

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

AGM Report

Second Hand Spares

Regional Reports



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Cover photo by Joe Wheatley; see Merseyside regional news.

John Porter

Editorial

The quality of some components for our Sidevalves continue to give cause concern. A couple of months ago it was tyres and their build quality. Two members expressed concern at strange handling of their Uprights – well, even more strange than usual, to be exact. In both cases the new tyres were the cause as when other wheel and tyre combinations were put back onto the car the problems disappeared.

There are limited makes of tyres for the uprights – 16, 17 & 18 inch tyres are available from a small number of manufacturers. They range from £60 to £120 or more so it is natural to look on the lower cost side. Tyres from the far eastern manufacturers are not necessarily to EU standards. Naturally we are all looking for an economic set of tyres but as usual we get what we pay for in most cases. I have come across some budget tyres for more modern runabouts that have a tiny moulded warning on the sidewall: 'not for highway use'. These were openly being sold by a tyre retailer for use on family cars.

Another problem area is the tiny little tin can fitted at the base of the distributor on the Upright. Most, if not all, of these are made outside Europe and many members are suffering unreliability issues ending in complete breakdowns due to failure of this

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Firestone

NEW DE LUXE

These tyres are fringed by wire materials as offering the most safety for motor. They provide all-round safety with comfort, and give long smooth service on the highway.

Town & Country ALL SEASON

For road showing giving non-slip safety on wet and greasy roads and maximum grip in mud. Smooth riding, and quiet. Long, trouble-free mileage.

Also ideal for estate cars and light vans

SEE FIRESTONE ON STAND 206 AT THE MOTOR SHOW EARLS COURT, OCT. 16th-26th

EXPERIENCE COUNTS

It's history throughout the world. Firestone total sales exceed 15,000,000 per day.

DRIVE SAFELY

with weatherised tread

tiny component. This small but essential item prevents the destructive arc at the contact breaker from burning the two contact points. When the condenser fails, the points burn, resulting in no spark at the spark plugs, which means you grind to a halt by the side of the road. Very often failing condensers can bring about the failure of the coil. It is worth planning to replace the condenser, points and coil routinely at regular intervals, especially if you do not know the service history. Don't buy unbranded coils if possible as Lucas coils are still around and new Bosch 6 and 12 volt coils are still available from your friendly VW parts shop – air cooled VWs. It is well worth carrying these parts as spares in the boot so that you or the AA/RAC service can get you going again. Do resist the temptation to a new old stock coil or condenser as these really are an unknown quantity. It is an idea to carry a complete distributor with new points and condenser set up correctly and the clamp in the correct position, to be a 'hot swap' in the event of grinding to a halt by the road side. Electronic ignition devices are now available for all of our vehicles, which is worth considering, and there is now even a unit that you can adjust via your laptop if you dare for around £100.

Limited edition

This being the August issue, it includes the Club's official report on the AGM. That has meant a number of articles have had to be trimmed perhaps more than usual to fit in. We apologise to anyone who may feel the blue pencil has been wielded too heavily.

183 PRACTICAL MOTORIST AND MOTOR CYCLIST November, 1957

They build durability at Fort Dunlop

DUNLOP TUBELESS

The tire shown by the motorist of British car manufacturers is the one most available in the world.

with Science, Accuracy and Experience

More miles, extra toughness, longer life and complete reliability – that's what they build into every Fort Dunlop. The scientists, the engineers and the men on the production line are all experts because tyre building is an expert's business, and they know more about tyre building at Fort Dunlop than anywhere else in the world.

built better to last longer!

DUNLOP

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Jim Norman

Tales of BLC

Despite, since my retirement in March, not having to make the almost forty miles per day commute, BLC still gets regular use. She went to the AGM last Saturday, despite some misgivings on my part, of which more anon. I always enjoy the AGM, if only for the entertainment value. This year John excelled himself, firstly missing out an entire agenda item, until a sharp nudge from Shirley drew this to his attention. Apparently to make up for this lapse, he then tried to cover the same item twice, earning yet another sharp nudge. I can only assume that it went better at rehearsals!

Shortly before all this, BLC began making a sizzling noise as soon as the clutch pedal was pressed, a sure sign of a worn thrust bearing. This was annoying on two counts: In over forty years I have never had to change a clutch; those that have been replaced were so only as part of another job where the engine or gearbox had to come out. But in this case, the engine had been replaced only a thousand miles previously. There were no signs of problems then, unfortunately: changing the bearing would have added about thirty seconds to the job. But now the gearbox would need to come out. I felt it could wait until after the AGM.

