with a spare steering box. The caller never phoned back but I am grateful to Brian for answering the call of a fellow sidevalver in need.

Vehicle profile

HGK 246 used to be our own FSO club vehicle (photos 1 and 2). Registered in July 1946 it has had a fair number of owners. Some of the history we do know. R Grice and Sons Ltd of Ruddington, Nottingham did own the vehicle, certainly from the fifties. After that it still remained in the Ruddington area for a further two owners, a William Burham and John Martin, before being purchased via Chris Rogers and Steve Waldenberg for the Club stores in Leeds.



Photo 1



Photo 2

Originally it was painted army green and still had its wartime white paint around the front wings. A 100E transplant was contemplated but as this would have required cutting the chassis to accommodate the oil filter, an ex-RAF engine was installed. I remember

obtaining a few of these engines from Steve and I still have two: although hardly worn, all needed to be cleaned out due to debris collected over the years.

The E83W is unique as it is a rare ex-RAF Utilecon weighing in at 1 ton, 2 hundredweight and 84 pounds. Steve recalls the vehicle was found abandoned at Papplewick Pumping Station. It retains some of the legacies of the prewar model with the one starting handle hole and war department plates. The vehicle was put to use in picking up and carrying many of the spares around the country. I do remember a big pile of steering parts for the 100E that the Utilecon managed to retrieve but, boy, did it look overloaded. This possibly contributed to the broken chassis just over the rear spring.

Eventually the E83W was sold to a Dr David Bridgland, Darlington, County Durham, although at the time of purchase in 1984 the vehicle was being kept in Kent for eventual transfer to Darlington. I do not have an update and at the time a replacement chassis was being blasted and zinc plated via a 1957 vehicle. One of the original owners did get in touch with a previous registrar to pass on the original fire extinguisher and bracket, and Steve also managed to locate an earlier logbook. The original chassis number was [REDACTED]. As far as I am aware the throttle was fitted in the middle.

Pattison Tractors

Again another rare vehicle (photo 3): Alan Flockton of Poole in Dorset is the identified owner of OPB 549.



Photo 3

The vehicle was purchased in a very poor state. Luckily enough most of the vehicle was intact with its worm drive back axle and reduction gearbox and demountable tipper body, the tipper bodywork being able to be wound up onto its chassis. Tractors of all shapes and sized used the Ford Sidevalve engine and the Alan Taylor type tractors are to be seen in the pre-war register from the Model Y, C and 7Y onwards. According to Alan, with a good wind the E83W Pattison tractor can exceed 30-35 miles an hour, possibly with a maximum of 40mph, with a low speed of 8-15mph. As with the Alan Taylor tractors, Pattisons come in all shapes and sizes and if you were observant, Ivor Bryant photographed two of the smaller versions at a tractor sale in Easter Compton in March 2007 (*Sidevalve News*, August 2007).

Alan would be interested to hear from other Pattison owners, so for any requests in this area please contact through me.

It was in 1946 that Pattison and Co started up again but with the E83W light van chassis with the company's own worm gear axle for top gear starting. Regretfully all the pre-war records for the earlier type tractors were lost in the move from Stanmore to Luton in 1986. This record held all the first customer names and addresses. Earlier Pattisons used the Model Y, C, 7Y and 7W engines prior to the ubiquitous E93A unit on the E83W chassis after the war.

More on Pattisons

LKJ 812 is another Pattison dated January 1949 (photos 4, 5, 6, 7). This vehicle is owned by Colin Morley of Lee in South East London who also has 748 AKM and another unregistered.

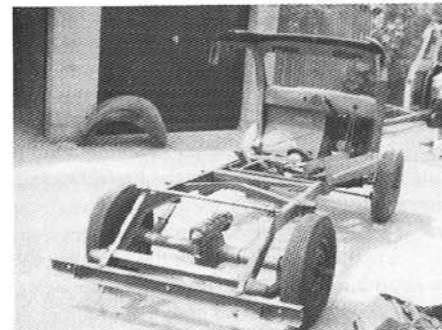


Photo 4

The photo of LKJ shows a naked chassis with the worm gear back axle clearly visible. Also of note is the drop-down chassis rear and semi-elliptic springs rather than the transverse springs of the normal E83W van and pick-up versions. The two registered Pattisons were originally purchased by the previous owner prior to Colin in the Tunbridge Wells area via a scrapyards. By coincidence, both after historical investigation were noted as being owned by the town's corporation from new via that wonderful periodical *Exchange and Mart* in May 1989, sadly now a whimper of what it used to be. As far as I am aware the body of 748 AKM now sits on LKJ 812?



Photo 5

Continued on page 21

E83W Register contd

Continued from page 13

The unregistered vehicle is painted green with black wings. It is different to Colin's other Pattisons having no speedo, no reduction gearbox and no lighting. The chassis also stops above the rear axle and there are no rear springs. When new the vehicle was owned by the Co-op sports ground at Isleworth (Syon Park) in 1947 and was so heavily used that when it eventually did expire in 1965, it was sold to a scrap dealer for £20 who in turn sold it to an interested farmer with an avid collection of farm machinery. The farmer held onto the Pattison until 1990 when, along with his farm machinery collection, it was sold at auction.



Photo 6

Looking through the register we do have further Pattisons, EX 7702 and LCY 864, noted as being owned by Peter Griffiths, Bridgend in Mid Glamorgan. Some of LCY's history is unknown but it has been confirmed that for several years it was used on the Southern Down golf course which then sold it on to a Bridgend garage in 1981. It was soon after purchased by a pal who decoked the engine but then decided to scrap the vehicle after deciding to move house. To save the vehicle LCY was purchased and Peter has not looked back.



Photo 7

Fire engines

PSK 624 and XMB 68 (photos 8 and 9) are two fire engines registered with the FSOC. Originally 3869 DA, PSK 624 was purchased by a T. Langdown of Bournemouth in June 1991, the previous owner having sold the original number. It was converted from a van to a fire tender by Firefly of London and purchased in 1959 by Courtaulds for the Dunhall factory in Wolverhampton. Here the tender remained for 10 years, covering not surprisingly little mileage – approximately 4000 miles. After Courtaulds it was purchased by a local farmer who used the fire engine mainly for towing trailers for farm

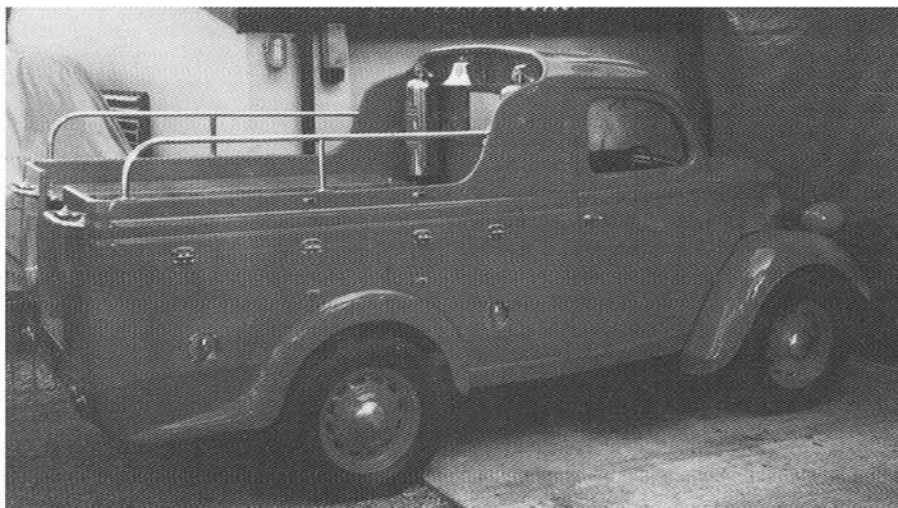


Photo 8



Photo 9

use, eventually breaking the gearbox. Laid to rest in a barn it was then sold to an individual who wanted the number plate to sell and then onto Mr Langdown. Firefly converted other bodies and I have seen a conversion on a Landrover and larger commercials. A fire bell is fitted with a few fire accessories.

XMB 68 was purchased one year earlier than PSK, in early July 1990 by Andrew Wickham from Lancashire who subsequently had to sell this and another E83W on a move to Spain. The buyers were a couple from Sandbach in Cheshire. Again the vehicle was a van conversion with the ownership at the time being the commercial manufacturing company Foden. If you look carefully you can see Fire Service on what is the gold lettering on the red paintwork. The name Foden is painted or scripted on the door. Again it is feasible that Foden purchased the vehicle after it had been converted.

Steel pick-up

KBW 973 (photo 10) is believed to have been on display when new on a mobile turntable at the Royal Show, Oxford, for the Youngs of

Banbury show stand as it was to be the first E83W vehicle to be sold with the new steel pick-up body. This was around the year 1956. Its second owner was a farmer and it appears to have stayed around the Oxford area, as in mid 1976 John Gunn purchased the vehicle to restore. The colour of the vehicle is green and its initial registration is mid 1956. The photo shows the vehicle after purchase and awaiting restoration.



Photo 10

Anglia, Prefect & Pop Register

Andy Main

We have all experienced the worst winter for thirty years, some areas having more snow than others, unless you are an overseas member enjoying your summer. Our roads have suffered badly with each county having thousands of deep and dangerous potholes. Here in the South East in early March it is reported that 55,000 potholes have been repaired with Kent County Council having a major blitz in April (new financial year). The cost quoted to South East motorists is £14 million in new tyres, steering, suspension etc.

Probably Sidevalves will emerge from hibernation for Easter rallies or Drive It Day on 25th April, and for the Kent Group let's hope that Kent County Council have filled in all those potholes when we celebrate the day. Don't forget the club sells track rod ends, draglinks, king pin sets, shock absorbers, wheel bearings and exhaust systems, if the poor condition of the roads cause extra wear or MOT failure.

Continued register statistics

The vehicle data on the register is only as good as is supplied. In an ideal world every vehicle that is owned by a member and eligible for the register would be on it and every time the car was sold, engine changed, or re-sprayed another colour I would be informed. Some early register entries lack vital details to confirm year of manufacture or year of first licensing.

I have now started the long and time consuming task of cross referencing all the information to obtain more accurate historical data (see box). It has started to throw up a lot of 103E Populars that the owners thought were first licenced in 1953, but now I have cross checking data I know they were not built at Dagenham until 1954! Were the logbooks wrong/not checked or did the owner think that as the Popular was first built in late 1953 then theirs must have been one of the early ones? Therefore the number for the 1953 Popular may be too high and for 1954 too low. This I will not know until every vehicle is checked but I cannot give a date for when this will be completed. Whilst the register is for the post-war models, some members with pre-war models have registered too.

Overseas assembled models have not been included in these statistics and will be dealt with in a later edition. The 104E Popular is the left hand drive model. As can be seen the 1953 E493A Prefect has the highest yearly total at 192.

EO4A ANGLIA

1939	1
1940	1
1944	1
1945	1
1946	18
1947	6
1948	13

E04C 5cwt Van

1946	5
1947	7
1948	3

E93A Prefect

1938	4
1939	7
1940	1
1946	5
1947	16
1948	15
1949	5

E494A Anglia

1949	20
1950	17
1951	19
1952	29
1953	80

E494C 5 cwt Van

1949	11
------	----

1950	2
1951	9
1952	5
1953	15

E493A Prefect

1948	3
1949	21
1950	33
1951	41
1952	80
1953	193

103E Popular

1953	54
1954	190
1955	154
1956	131
1957	57
1958	64
1959	103

103E Popular Utilities/Pickup Conversions

1954	1
1955	1
1957	1
1958	1

104E Popular

1954	8
1956	1

Registrations

This is not a look at the counties with the most surviving vehicles which may feature in a future article one day, but the least and most common first letters. There are a number of one- and two-letter registrations which are not included in this survey.

The least common first letter is D, on 19 vehicles. The most common first letter is O, on 86 vehicles.

There are a smaller number of reverse registrations so they start with a number. The least common first number is 0 on 3 overseas vehicles. The least UK common first number is 4, on 13. The most common first number is 3 on 27 vehicles.

Register 25 Years Ago – Sidevalve News, April 1985

My predecessor purchased a pre-war Prefect Tourer in October 1984 and this edition was very much pre-war articles. The second part of the E04A Anglia road test was printed and the feature article was on a March 1939 E93A Prefect Tourer, registration EDV 506, that Miss Smith and her sister had bought new on the advice of their father. In July 1939 the Prefect was lifted

onto a boat for a tour of France, reaching as far south as Nice and the Mediterranean. They had no mechanical problems and arrived back with the increasing number of English people returning two weeks before war broke out. In 1941 the family were evacuated to Harrogate: the Prefect moved too, finally returning back south in 1958. The Prefect made several more summer trips to France.

By 1975 the Prefect was still going strong, maintained with loving care by the local village garage in Sussex. In this year the Smiths finally bought a new Fiesta and offered the Prefect to Fords for their museum at Swansea. However one of the many people that offered to buy it was the owner of the local garage and he eventually became its second owner.

Where was the garage in Sussex and has anyone seen EDV 506?

Thanks to an Australian member a series of Service Bulletins from 1938–1953 had been reprinted with the permission of the Ford Motor Company. The 98 sides cover 40 separate issues of the Bulletin and were available for £1.50 including postage and packing.

A Prefect Named Ujeen: Flattering to Deceive!

John Duckenfield

Why the Club?

In February's magazine, Robert's introduction to my article on 'Ujeen' suggests that I 'promised to write an article' about my 'new car' and I suppose, in part, that's true. What actually happened, however, is that after good humoured arm-twisting – some might say blackmail – a so called 'promise' was extracted from me in return for any help that I might receive! I have to say, though, it was a promise well worth making and a small price to pay for all the support received. Without Rob's help, enthusiasm and advice it would have been impossible for me to get Ujeen back on the road. Another member of the Yorkshire Group, David Manterfield (a.k.a. 'Sidevalve Dave'), whose experience and know-how have come to the rescue on many an occasion, has also contributed a great deal. What he doesn't know about Ford Sidevalves really isn't worth knowing! I'm indebted to them both.

That, to me, is what being a member of a club is all about and I suppose, that's why I believe that regional groups have so much to offer Club members. Others too within the group have also helped, probably without realising it. Just showing an interest, words of encouragement, useful contacts, tips that save hours and good humour all help to lift and motivate. I hope, though, that I have given in return and that they do not regard it as having been a one-way process. After all, isn't that what being a member of a club is all about?

Phase 2

With the first phase of Ujeen's move 'up north' successfully accomplished, the second and, for me, more difficult was about to begin but not, of course, until the preliminary rituals had been completed. Am I alone or is it an innate condition in all men, that the need to stroke, pat, sit in, look round, pull and push the control knobs, turn the key, start the wipers, test the passenger seats, absorb the smell, lift the bonnet, kick the tyres, open the boot and a thousand and one other meaningless activities, has to be satisfied before work can begin? Having done all that, it's then time to do more or less the same thing with all the bits and bobs. They too need careful looking at, reading, filing, sorting into boxes, cleaning, polishing, adjusting and, in some cases, finding out what they actually are! It's all very exciting and I now know why our young grandson is so overwhelmed on Christmas day and doesn't know what to play with first.

In order to find a suitable place for all the extras it was, with the owner's consent, first necessary to erect shelving and a workbench in Ujeen's new home, a cosy integral garage complete with central heating boiler – ideal for the winter months! There were, though, more practical reasons for deciding to work in that garage rather than my own. Mine is festooned with things 'that might come in handy' and other paraphernalia that is far too valuable to be discarded. Add to that the shelving around the walls, storage areas here and there, wood of all shapes and sizes, ladders, machines, spare gas boiler, tools, boxes full of 'useful' things as well as the spares for the 103E and the only way to get from front to back is to squeeze down one side of the Pop, at the same time taking care not to either bang one's head on the beams supporting indispensable things above or trip on the various chairs, steps and so on leaning against the wall that seem to have developed an uncanny knack of slipping down to make an obstacle course suitable for the SAS. The 'other' garage is devoid of all such challenges and an ideal space in which to work!

With such activity going on and the various (wet!) car shows, holidays and other commitments of life, time passed extremely quickly. Without realising it we were into October and very little real work had been done on the Prefect. There is, I have discovered, a problem in owning two classic cars. Because one is roadworthy, trusted and useable, the pressure to get the other sorted is lessened. However, because there is less pressure it is extremely easy to put things off until tomorrow but unfortunately, as we all know ...!