We went the 250 miles there and back at 50 to 55 mph and a commendable 41 mpg. All was well until leaving the M6 at J22, six miles from home, when pressing the clutch pedal caused a loud grating noise and the engine rpm to drop. The bearing, obviously, had had enough. But it was still working, and continued to do so the rest of the way. As the car was needed the following afternoon, a 7.00am start was made on removing the box.

Compared with the 100E gearbox, the 107E unit is very much bigger and a very tight fit past the bulkhead, even doing the job according to The Book. I also believed the four-speed item to be about twice the weight of the three-speed, but by the time it was back in I had revised this upwards to about ten times the weight. However, the job was done well within the time and normality has returned. As well as the dry bearing, one of the finger return springs in the pressure plate was also broken, so this too had to be replaced, all by parts in the garage.

The reason for the engine replacement was a rattling noise which was getting louder.

I thought that this was a piston ring and was almost right: it was two rings, the top ones on numbers 1 and 4 pistons. This engine has proved to be a disappointment: fitted on 11th July 2010, it had covered only 51,500 miles and had already had numbers 2 and 3 pistons replaced. I normally get 80,000 to 90,000 miles from an engine; the one it replaced, and is now back in, had done 85,000 miles when I removed it. There was nothing wrong but the mileage was about right; I had the spare one and the time available; best to do it at a time of my choosing. It was disappointing, therefore, to find on stripping it that it was in fine condition! Anyway, I fitted rings and shells and it now runs extremely well, with more power than its predecessor.



Otherwise, things have been quiet. The strange and rather sudden oversteer on right hand bends was cured by replacing the offside rear damper in time for the MoT. The front fog lamps, brilliant as they were, were very rusty. They were cheap ones and the makers didn't bother to plate the mild steel shells with copper before applying the chrome. Chrome is a porous metal and unless the steel is sealed in this way, water reaches it and it rusts under the chrome. Genuine period Ford accessory ones have replaced them, but with the added attraction that halogen bulbs have been modified to fit into them. We'll know if this conversion was successful the first time we go out in the dark!

Brian Cranswick

Events

I hope you are all enjoying attending the shows in your old Fords. Unfortunately I was unable to attend the AGM at the Midland Air Museum, which from all accounts went extremely well on the day.

Please advise any Club related events to the events co-ordinator, to ensure these can be logged and covered for insurance purposes.

Below are just a few of the events. A more comprehensive list can be found under www.fsoc.co.uk.

10th August, Historic Specials Day, Cotswolds Wildlife Park, Burford, Oxfordshire. Details from Ian Woodrow (Specials Registrar).

10th August, Shugborough Classic Car Show, Milford Staffs. Club stand. Details from Stuart Battersby.

Colin Pudge

Coventry and Midlands

Another busy period on the motoring front. We took a selection of cars up to Tatton Park again for another really warm and enjoyable show. The same weekend saw the first Coventry Motofest take place in the centre of Coventry. With lots going on all over the city it was a really enjoyable event, and it should be even bigger and better next year with valuable lessons learned from this one.

Andrew Bailey and I took a pair of his cars, Anglia and Model C, up to Trentham Gardens to join Stuart Battersby and his group for a dampish but enjoyable day. We ended up collecting Dave and Jan Cardin for the trip as Norman decided to play up with fuel pump issues. Quite a long and slow moving queue to get in took its toll on the



10th August, All Ford Show, Battlesbridge, Essex. Details from Richard Greenaway.

16th & 17th August, Tatton Park, Classic Car Show. Club stand. Details from Joe Wheatley.

17th August, Kent Group Fun Day, Colliers Green, nr Goudhurst. Details from Richard Greenaway.

23rd, 24th, 25th August, Southport Town & Country Fair. Club stand. Details from Joe Wheatley.

7th September, Kent group road run to Northiam Pedal Car Museum, nr Kent & Essex Railway Station. Details from Richard Greenaway.

14th September, Kent Classic Car show, Aylesford Priory nr Maidstone. Club stand. Details from Richard Greenaway.

20th September, Harvest Fair, Steeple Morden. All Sidevalves invited. Details from David Heard: 01992 413937 or david.heard1@ntlworld.com.

20th & 21st September, Footman James Manchester Classic Car Show (Event City). Club stand. Details from Joe Wheatley.

Anglia, leaving Andrew stranded just entering the show field with evaporation and me desperately trying not to stall the C and suffer the same fate whilst trying to find Stuart and the stand.

I breathed a giant sigh of relief after the AGM at the Midland Air Museum went smoothly, with a good turnout of members and vehicles turning up. It was nice to put faces to familiar names.

The afternoon finished with a guided tour of the museum, which all who stayed seemed to enjoy, with a special treat of being allowed onto the flight deck of the Vulcan bomber. It was really small and cramped – I don't think I've ever seemed so many dials switches and levers in one area. I thought my Pop seats were uncomfortable on a long run but I really wouldn't want to spend as long in the crew seats as they have to.