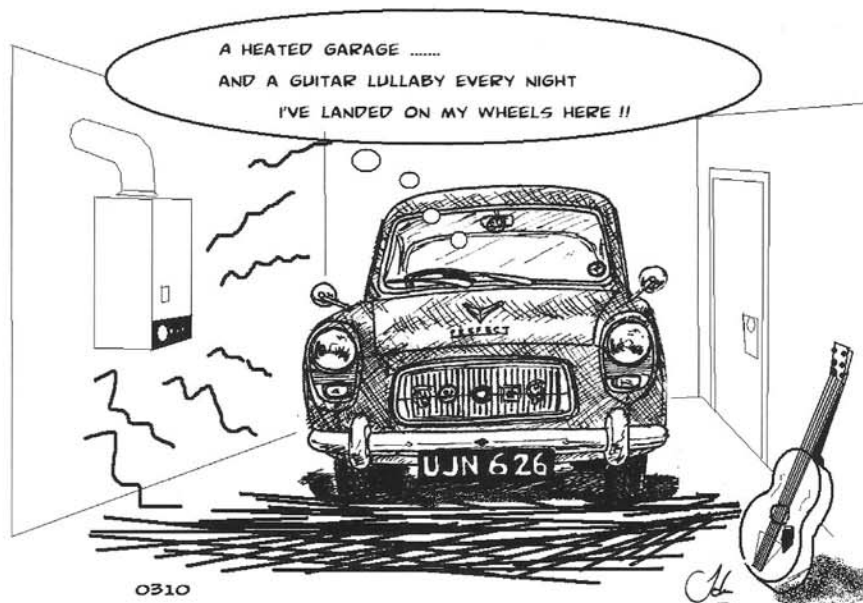
Fear of the unknown

Looking back, and being honest with myself, there was perhaps a more significant reason for my slow progress: a reason that will sound

absurd to the engineering fraternity of the Club but a reason to which the non-technical enthusiast may more easily relate. I now believe I had lost the confidence to make a start. I had a good idea of what needed to be done, most of the tools and equipment to do it and a basic knowledge of Sidevalves from having maintained the Pop. There was no excuse really but, looking back, I think I was possibly afraid of over-estimating my capabilities and making a potentially life-threatening mistake when working on parts of the car with which I was unfamiliar. I suppose better than recklessly diving in, but with confidence now more or less restored, it still puzzles me as to how I could get into such a state of mind – but, at the start, that's how it was!

In fact it was Robert who prompted me into action. After bending several knitting needles and bursting a compressor air line trying to unblock the fuel tank blockage, the conclusion was eventually reached that it was well and truly blocked. Fortunately, Rob rang to find out how I was getting on and upon hearing the news he offered to bring over a spare tank and help me take the old one out with a view to getting it professionally repaired. I was about to be transported into the realms of the unknown!

Fear of the unknown is a basic human instinct but in fact, the job wasn't as difficult or complicated as I'd feared. After releasing a few nuts and bolts, disconnecting the fuel line, removing the sender unit and releasing the neck of the tank, with a little twisting and pulling, out she came. The temporary tank went in just as easily and before long we were in business. All that remained was to connect the fuel line and put petrol in the tank. Unfortunately time had run out so I was entrusted to finish the job the next day! This experience was, perhaps, a turning point, for it made me realise that I might be capable of doing more on Ujeen than I had initially thought.



Cartoon by John Howe drawn after reading February's Sidevalve News.

107E Register

Pride before the fall ...

With an early start and enthusiasm restored it was not long before the job was done. I cleaned the fuel line, checked the fuel pump and confirmed that petrol was being delivered to the carburettor. After double checking that all was well, it was with eager anticipation and considerable excitement that I turned the ignition key and pulled the starter. I pulled again – and again. Ujeen coughed! Another pull and Ujeen spluttered back to life! Fantastic!

Excitement got the better of me as the engine purred happily, with a lovely rhythmical hum. I decided to slip the car into first gear just to edge it up the drive but the sound of grinding cogs not wishing to engage with each other indicated in no uncertain terms that the clutch was not yet ready for such a dramatic move. Despite my best efforts and numerous attempts to get into first gear with the engine running, I had to be content with only partial success. After all, the engine was running and wishing to share my joy with the whole world I sent a text message to Rob: 'We have lift-off! Engine running like a Singer sewing machine!'

How I was to regret sending that message!

After lunch, I started the engine again. It ran sweetly for a good quarter of an hour before I turned it off to answer my phone. It was Rob. The meeting he was due to attend had been cancelled, so, if it was all right with me, he'd call round on his way home from work and listen to the engine. Of course it was!

Rob duly appeared and I sat in to start the engine. I pulled the starter but instead of the expected sound of a contented engine springing into life there was just a hollow whirring noise. In a state of disbelief, almost shock, I tried again and the same thing happened. Our immediate thought was that the starter motor had jammed, but no amount of rocking in gear or tapping the end released it. Without further ado Rob took off his suit jacket, rolled up the sleeves of his white shirt and to my great consternation asked for some tools. He ignored my protestations and in a flash the starter motor was off and being inspected. Everything seemed fine. In fact, even to my untrained eye, it looked in very good condition. Everything was turning freely and all looked in good order. It was replaced and we tried starting Ujeen again, only to be greeted by the same whirring noise. The starter motor was removed and again put back. Still no difference, so it was time for a phone call to David Manterfield!

Dave was intrigued and decided to come over straight away. Rob had to leave and so when Dave arrived it was left to me to give an account of all that had happened. He was somewhat puzzled as to why an engine that had run so sweetly for so long had suddenly developed a problem. I pulled the starter and in an instance Dave decided that it was

Continued on page 25

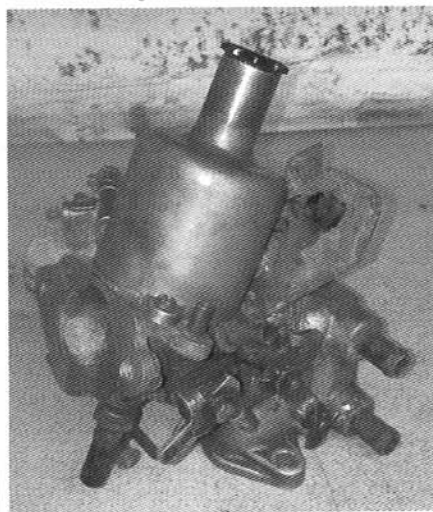
Rob Goodland

My 107E has gone on holiday for a while. I have swapped cars with my father. The deal is that I am going to replace the oil seals in his rear axle and get an MOT on his car, whilst he sorts out the over fuelling issue on my Prefect. Therefore, I am currently running around in the old brown Dolomite – which is great fun – for a change, but I am looking forward to getting the Prefect back!



Carb # 1

I seem to remember telling you about my carburettor issues last time. I drove the car from Sheffield to Gloucester (to my parents' house) without any real issues but with poor fuel economy. I was able to overtake the people that hog the middle lane at about 60mph, quite easily. The car went well but I hardly had to touch the accelerator pedal to keep it up to motorway speeds. The carb that I had fitted at the time was the later Anglia type, with an accelerator pump. It would also seem that this carburettor was for a 1200 engine, from the jet sizes. The main issue with this unit was that the mixture screw had no effect on the running of the car – you could screw it right in without the car hunting and stalling.



Carb # 2

The original 107E carburettor worked okay but there were problems with that, too. It will idle quite well, but when you open the throttle it dies before it draws the mixture from the discharge beak. This 'flat spot' is more of an

issue when the engine is cold and it affects the way you drive, as you need to rev excessively when you want to pull off, which is not really ideal. The mixture is weakened when you open the throttle suddenly. The carb had been rehousing, in a new old stock casting too, so wear should have been minimal. A solution to the problem is to make the mixture slightly richer, but it makes the spark plugs black. It is not really practical to clean your spark plugs every few days!



Carb # 3

Another solution was trying a carburettor from an old Herald. It is similar, with an accelerator pump, to the later Anglia type. The Jets are at an intermediate size between the 1200 Anglia carb and the 107E unit. This was tried, but with similar issues to the Anglia carb. As it was originally used on an 1147cc engine, smaller jets were fitted, but to no real advantage.



Carb # 4

I wanted to try an SU, but the elbow was too high and would have needed modification to provide adequate bonnet clearance. It had attachments for the cooling system incorporated in the elbow to prevent petrol from boiling from the heat of the engine on the Reliant that it came from. I don't think that this would necessarily be an issue on a 107E, and I had considered cutting and welding the elbow. I was also eager to try a MK2 Fiesta carb, inspired by the good fuel economy on my Fiesta. Unfortunately, the flange size on the

Continued on page 25

Sidevalves in Paradise

100E Register

Continued from page 24

nothing to do with that mechanism. As the fan was spinning merrily round without any resistance there was, he concluded, no compression. In the dimming evening light, plug number one was removed and the engine turned. Dave peered in to the cylinder to announce that neither valve was moving. In turn numbers two, three and four were removed only to reveal the same sad story. Not one single valve was moving and despite Dave's best efforts to persuade them to return to their comfortable seats each and every one refused to budge. They were in the open position and that's how they were determined to stay! In an instance I was propelled from the heights of elation to the depths of despair as it became obvious that major surgery was needed to free Ujeen's valves in order to breathe life back into the heart of his body ...

107E Register

Continued from page 24

manifold is slightly different, so I would need to make an adaptor plate, which would again be difficult due to the difference in hole centres being only very slight.



Carb #5

The solution has turned out to be a little closer to the original fitment. A 100E carb has been fitted and it seems to be well suited to the engine. It is a simpler unit, as you only need to worry about the main jet and the idling jet. The car now starts well from cold, although it does make the distinctive 100E hissing sound due to the external air intake for the choke. It drives well around town, too. The choke tube diameter may restrict the top speed of the car slightly, but this has not been tested yet. The other issue is that there is no vacuum advance facility, yet there is a casting to take the tube for it. A 1mm hole was drilled into the casting to connect this, and it seems to work well.

So after much experimentation, the car is now running quite happily with a 100E carburettor. I think my dad is quite enjoying driving around in it, so it might take me a while to get the car back!

Carb quiz

It would be boring just to list the carbs in these photos by name. Can you identify them by make? Answers are printed with the Letters, page 29.

Mike Cobell

26 September 2010

As lots of you probably know, the Ford Model A Club and Early Ford V8 Club have been meeting at the Paradise Collection for the last three years on the last Sunday in September, traditionally the (now sadly defunct) All Ford Rally date. For this year John Mould, having created more display space (but it is still limited), has kindly invited the other Ford Sidevalve clubs to his Paradise Collection on the outskirts of Reading. Due to restricted display area, we are limited to 60 cars from the three Sidevalve clubs: Ford Y & C Model Register,

Ford Sidevalve Owners' Club and Ford 100E Owners' Group. That will be the first 20 from each club and there is restricted parking outside the display area. We have to control admission by ticket only, preferably with all e-mail communications where possible.

Interested? Then contact Mike Cobell (membership secretary Model A Ford club of Great Britain) for application forms.

Please e-mail to [redacted] com, telephone [redacted] or by post: Mike Cobell, [redacted] If by post, please include a stamped addressed envelope.



Club Publicity Officer

Overview

The role of the Publicity Officer is to maximise press and media coverage for the Ford Sidevalve Owners' Club, ensuring publicity for the club and the vehicles covered wherever possible. This will require you to establish and build on relationships with the news media, mainly classic car magazines as we are not likely to feature in *News of the World*!

Role Key Elements

- Establish links with the local and national press to gain publicity for FSOC events and activities.
- Research and use all potential promotional opportunities for the club, such as making

sure that classic car articles featuring Sidevalves have our details.

- Assist in the production of regular press material with the model registrars for classic car magazines and local press.
- Inform the local media of successes/achievements for the more local events, usually to assist the local organiser.
- Attend committee meetings in Abingdon every two months.

Any offers of help would be really appreciated as Sidevalve enthusiasts don't always know that we exist! Please contact John Porter (sv1172@aol.com) or Shirley Wood (generalsecretary@fsoc.co.uk) if you can help.

Tales of BLC

Jim Norman

As I write this on Sunday 7th March the forecast is for an overnight temperature of -4°C , so the cold weather which began before Christmas stays with us for while yet. It has though been a sunny day and the low temperature has not been a hindrance to work, which is just as well.

The salt applied to the roads over the last few months does not appear to have caused major damage to the car's undersides but the paintwork will require some attention once things improve. But, since the last report there have been a couple of minor problems to be dealt with, the first of which was a rumbling / knocking noise at speeds above about 30 mph. This made it difficult to trace as most of the 30mph+ journeys were on straight dual carriageways, but a run to Cleobury Mortimer showed that the noise was worse when going around left hand bends and disappeared when turning to the right: an offside wheel bearing, therefore. I diagnosed it as the rear, took a spare half shaft to work, pulled out the offending shaft and was pleased to feel roughness and play in the bearing. Unfortunately, the shaft I'd taken proved to be a nearside one, and it was at this point that I discovered that they are in fact handed. The shafts are the same but the retaining plates aren't, so this one had to be fitted rotated through 180° . This worked, except that the drain holes to allow any oil which passes the seal to exit behind the backplate rather than into the drum no longer aligned, but the noise had gone and I had time to order a bearing from the Anglia Club, which was fitted a couple of weeks later.

A growing oil patch on the drive told me that the gearbox tailshaft seal was past its best, but I had a couple of these in stock in the garage so today was spent under the car, removing the propeller shaft, prising out the old seal and inserting a new one. The job went well except for noticing that the inboard side of the offside rear wheel was coated in oil; that afore-mentioned seal had failed and the now correctly aligned drain holes had done their job. Since I had one of these in stock also, I took the opportunity to again pull out the halfshaft and change this seal while the car was already on the stands. Hopefully, all the oil will now stay in its proper place.

JAN / FEB 2010 • VOL 29 • NO. 1

Angliaboy

FUN IN THE SNOW!
*Club members brave the weather
 all around the country...*

THE OFFICIAL ANGLIA MAGAZINE

You might recall that soon after I purchased the car a piston burned and the engine was replaced by the original from DFF. This engine was fairly low mileage when fitted and, while still in good condition, now has about 65,000 miles behind it. The engine which came out, and was otherwise in very good order, has since been rebuilt with new pistons, main and

big end shells and thrust washers, and with a mildly tuned camshaft put in at the same time. I have two weeks holiday due over Easter; I feel the beginning of a plan coming on!

And, oh yes, she's appeared in and on the front cover of another magazine, this time that of the Ford Anglia 105E Owners Club. Go on Ben; I dare you to print it!

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The German 100E

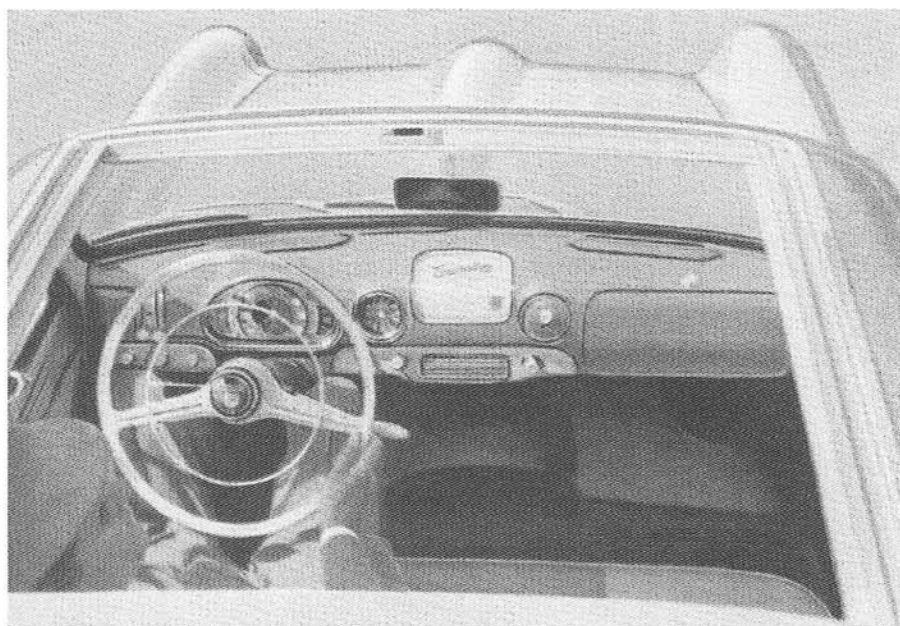
John Porter

The first German Ford to be named Taunus was replaced with a much more modern design in 1952, a year before the British E493A was replaced by the all new 100E. The new Taunus 12M (Ford name G13) was very similar in size and styling to the UK's 100E and both were full unitary units. In both cases two and four door models were available but the Taunus was also built as a convertible. Estates and vans were introduced – both of the estate cars (the Taunus was known as the Combi) were based on the same styling as the vans. As may be expected with two different designs, there were basic differences with the 100E featuring horizontal split rear doors, 300E using the traditional vertical split doors and the 12M combi and van (Liefervan) featuring the same single rear door. Both ranges offered a more 'designed in' heater system as an option but the luxury of a heated rear screen was not offered on either model range.