There was a good turnout off sidevalvers at Hollowell Steam this year, who all managed to park together. This was a show I had entered and was looking forward to but had to miss due to other commitments.

Dave Cardin has had a successful first three shows with his newly restored 7cwt 300E van, a tribute to the small fruit and vegetable growers of the 50s and 60s that did a local round selling



21st September, York Historic Vehicle Group Classic Car Show, York Racecourse. Club stand. Details from Nigel Hilling.

21st September, Uttoxeter Classic Car Show, Uttoxeter Racecourse. Club stand. Details from Stuart Battersby.

28th September, The Paradise Collection, Reading RG30 3XT (a private car museum owned by John Mould). Event held in conjunction with the Model A Club. Invitation to all Ford Sidevalve clubs. For further details contact Mike Corbell, [REDACTED]

5th October, Cambs Group end of season meet up. Event will be subject to interest shown and the venue tbc (likely to be in Huntingdon). Details from Brian Cranswick.

19th October, Offham, Kent Group end of season gathering. Details from Richard Greenaway.

14th, 15th & 16th November, NEC Classic Car Show, Birmingham. Club stand. Details from Colin Pudge.

their wares to householders (bottom right). You will be able to see it on the Club stand at the NEC in November. It's stunning and has deservedly now got three shiny new trophies for Jan to polish. The first was at the Polesworth Carnival on the Saturday; the next on the Sunday at Hollowell Steam and Heavy Horse Rally in Northamptonshire; and then first prize at Redstone Steam the following weekend.

Shows coming up include the Old Ford Rally at Gaydon on 27th July, and Retro Warwick, a one day free show in Warwick town centre; not sure of the date but they have a website if you're interested. There is also the Coventry Festival of Motoring, which takes place over two days at Stoneleigh showground near Coventry and includes a 60 mile road run on the Sunday. I may look at organising a stand next year if there's any interest.

Keep an eye out for the discounted tickets advert in Sidevalve and on the website for the Lancaster Classic car show at the NEC in November; quite a saving can be made and the Club can benefit from commissions from ticket sales as well.



Liam Cotton

East Midlands

I have great news: we held our first local meeting on the last Thursday in June – and it was fantastic! On the night I started up Rosie (100E Ford Prefect) and, with Carolyn riding shotgun, off we went. It was her first ride in a 100E – what a treat!

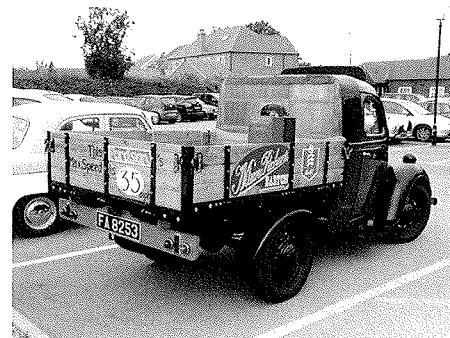
At the Greyhound Inn there were two Sidevalves in the car park already, both of them in excellent condition: one a post war Ford Anglia E494A belonging to Mr and Mrs J. York and the other a Shirley Special owned by Geoff and Maureen Hammond. What a relief, we were not alone! Next along was a beautiful E83W truck, resplendent in blue and black paintwork, pictured here (I will include pictures of the other cars in future magazines). This is owned by Peter and Valerie Richards; Peter was the first



member to contact me when I initially started the East Midlands group.

We entered the pub and one by one our numbers increased, meeting both old friends and new. The mighty roar of a 10hp engine announced the arrival of John Porter in his Siva special. More surprises followed as John Duckenfield and Rob Goodland had come all the way from Yorkshire to wish us well on our first night.

To conclude, we had a great night and we could not have wished for any more. The East Midlands group is now established with a regular meeting place. I would like to thank all who attended and all those who have expressed interest but could not attend due to prior arrangements. I cannot promise that there



will be as many classic cars present as the year goes on but I can promise a good night out for any Sidevalve enthusiasts. If you are local or just visiting our area on the last Thursday of the month then you would be most welcome at: The Greyhound Inn, 149 Ashby Road, Woodville, Swadlincote, Derbyshire, DE11 7BU. We start at 8.00pm; give me a call / email for more info or just for a chat!

I must also add many thanks to Shirley, John and the rest of the committee for the AGM, and thanks to Colin and the lads from Coventry both for organising the AGM and also supporting our meeting.

Tim Griffiths

Somerset

We have had a few busy weeks this June and early July. I cannot attend all the events, but the best so far has been the Vale of Avalon road run from Glastonbury to Burnham on Sea. I attended this run in my MGB; the Sidevalve

is still languishing in the back of the garage. However, one of our members was awarded runner-up in the commercial category with an E83W for the second time. This really is a good looking truck. This was a good run, also attended by a well presented 100E Prefect.

At the start of July we went along to the Invicta Military Vehicle Show at Wraxall, where we were joined by a Pop, so three Sidevalves were on show. Club signs were displayed and attracted quite a lot of interest. On Sunday I understand the stand was manned by our Bristol contact; also present was the Wiltshire

contact taking the part of a Land Girl, very nice looking too!

The three of us from the south had a good day and enjoyed the displays put on, especially the fly past of the Hurricane and Spitfire.

On our way home we were asked to go to a village hog roast to show our cars, which made an enjoyable end to a good day. The weather stayed fine after one short shower on the way up.

I look forward to seeing as many of you as possible turn up to the Eagle Tavern on Sunday 7th September for lunch.

Mike Brocklehurst

Federation Report

The Federation reports that, as expected, the Directive on Roadworthiness Testing is now in place. From now on its implementation is in the hands of the Member States so FBHVC will be looking to encourage the Department for Transport to apply it sensibly. The Directive permits Member States to exempt historic vehicles from the new testing regime and

it does appear that the UK DfT will exempt them. There are different views across the EU Member States as to what makes a vehicle historic and authentic, and how important actual authenticity is to a historic vehicle. It is this question that concerns a number of classic car owners, and having spoken to those with Morris Minors and VW Beetles – which amongst the fraternity appear to be open to much modification, with engine transplants and associated braking and suspension upgrades – they feel that a certain amount of upgrading should be acceptable providing that the underlying engineering is satisfactory. Having said all this, if authenticity does become the watchword then the debate is will the technician who performs the test be able to discern whether the vehicle complies? With

the old MOT system we have all experienced much scratching of heads as to how it all works, and having to hold the mechanic's hand whilst the test was completed. I'm afraid it's now a waiting game to see how things pan out but hopefully by April 2018, when the new legislation must come into force, a sensible approach will have been adopted.

In other matters, the Federation has felt able to approve the SelectaDNA vehicle Security system. At its heart the system uses traceability and deterrence as its weapons against car thieves. Each kit is unique to the vehicle to which it is applied, and can be fitted by the most inexperienced home mechanic. In only a matter of minutes your vehicle and its component parts will carry a unique DNA code for life.

John Pole

Hereford, Worcester and Gloucester

The photo shows some members of the group who attended our June meeting at Kempsey. From the left, John Raine stands beside his highly original 1955 Ford Popular in Bristol Fawn; Dave Prosser beside his restored 1956 Popular; and Michael Whitworth beside his Anglia from 1952. It was fun playing 'spot the difference'.



Michael has a Ballamy split front axle, panhard rod on rear suspension, Marshall headlamps and an 1172cc engine fitted, so his car is more agile and able in modern driving conditions. Both he and John use their cars regularly, if not on a daily basis, and enjoy doing so. Dave has to decide whether it's his Pop or E83W that he gets out!

I hope to have my Prefect on the road soon but have just had a setback because the headlining I bought does not fit. Extra material has had to be sourced and some panels replaced. The replacement running boards also had to be cut and altered before they fitted. Dave did a wonderful job on them for me as I started going in ever decreasing circles trying to make them bolt on. I remember picking up the sledgehammer at one point. Are any restorations straightforward?

It was very pleasant on a summer evening to ride back to Malvern with John, both of us revelling in the steady roar of his Pop at full throat pulling up and over the moonlit hills. It can't get better than that and, incidentally, no problem at all with 6-volt, three brush electrics.

Robin & Jennie Thake

Three Counties

May is one of our busy months for shows. We went to Chilton Hill Rally, which they had had to move to a new venue due to increased number of cars. This proved a test for many vehicles including the Anglia. We arrived about two miles from the show ground to meet a traffic jam caused by the Powers That Be insisting on three-way traffic lights. The Anglia, after many years with no problem, decided to vaporise three times and was finally pushed into the show ground on a very hot day.

Our next show was the three-day Enfield Pageant of Motoring where we had our usual Club stand. After a storm on Saturday, Sunday was fine and sunny and we were joined by eight others cars so it turned out to be a good display.

Our first event in June was the Club holiday on the Isle of Wight (see below). On our return we went to our local show at Hatfield Heath where we had a Club stand with 12 vehicles including two 300E vans. This show was on Fathers' Day so several family members came along including two of our grandchildren who managed to help Grandad get rid of his loose change on the fun fair! Dennis Little was runner up in his class with his Model Y, and is shown top right holding his trophy after the presentation.

Congratulations also to Terry Tomlin who won his first ever trophy with best in class at the Luton Festival, held at Stockwell Park the previous week. We were able to admire it and take a photograph (above) the following week.