The two new Fords shared the same redesigned 1172cc sidevalve based on the engine of the outgoing Ford 10 and Buckel (no doubt one was imperial and the other metric). Both cars featured a water pump in the engine block with pressurised cooling system. The UK and German engines look very similar in the promotional material. In the UK, there was only one engine available whereas the 12M, later on, boasted the option of 60PS engine which was an OHV inline 1500 four cylinder unit that shared some (visual) similarity with the new 105E (and 107E) unit of 1959. The gearbox was also four-speed but still with a column change. The next Taunus was V4-powered and front-wheel drive, similar layout to the V4 Saab i.e. longitudinal not transverse.

Both retained the (some say) infamous three-speed gearbox which was at least modernised with a hydraulic clutch operation and an open propeller shaft in both cases. The Taunus was, however, fully synchronised to include first gear. The publicity material shows that the Taunus had a column change while the 100E retained a centre-change. In Europe the Renault 4cv (rear wheel drive) was also three speed as was the Renault 4 (front wheel drive) in its early days. In 1954, the 12M benefited from a four speed gearbox as an option – why did we not get that option in the UK? Four gears would have made such a difference to the 100E, especially up hills!

The 100E gained 12 volts with a charging system that was similar to the Morris Minor and Austin A30/35. Meanwhile the Taunus continued to use 6 volts just like the VW, Renaults, Citroens and Peugeots. In both cases Ford followed the accepted norm for the electrics in the relevant territory. It has to be said that the 6 volt systems in mainland Europe performed a little differently to the 6 volt system on the UK Uprights ... Both cars complied with similar lighting regulations and



Taunus sunroof and dash

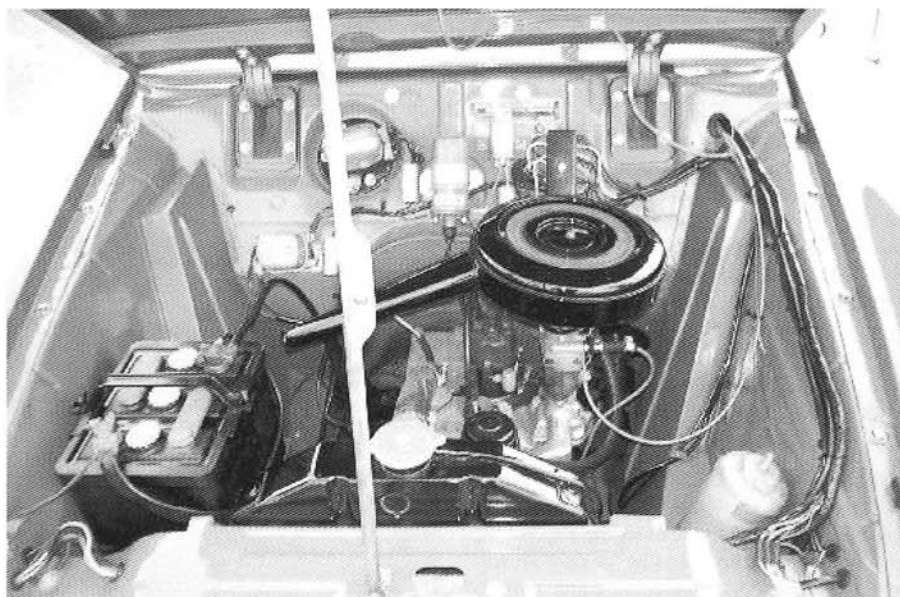
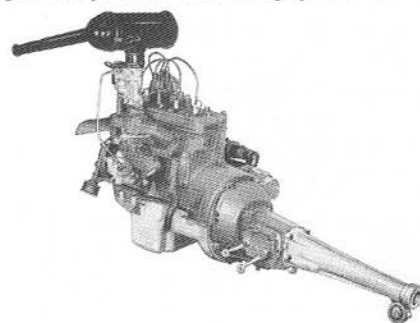
utilised pre-focus bulbs in their headlamps. In later years, many 100Es were converted to the Lucas sealed beam units (which were characterised by a pale yellow pool of light just in front of the car). The 100E range continued the flashing indicators first seen on the larger Fords. The earlier cars did not feature amber lenses for the rear indicators but employed the same clear front indicators from start to finish. The 12M also started with clear front and red rear indicators but later models did show amber front lenses. Like the 100E, the rear lamps became larger as the model continued.

The fifties brought more adventurous exterior finishes with pastel shades being complemented by the interior seat and door panelling. The sculptured dashboards followed the lead set by the larger English Fords. Sturdy moulded floor coverings maintained an easily cleaned surface necessary for these family

Below: Taunus G13 engine bay. Right: Taunus engine.

cars. The 100E had separate front seats but the Taunus used a bench to sit on and two separate folding seat backs. In Germany, the fortunate owner could opt for a factory sunroof – something that was not available in the UK's 100E.

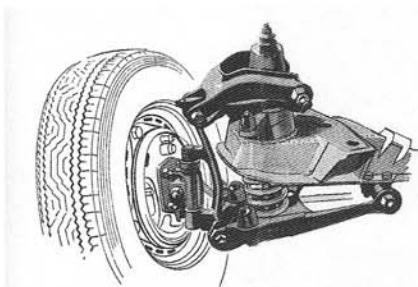
The British car featured a new front suspension similar to the three Graces from the previous year (the Consul, Zephyr and Zodiac).



The German 100E contd

This was the Macpherson strut that combined spring, damper and hub in one unit. Mercifully, the 100E did not inherit the Achilles Heel of the larger cars – a propensity to front wheel imbalance. Our family Consuls both suffered almost permanent wheel wobble that was never really cured by the Ford dealer. The new 12M, however, went a different way, utilising double wishbone and short coil springs (much like the HB Viva). This illustrates that Ford UK and Taunus were operating as separate design centres despite Ford in the US tending to harmonise their products to common systems.

Leaf springs supported the rear section of both cars which was entirely to be expected as every other small family saloon in the UK offered the same arrangement. The springs also had to locate the rear axle both front to rear as well as sideways. Again, almost every other small saloon in the UK was doing the same. In Europe, Renault used torsion bars as did the VW Beetle with Opel keeping the engineering simple with two leaf springs. Citroen were



Taunus front suspension.

doing their own thing on the Deux Chevaux and Ami with four swing arms suspended by a single spring on either side and longitudinal dampers – enabling a completely flat chassis frame. At this time the UK manufacturers were employing much the same technology whereas in Europe there was still the same individualism displayed as before the Second World War. Damping for both Ford ranges was by telescopic units that were becoming the norm with the older designed lever dampers



Taunus seating.

being used on the 100E estate and 300E van (to keep the loadspace floor low?).

I did once see a 12M in Market Bosworth, Leicestershire nearly 20 years ago and there was a rough one on eBay a year or two ago. I also saw a two tone example on the road in Northern Portugal last year. Does anyone out there have one of these cars? Wouldn't a 'head to head' be interesting?

Sports Pick-Up

Dave Rothwell

Dave is a long time Sidevalve enthusiast, mechanic and sometimes trader. He always has an interesting collection of cars and has recently made his own special from an E494A chassis. Here is his article describing how his 'sports pickup' came into being. Joe Wheatley, March 2010.

I thought an article on my recent exploits in the Sidevalve world might be of interest to other members. It all started last summer when Steve Rooney, a friend and fellow FSOC member, mentioned that he knew of a 103E for sale for spares. When I viewed it I found it was completely rotten but needless to say I bought it for spares. Lurking in a building in the owner's yard my eagle eyes spotted an upright Ford Anglia of 1953 vintage. Minus nose cone, seats, interior and dash but mechanically complete I purchased this at the vast cost of £300.

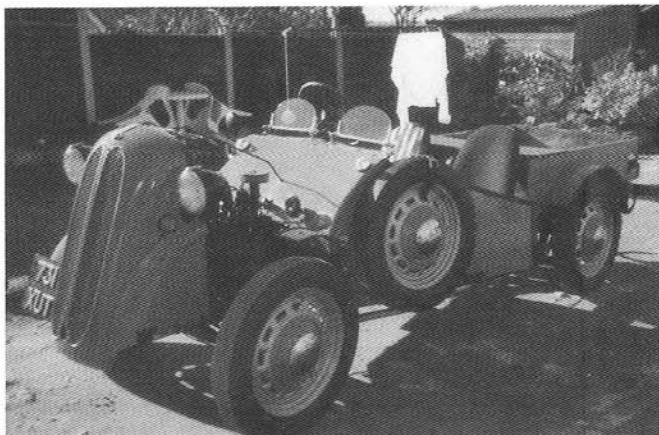
But what to do with it? After some deliberation I advertised it for spares. The body shell now adorns a dragster; the bonnets, glass and numerous other small items were sold and posted around the countryside, leaving me with a rolling chassis with a seized up engine. I had a couple of lazy weeks over Christmas, not to mention a pile of Sidevalve parts, scrap, nut, bolts, tyres, wheels and aluminium sheet from a garden building. So I did the obvious thing and created my own sports pick-up.