Colin Pudge managed to find an interesting place for this year's AGM at the Midland Aircraft Museum. David and Lesley Heard drove their 103E Popular to the event – well done. After the meeting Colin had managed to arrange a tour of the aircraft parked in the grounds, which was very interesting, with the highlight being a visit to the flight deck of the Vulcan bomber. It was surprisingly small inside and the seats were not very comfortable, but as our guide said the crew also had parachutes on their back and a flight of 16 hours was not uncommon.

At our June group meeting it was good to see John West and Peggy back with us in good form after John's treatment over the winter. There is not much on the maintenance front at the moment but Ken Finch is carrying out a



complete overhaul of his 100E Popular brakes.

Isle of Wight, June 2014

Some months ago we made the decision that this would be the last group holiday that we would organise, as we felt we had exhausted all our ideas, so we chose to go back to the Isle of Wight and the Eastmount Hotel at Shanklin, as this is our favourite destination and hotel.

We set off bright and early from home on a bit of a damp morning. We were soon joined by Laura and Stuart Cecil on the edge of town, and in a few miles by David Heard. We travelled on uneventfully to Denham Green where we were joined by Richard and Shirley Healey. Then it was onwards to our destination without any problems until that last mile or so into Southampton Ferry Terminal when our Anglia vaporised three times at traffic lights. When we boarded the ferry, thankfully we were put on the lower deck and so all was well. We were joined at the ferry port by John Farrar and Mike Capps so a good convoy made it to the hotel. We were welcomed by Marie and Trevor Seabridge and also John Brown; they had managed to catch an earlier ferry. John Swade arrived a while later, as he had delayed his start as a heavy rainstorm fell on St Albans just as he was about to leave. Finally Rob and Janet Palmer arrived, having had to return home after covering part of their journey from the Bristol area as a bag of medication had been left behind!

The beautiful weather continued for the whole week. On the Sunday morning we went to Godshill to meet up with the Austin Club for the normal Sunday morning gathering. On Monday we made a short drive to Ventnor Botanical Gardens for coffee before some of the group went on a conducted tour and some members just did their own meanderings. Then we all assembled again to drive off to Alum Bay

Continued on bottom of page 7

Joe Wheatley

Merseyside

Tatton Park (31 May – 1 June)

As usual I had a willing team of helpers to set up on Friday. Bernard and Mike were there before me putting up the poles and bunting. Peter and Sue Tinsley drove all the way from St Asaph to cut the grass for us and Julian was there to help us erect the gazebo. All we needed now was a fine, dry weekend!

We had 22 cars each day with a total of 29 Sidevalves over the weekend. On Saturday, in addition to our regulars, it was nice to see Neil Turner out again after his engine rebuild in his 100E. Jim Norman does not usually attend shows but he and Lillian came and, I hope, enjoyed the day out. Ken Latham came up from Stoke on Trent in his very nice 100E Pop and was delighted to win 'Best Sidevalve' awarded by the organisers. He said he had not won anything before, but looking at his car I don't think it will be the last pot he picks up.

Sunday saw some long distance attendees. Martin Hatfield came all the way from Northallerton in his 100E and John Porter and four others (Andrew Bailey, Colin Pudge, Dave Carden and Paul Reddell) came up from the Midlands group. Must have been an early start for them as they managed to get on site shortly after nine to avoid the queues. I hope they enjoyed their day. At least it remained dry for their journeys home!

for a look at the World War 2 battery at the end of the Needles. While at Alum Bay a German film company took shots of our cars and chatted to Rob Palmer about his.

Tuesday was our usual trip on a steam railway, followed by lunch and a look round the recently opened sheds before watching an excellent Birds of Prey display. Wednesday morning we travelled to the other side of the island to go to Chessell Barns Pottery. The

Not all those attending on both days came in the same vehicles. (Some people are lucky enough to have more than one Sidevalve, Dave Rothwell having had about 50 in the past six or seven years! In fact six of the 29 cars displayed this weekend were purchased from Dave.) On Saturday Dave R bought his E493A-based pickup, towing the front chassis of a defunct 103E with a working 8hp engine. These both attracted a great deal of attention on the Saturday. His very nice, complete, E493A on Sunday attracted less attention. It was nice to welcome Dave Broad back into the fold with his 100E Squire and to see Mick Grindley with the ex-George Cave E493A which had been on our stand many times. Peter Tinsley brought two of his three pre-war cars, the 7W and 7Y, his E93A being hors de combat with an axle problem (now fixed). Nigel Hilling brought Stan the Anglia to show how old Uprights can withstand even the toughest trials, and welcome to Mike Tomlinson (brother of Alan), now properly in the Club with his own 107E rather than joining Alan in his E493A.