It took me approximately four weeks and cost just £115 to build (the cost of the aero screens): everything else was lying around my yard and workshop. Even the 8hp engine was stripped and found to be 'as new' so was just reassembled. Headlights came from a

2CV; seats, one from an E83W and the other a modified office chair. Popular nose cone from my stock. Model Y speedo. Fan and belt safety cover is ex-Asda shopping trolley. Tail lights from an old trailer board and wooden 'pick-up' rear from ply scrounged from a builder friend. Just goes to show what can be made from next to nothing and so called rubbish. (*Didn't Dr Frankenstein do something similar? – Joe*)

It is now MOTd, taxed and on the road. It's brilliant fun and attracts lots of looks wherever it goes. Who cares, I love it!

My next project begins this summer (*Hopefully after the tow bar for my Prefect? – Joe*).



Letters and Emails

SVN Editor,

E-mail:
editor@fsoc.co.uk

Breathing problems and oil leaks

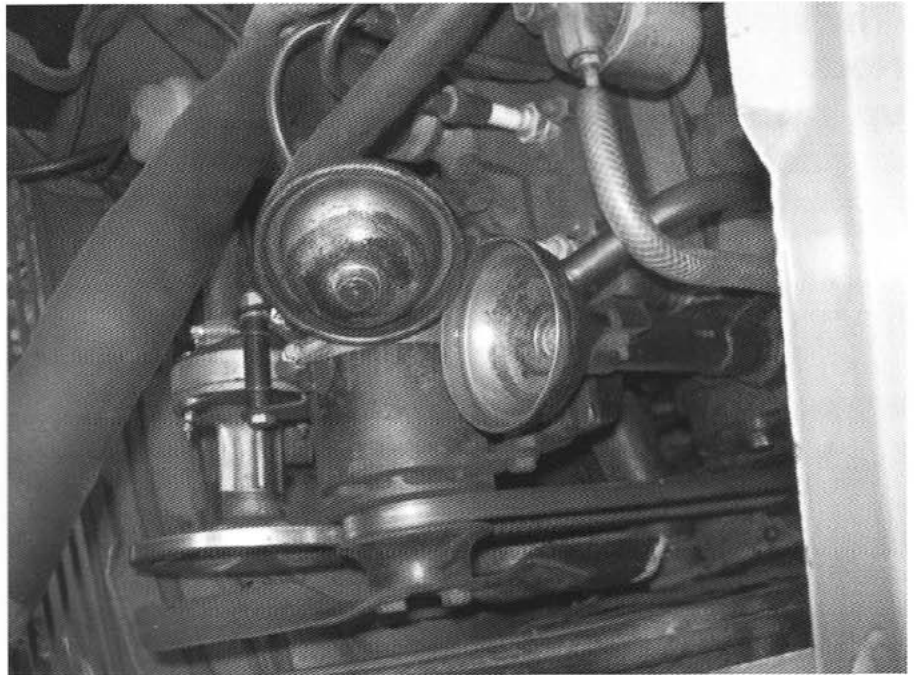
Dear Sidevalve,

I would just like to share some invaluable advice given to me by your expert Technical Advisor, John Pole.

I have a 1949 Anglia E494A with a 10hp engine. I have owned it now for about three years and although I have replaced many parts, the engine luckily was something that had not needed attention. Then more than one year ago it started to drip oil. This came from the small loose split pin in the bottom of the sump. To start with this did not seem to be that much of a problem as I could cope with the odd oil leak, but it progressively got worse: so much so that if I went on a run with my club, I would be concerned as to the distance we would be travelling as I would have to keep stopping and checking the oil every ten miles or so.

More than one mechanic told me I needed to replace the oil seals that fit at either end of the sump pan. This I did – a horrible messy job with arms up in the air all the time and bits falling into your face. The cork gaskets are miserably thin and, yes, the first one I broke next to a hole. The repair lasted a few more months with the problem and then I decided to splash out and replace it again, as the oil leak now seemed worse than before.

After ten minutes driving it would be dripping rapidly, two to three drips a second: even when parked in the garage it would need a deep pan to collect the oil that continued to drip sometime after. The underside of the car



was sprayed with oil blown back when driving and it was all a bit depressing.

I was then told by another garage that the engine would have to come out. This was something that I could not manage myself and couldn't afford to do either. This hung over me like a cloud as I really enjoy the car and get great satisfaction out of using it whenever it's fine.

The February *Sidevalve News* came out. Just out of curiosity, and as a last resort, I emailed my problem to the Technical Advisor listed in the front of the magazine, to see if he thought the engine would have to be removed for internal work.

John asked me a question: describe the type of oil filler cap and pipe that I had on the car. This I thought a very strange request. I photographed it and sent it. It looks similar to a tea cup mounted on a pipe which fits into the engine, with a long breather pipe coming off the side. The lid or cap fits very snugly inside the cup shape filler. He replied and told me this was an addition in the 1950s. He thought that if I changed it back to the original one without the breather pipe and a snap-on hinged lid then it may cure it.

He told me that this very same thing had happened to him years ago and it was an old man that told him about these parts. The breather pipe gets gunked up with a thick white emulsion not unlike mayonnaise over time and once this is blocked the engine cannot breathe, causing problems in the sump. The very design doesn't enable you to see when it's blocked. Only on removal can one blow out the offending grease-like blockage with a foot pump.

This has now been replaced for the original part, the engine is breathing normally and there is not a drop of oil to be seen anywhere even after a long run. It's brilliant and I'm so happy.

I am convinced that this problem is affecting others out there and I just want everyone to know about it.

I am ever indebted to John Pole, Technical Advisor 8 and 10hp, who is listed in the club officials at the front of the magazine.

Many thanks,

Michael Duerden

West Cork

Ireland

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100E into E83W Will Go (Just)

(The story of how Noddy, an E83W pick-up, received a 100E engine)*

Peter Williams

After much blood sweat and tears, Noddy's heart transplant was successfully carried out in 2005. He is now powered by a 100E engine with all its own ancillaries intact.



Photo 1. Noddy, the vehicle in question.

Was it worth it? Yes, if only for the challenge of overcoming all the problems along the way. But the real benefit is the extra power (35 instead of 30bhp) and revs (4000 instead of 3500rpm). Five more hp might not sound much, but if we assume that perhaps 15 hp are absorbed in transmission losses and friction then the real increase is from 15 to 20hp, which is 33% more oomph. And because of the low overall gear ratios of the E83W, the extra 500rpm can all be converted directly into extra top speed. As a bonus we also get luxuries like a water pump, thermostat and oil filter.

The 93A engine came out on 10th February 2003 and the 100E was first started on 9th March, with the first run up the road on 13th March. Bearing in mind that I am retired and spent most days working on the job, you'll see that it's not something to be undertaken lightly. The 100E engine went in three times before it could be finally bolted up.

I'll start with a bare list of problems or items to be modified then explain how each of them was overcome.

- 12 volt electrics
- Shape of sump
- Position of oil pick-up in sump
- Timing cover and engine bearer
- Length of starter motor shaft
- Overall width of engine from dynamo to oil filter
- Length of wires to dynamo

*NB This article was originally written in 2005.

- Length of oil filter
- Bell housing bolts
- Exhaust down pipe
- Starter switch
- Position of throttle linkage
- Position of choke cable
- Radiator hoses
- Starting handle bracket
- Oil dip stick and tube

12 volt electrics

Because the 100E is equipped with 12v electrics, its starter motor will require a 12v supply. It's probably safe to assume that anyone contemplating an engine upgrade on an E83W will have already upgraded the electrics to 12v.

Shape of the sump

The shape of the sump (deep part at the front) is the most obvious problem when considering the installation of a 100E engine in any Upright Ford. The way to do it when converting a car has been well documented, but the E83W has heavier steering and suspension and more ground clearance than the cars, so even the deep part is well clear of the track rod. Photos 2 and 3 show various stages of the sump conversion, which basically involves moving the deep part further back. It's not straightforward (nothing is), because the sump tapers towards the front and has a bulge at the side to accommodate the oil pump. If I were starting again the new front lower edge would be radiused rather than the sharp corner as shown: this turned out to be a very close fit to the flange on the chassis front cross member. During the welding process (Photo 4) it is advisable to screw or clamp the sump flange to a suitable flat surface to avoid distortion. After welding, fill it with paraffin to check for leaks.