The attendees were as follows.

Saturday only: Alan Tomlinson (E493A Prefect); Glen & Dawn Dale (100E Popular); Ian & Sheila Sidebotham (103E Popular); Jim & Lillian Norman (107E Prefect); Ken Latham (100E Popular); Neil Turner (100E Prefect); Peter Hennessey (103E Popular).

Sunday only: Alan Chapman (103E Popular); Andrew Bailey (10hp Model C); Colin Pudge (103E Popular); Dave Carden (103E Popular); John Porter (Siva Edwardian); Martin Hatfield (100E Popular); Paul Reddell (100E Escort).

Both days: Albert Walsh (100E Anglia); Bernard Ellicott (100/7E Popular); Arthur & Angela Speakman (Falcon Caribbean); Bruce & Carol Allen (100E Prefect); Dave Broad (100E Escort); Joe Wheatley (E493A Prefect); Dave Rothwell

(E493A Pickup & Prefect); Julian Ashworth (E493A Prefects); Mick Grindley (E493A Prefect); Mike Brocklehurst (100E Squire); Mike Tomlinson (107E Prefect); Nigel Hilling (103E and E494A); Peter Tinsley (8hp Model 7Y and 10hp 7W); Ron Taylor (E83W); Steve McKenna (103E Popular).

The weather was kind to us on both days, not exactly with the sun cracking the flags, but dry and warm when it came out. Lots to see and do as usual with most people making regular forays to the extensive autojumble. About 2000 cars were on display including two 'blower' Bentleys and many other iconic vehicles. We were again fortunate to be neighbours with our friends from the Manchester Historic Vehicle Club who asked me to pick out my favourite car on their stand on both days. I felt I could not really exercise my allegiance as there was only one Ford on display each day (Saturday a Classic Capri, Sunday a Model Y) so I just picked what I liked from the huge range on display: not the big old Roller or other beautifully prepared vehicles but a well-used 1931 MG T type on Saturday, and a charming Austin Chummy on Sunday. Neither had been picked before!

Our friends from the MHVC were judged sixth Club Stand on Sunday, but we did even better, getting the second prize for the first time. That is second out of over 60 club stands. This is a real testament to the hard work put in by Bernard Ellicott with his poles, bunting and banners, Peter Tinsley preparing the grass, and all the members who bring out such a mixed bag of cars. This is what attracts the judges and the punters. So, many thanks to all involved for another excellent Tatton Park. Let's hope we can do as well in August!

This issue's cover photo shows the stand entrance at Tatton Park. Front row, R-L: John Porter's Siva; Green 103E (Colin Pudge); Grey/Fawn E493A Prefect (Dave Rothwell); Black E493A Prefect (Mick Grindley). My beige E493A is behind the Siva.

climb back up the hills out of Ventnor certainly tested our cars and we realised that our car had not vaporised all week. We put it down to the fact that we had filled up with a different company's fuel while on holiday. We also had no problems on the way home, despite travelling for four hours without a stop.

On Thursday the group divided up and went their own ways. Some opted to use their bus passes and some of us went firstly to

the Donkey Sanctuary and then back to have a better look at Godshill, and then went up onto Culver Down for light lunch from a little snack bar on the top and to enjoy the beautiful views. On the last day of our group holiday it is traditional to have a golf tournament and this year it was crazy golf on the front at Shanklin; it was a fairly close contest with Trevor winning the men's tournament and me (Jennie) winning for the ladies. We made a prompt start away from the hotel on Saturday morning in case the roads were busy round Newport to get to the ferry on time.

Robin and I would like to that everyone who joined us this year and in the past for the holidays we have organised. We have enjoyed it but now look forward to our retirement.



Nigel Hilling

Yorkshire

News and Events

By the time you read this we will have had Club stands at Newby Hall in July and Hebden Bridge (Northern Sidevalve Day) in August. Whilst there are still many shows in the area we will only have one event remaining with a Club stand, which is at York Racecourse on Sunday 21st September.

Road Runs

Shortly after writing this report a few of our members should have set off on the Pennine Sway, a three-day adventure up through the Pennines to Kelso and back. Hopefully we will have a full report of the adventure for the October *Sidevalve*.

The Filey Run will take place on Saturday 20th September. There will be an overnight stop and return via the York Racecourse event the next day. Contact me if you are interested in joining us for all or maybe only part of the run.