Position of oil pick-up in sump

With the deep part of the sump repositioned, it is necessary to move the oil pick-up (Photo 5), but not by as much as when modifying for installation in a car. The necessary shift can be achieved by careful bending of the pipe between pick-up and pump. It is easier to check this when the main sump welding has been done (Photo 5) but before all the holes are plated over. This allows you to see where the pick-up is fouling the sump during the bending process.

Timing cover and engine bearer

It is not practical to use the 100E engine engine mountings, which are on the sides of the engine, so the timing cover casting of the 93A must be retained in order to use the original engine front mounting bar (Photo 6). The

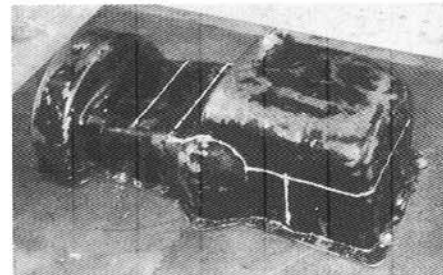


Photo 2. Original sump marked-up for cutting.

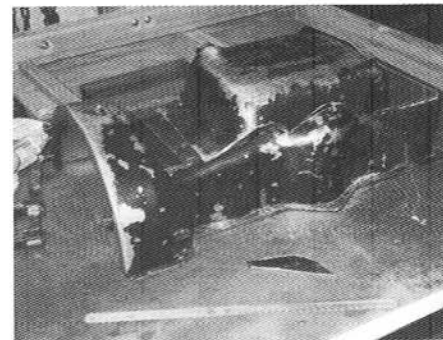


Photo 3. Deep part cut and moved back.

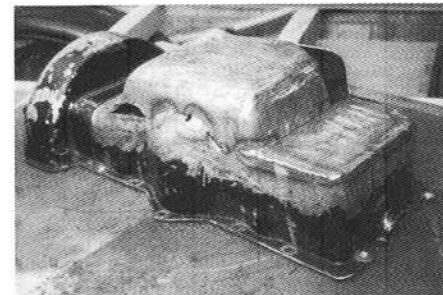


Photo 4. Part way through the welding process.

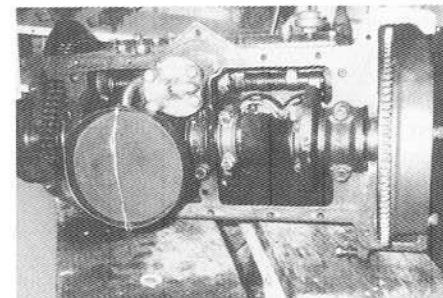


Photo 5. Oil pick-up pan in new position.

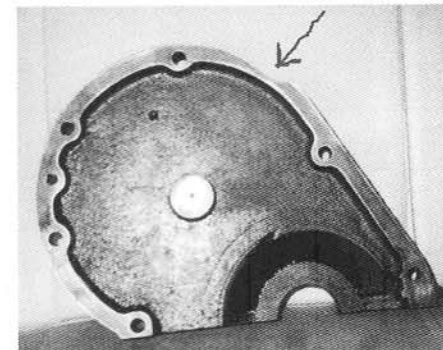


Photo 6. The timing chain cover after grinding to allow room for the water pump.

castings are interchangeable but the old one will require a bit of grinding on the top edge to clear the water pump body. The picture shows that you should avoid being too heavy handed or the sealing face will be lost at this point.

Length of starter motor shaft

Another well-documented mod that has to be done before the engine is installed is to make a hole in the bell housing to allow clearance for the 100E starter motor shaft, which is longer than that on the 93A. It has been suggested that the whole 'bulge' of the bell housing is cut or knocked off, but that seems a bit crude. My method was to drill a circle of small holes, knock the middle out, then open out and clean up the hole with a small grinding wheel in the electric drill (Photo 7). It is difficult to know the exact position of the hole and I found that a trial installation was necessary. The future plan is to make a tin cover for the part that sticks out, but this is low priority.

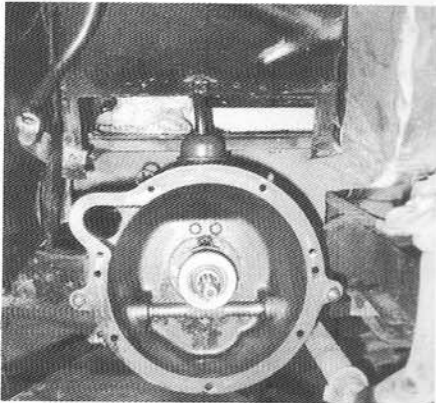


Photo 7. Hole in the bell housing for the starter motor shaft.

Overall width of engine from dynamo to oil filter

Another useful purpose of a trial installation was to assess the width problems of the oil filter and the dynamo. Because the 100E has a water pump, and therefore the fan is on the front of the engine, there is no other practical position for the dynamo than its own bracket on the side of the engine. As shown in the photographs, it is just possible to modify the tinwork of the driver's footwell to allow room for the dynamo (even when the fan belt is fully adjusted) (Photo 8) and still leave room for the dip switch and to get your foot on the clutch pedal.

Length of wires to dynamo

Because the dynamo is mounted lower than on the E93A engine it is necessary to make up new leads from the voltage regulator.

Length of oil filter

The problem of the oil filter is more difficult to overcome. The February 2003 edition of *Sidevalve News* showed one method, where the flanges of the chassis are heated and folded

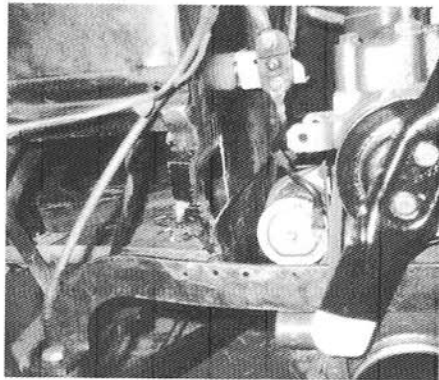


Photo 8. Showing the side of the footwell cut to make room for the dynamo.

inwards. I decided this was too brutal and meant losing the left hand suspension bump stop which is fitted under the chassis member at that position. Another solution is to retain the small rear timing cover casting from the 93A which would expose the oil holes in the block. These are the points at which the old 'export spec' remote-mounted oil filter pipes are connected. These holes can be tapped with a bsp thread to take the relevant unions. A filter kit is available but it costs the best part of £100. Apart from the cost I wanted to keep as many of the 100E parts as possible, so another solution was needed.

The oil filter casting overlaps the chassis by less than an inch (Photo 9) so the rather radical method used was to move the front of the engine 22mm to the right. This meant a bit more tin bashing to make room for the dynamo but everything just went in. The top of the engine mounting bar is flat in the crucial area so it is only necessary to drill two new bolt holes and push the front of the engine to the right. A slight joggle in the bar ensures that the central part still lies flat across the front of the timing cover and the ends align with the engine mountings. In order to allow the gearbox to also swing to the right the two heavy tie rods must be slacked fully off and once the engine position has been finalised suitable spacers will be needed so that the tie rods can be properly tightened. I found that about 5mm of spacers were required at the front of the left hand rod and the rear of the right hand rod. The prop shaft and universal joint will have no problem coping with the angle of the engine: they already cope with much greater angular movement in the vertical plane.

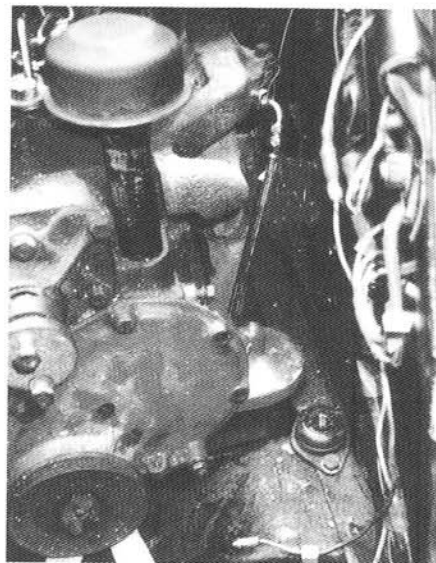


Photo 9. Filter overlap of chassis when the engine is in its normal position.