Ilkley Trial

After the excellent result on the Lands End Trial at Easter it was back down to earth with a poor performance on the Ilkley. The Ilkley sections are mainly grassy and, with two days of heavy rain before the event, the sections were all wet

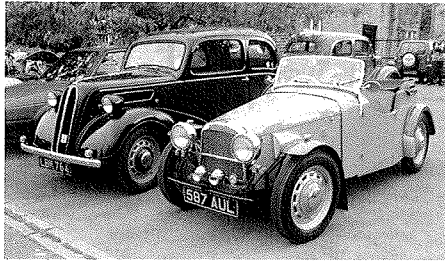


Photo 2

and muddy. The car, despite being on decent radials, does not grip in these conditions and we were having difficulty getting off some of the start lines. Many others had similar problems but we ended up well down in the final results.

Carriage House, Marsden

This is an evening 'bring your vehicle' event at a local pub that has begun to attract a big following, but unfortunately clashes with a similar event at Rufforth Gliding Club. Hopefully a few Sidevalves will have made it to the latter whilst I and a few others attended the former, which was blessed with warm and dry weather. Photo 1 shows the E83W of Richard Smith who has recently joined the Club.

David Brown Motor Show

This is a small pub car park gathering on a Wednesday evening that I organise for the David Brown Motor Club. This was another dry but cooler evening at which we had a few Sidevalves in attendance – thanks to the Club members for adding to the mix of exhibits. Photo 2 shows John Lindley's Sift Special alongside Gerald Pollard's Anglia, with Steve McKenna's Pop in the background. Steve and Julian Ashworth, in their latest 100E acquisition, made the journey over the tops for the evening.

John Duckenfield

Regional Report

East Midlands

This newly formed Regional Group held its first meeting in June – a thoroughly enjoyable evening. Robert Goodland and I were made extremely welcome and it was great to see a number of splendid Sidevalves in the car park. Equally pleasing was that members from the neighbouring Coventry and Midlands Group were there in strength to support Liam and his new regional group.

To me this is what being a member of the FSOC is all about – meeting like-minded enthusiasts and gradually building a spirit of companionship based on a common interest. I wish them well in their new venture and sincerely hope they receive the support from fellow members that their efforts and enthusiasm deserve.

Surrey

On behalf of the Club and members in Surrey I would like to thank Mike Jillians very much indeed for his contribution over the last four years. Hopefully someone will come forward in order to continue his good work. All they have to do is get in touch with me and the rest is a formality.

Make a positive contribution

The FSOC is fortunate indeed to have at its heart a core of longstanding and dedicated individuals who willingly give of their time, but more and more is being asked of and done by fewer and fewer, to the point where before long, something will have to give.

Please therefore, if your circumstances are such that you feel the time is right for you to make a positive contribution to the future well-being of *your* club, get in touch with me, John Porter or Shirley Wood. We will explain what is involved and how much time it will take, and suggest possible ways forward. There is absolutely nothing to be gained by persuading someone to do something to which they are not really suited but surely, out of the thousand or so UK members, there must be half a dozen who could make a meaningful and significant contribution to the Club's future.



Photo 1

Richard & Trish Greenaway

Kent

Although we haven't done quite so many Club stand events this year, entry wise we are about on a par with last year.

Show roundup

The Road Run on May 25th was in fact our delayed Drive It Day Run, which had clashed with the Kent All Ford Show. Unfortunately only six of us met up at Mote Park for our trip to Sissinghurst Castle: Bernie & Anne with their E493A; John Farrer in his 300E conversion; Glen, Tina, Trish & myself in our Escort/Prefect 100Es; and also Jim & Maria and Olive Palmer with son Neil and his family, both with 103Es. Seeing a 103E with five up certainly looked cosy but we were surprised how it coped on the road. I certainly wouldn't have wanted to go on holiday in the 50s with all the luggage as well, but I suppose back then you would have known no different. There's a thought: does anyone out there have a story/photo to tell of a holiday they had back in the 50s? If so, why not let the editor know about it so we can all hear about the experience?

Unfortunately they didn't allow us to park in the grounds of the castle but found us a spot in the car park where we were all able to park up together. As it was nearly lunchtime we all had a picnic by our cars before venturing over to the castle where some looked around the gardens whilst others went on the woodland walk. After spending a enjoyable day we headed off home at around 5pm. We understand from Neil that climbing Detling Hill with five up in a 103E wasn't an easy task, but then again two up in a 100E is a second gear job so I'm not surprised.

Next up we ventured over to the Isle of Sheppey. This was the first time we'd held a Club stand at this show but still managed eight cars, which was a reasonable number. Among the eight we had Mike Osenton out for the first time in his recently re sprayed 100E Anglia; also Mick Davis brought along his latest purchase, a nice looking Model T Van.