Bell housing bolts

Having sorted out all these problems I thought it was safe to bolt the engine finally into place but another previously unreported snag was to be revealed. During previous trial installations only 3 or 4 bell housing bolts had been used but now, when trying to put in all the bolts, I found that one of them could not be started in its thread. I tried for ages, thinking it must be a damaged thread or that the hole was slightly misaligned. It eventually dawned on me that not only was there no thread, there wasn't even a hole! So, after marking the position of the missing hole, it was out with the engine once again. The 100E uses an extra bolt in its bell housing but most of them are still in the 93A positions except at one point two bolts are used on the 100E in place of one on the 93A. After carefully drilling and tapping a new hole in the back of the 100E flange the engine went back in for the third time.

At this point it was realised that although the dynamo didn't foul the bodywork it was not possible to fit its pulley because of the position of the engine bearer bar (Photo 10). The remedy, as illustrated in the pictures, was to cut a piece from the top of the bar and, to retain the strength, weld it back on the bottom. By the way, you can use the 93A dynamo but it is necessary to use the pulley from the 100E due to the narrower section of the fan belt.

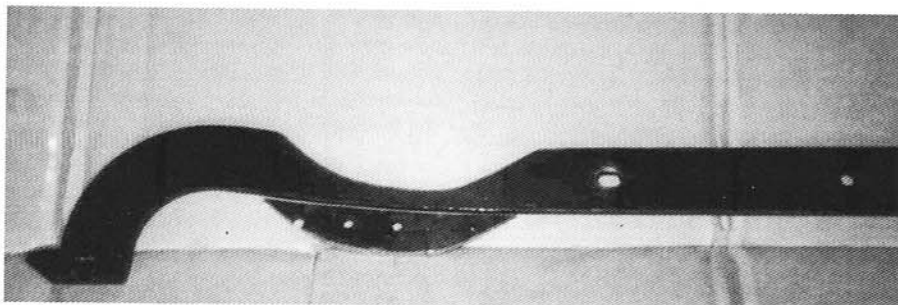


Photo 10. Showing mods to engine bearer bar for dynamo pulley.

100E into E83W Will Go (Just) contd

So now the engine was bolted in place and the dynamo could swing through the arc necessary for fan belt adjustment. A new hole was drilled in the engine bearer bar for the end of the dynamo adjustment link. With the oil filter casting clear of the chassis side member the filter bowl could be fitted. Contrary to earlier advice I had thought that it would not be necessary to shorten the filter bowl as is required on Upright car conversions but unfortunately the centre bolt comes directly above the axle beam and, when fitted, comes lower down than the bottom of the suspension bump stop. Using the oil filter as the bump stop didn't seem like a good idea so 42mm was carefully sawn off the top of the filter bowl. The centre bolt required the same degree of shortening. The best solution would be to run the thread further down the bolt and then cut the end off but no means were available at the time to cut the required thread. It was therefore done the hard way: saw 42mm out of the middle of the bolt and weld it together again. The filter element also needs the same reduction in length. I found this could be achieved by the careful use of a sharp knife. If it's the type with metal end plates, these should both be retained so that it seats properly top and bottom.

Exhaust down pipe

If the 100E manifolds and carburettor are to be used (and you won't get the full power increase without them) there are two further problems to be overcome. The exhaust front-pipe will need heating and the first bend slightly straightened. The exhaust stub of the 100E manifold is angled slightly towards the rear whereas the 93A manifold points straight down. The manifold is also wider and may be a close fit to the inner wing panel. I had previously made a detachable panel under the front wing to allow easier access to the exhaust flange and the petrol pump so this was increased in size and the shape altered to take some of the curve out of the inner wing panel. There is plenty of spare room under the front wings: Ford could have allowed more spanner space under the bonnet in the first place.

Starter switch

The 100E uses a remote switch for the starter motor which is mounted on the engine bulkhead. To avoid changing the E83W starter cable I mounted the 100E switch on a bracket fixed to the side of the driver's footwell at a point just above the starter motor (Photo 11). The battery leads from the 100E are just about the right length in this position.

Position of throttle linkage

The major snag with the new position of the dynamo is that there is no longer room for the throttle pedal linkage which extends around to the inner face of the driver's footwell. To

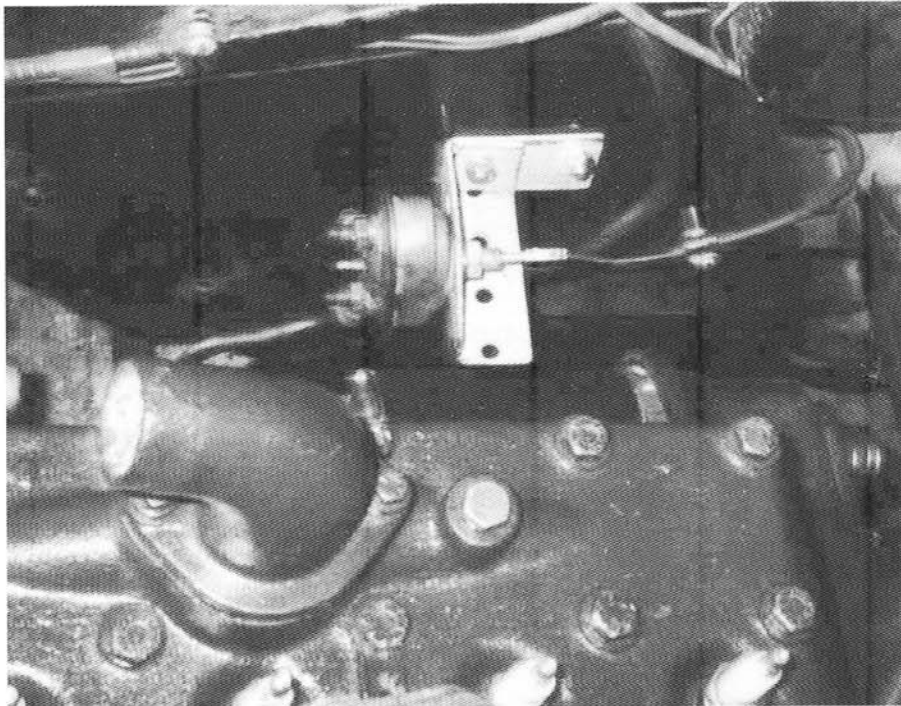


Photo 11. The starter switch on new bracket.

allow it to operate above the dynamo the cable anchorage bracket needs moving to a different position on the side of the footwell and the pedal rod has to be cut and re-welded to suit the new angle. Because of the different carburettor, that part of the old throttle linkage that used to be bolted to two studs near the back of the cylinder head needs to be re-positioned. I made a new bracket which is held at two different head studs and brings the linkage in between the carb and the distributor. The Bowden cable may also need to be lengthened.

Position of choke cable

The different carburettor also creates a problem for the choke cable. My solution was to shorten the cable and fit it further left on the dashboard so that it aligns with the carb.

Radiator hoses

Radiator hoses can be made up from a combination of 100E and E83W hoses, the radiator end of each hose coming from the E83W and the engine end from the 100E. A short length of straight pipe is needed to join the two pieces of each hose. I found that the stub pipe in the side of the block is available as a spare part: this was ideal for joining the bottom hose. Unfortunately the pipe needed for joining the top hose is a different diameter so pipe had to be found from elsewhere.

There was already a water temperature gauge fitted on the 93A into a complicated fitting in the top hose but the 100E head has a tapped hole specially for it. Until a suitable heater can be found the two heater fittings on the cylinder head have been joined by a short length of 1/2 inch hose.

Starting handle bracket

One small job caused by moving the engine to the right is to cut off and re-weld the top of the starting handle guide bracket so that the handle will find its way to the dog on the bottom pulley. If this job is left until the engine is installed but before refitting the radiator and grille it makes it easier to get the proper alignment.

Oil dip stick and tube

The last job is one that I hadn't thought about until filling the newly installed engine with oil. The 100E has its dip stick on the other side of the engine and it's not very long. This makes it very difficult to reach in the E83W. Luckily the tube and dipstick from the 93A can be used directly in the 100E which brings the top of the stick nearly up to cylinder head level and makes it, therefore, much more accessible.

Even in the early days, having covered just over 100 miles, the benefits were certainly worth having. Noddy's maximum speed on the road may not be significantly higher due to limitations of steering and brakes but you get up to that speed very much quicker which should improve the journey times. Top gear will get you up slightly steeper hills than before and E83W owners will know how frustrating it can be on a hill where you can't quite hold on to top gear but the engine will rapidly go to dangerously high revs in second. Another unexpected improvement is in the degree of control during warm-up. The cold-start mechanism of the 100E carb makes the first couple of miles much easier when leaving home.