Our next show was the Southern Sidevalve Day event which as usual was held as part of the Friars Rally. We had 22 vehicles booked in which would have bettered our previous best turn out by one, but unfortunately Barry

couldn't get his 300E started so came along in his modern Ford. So our best attendance stays at 21; let's hope we can better it at the Kent Classic in September, which is always one of our best attended shows. As well as our regular band of members we had (I believe) our oldest Kent member, Olive Palmer, along again with son Neil and John Pearson in his very original looking 107E Prefect, who hasn't been to many shows with us in recent years. We also had a visit from Swedish member Janne Ziesnitz and his family. Janne brought with him pictures of his two Sidevalves, an Upright Prefect and Popular, and very nice they looked too. We did say to him that next time he visits our shores he should bring one of them with him. We also suggested that he could bring Håken along in his Upright. As the organisers of the show put us in our own class with trophies for 1st, 2nd, 3rd, and 4th, we told the show organizer that we had a club member over from Sweden so would it be possible if Janne could do the judging of our class, which he duly did for us. We hope you enjoyed your day and the English lunch, especially the scotch eggs. Another great day was had by all, but remember I'm still hoping for a 25 car count stand so make a note now: Friars Rally 2015.

Our last show report is the Darling Buds Show, which unfortunately brought us our first wet show of the year. This left us rather short on numbers; of the 15 who had booked in, only nine ventured out, but looking at the weather forecast I don't blame them. Come lunchtime the sun did come out as predicted, which gave us a lovely afternoon.

Future events

Most of our forthcoming shows have been mentioned in previous magazines, barring one: the aforementioned Kent Classic, which takes place at Aylesford Priory on Sunday 7th September. This is always a well supported show so let's aim for a good number of vehicles as this is our last major show of the year. Also, can I just mention again our forthcoming Kent Fun Day Sunday 17th August; if you haven't yet let us know you are planning on coming, would you please be good enough to drop us a line to give us some idea on the amount of food and drink we will need. Last year numbers weren't as good as we would have liked but as it was the first time we'd held it we thought we would give it another year to see if numbers improve. It's simply an event to get Sidevalve members together have a natter and a bit of fun. As last year there will be a free BBQ and games to take part in, as well as your chance to take part

in the Driving Challenge event. Who knows, you may go home as the 2014 Driving Challenge Winner, which was won last year by Matthew Jagger in his E493A Prefect.

There is also the planned Road Run on Sunday 7th September. For anyone who hasn't heard, we are planning on heading out to the Pedal Car Museum in Northiam, meeting as usual in Mote Park at 9.15am for a 9.30am departure. If anyone would like more info on any of the events listed or any other FSOC related items, please drop us a line.

If you can't make it along to one of our organised shows you can always come along to the Early Bird on the third Wednesday of the month: more details on the regional contacts page of the magazine. Talking of monthly meetings, our August meeting will not be a normal meeting as we are going to visit the Micro Car Collection in Hawkenbury (near Staplehurst). You can either meet us at the Early Bird car park at 7pm or make your own way there. Please contact us for directions.

Bits & pieces

Someone called Philip asked us if we knew of a certain 103E that was coming up for auction soon. As it happens we did know of it as it belonged to former members Ted & Gina, who coincidentally brought it at the corresponding auction last year but unfortunately due to Ted's health have decided to sell it on.

We told Philip that the owners would do a private sale before the auction. He promptly rang them when he got home, arranged a meeting two days later and brought it there and then. He then wanted to join the Club, so by the time you read this, hopefully Philip and Lynn will have been out and about with us at a couple of shows. A very nice Pop stays in Kent.

May I also welcome Samantha Johnson, Peter Whattler and Patrick Ruler who joined the Club during the early summer months. We hope to see you out and about in the coming months.

After reading Peter's article about his Siva, hopefully next year we will be able to get two Sivas together at a show in Kent, as Ian is well on the way to finally getting his sorted after it being off the road for over a year.

Anyone who attended June's Classic Ford Show at Santa Pod may have recognised the 100E Escort which was displayed by Kent's Glen Woolway. He was asked to display it on the Classic Ford stand through his son who does photography work for *Classic Ford Magazine*.

Yvon Precieux

Pre-War Register

Registrar's comments

Good to receive feedback from members re the supermarket petrol referred to below, and good to see that members do read these pages.

I now have my old Cheetah Special back from Jonathan Checkley, who kindly sold it back to me for roughly the same sum he paid for it. Getting the car from Hertfordshire to Wemyss Bay, Scotland proved not to be too much of a headache as a local guy with transporter managed to bring it up sooner than expected without too much hassle. It had failed the MOT some nine years back on tyres and naturally these same tyres were relatively knackered after lying dormant on the car for the past years. Looking up new tyre prices can give one a nasty shock. With such new tyres, a good cleanup, some tidying up of the wiring and renewal of rusted brake cables plus some work on the engine and the cracked fibreglass body, it certainly will be nice to get it back on the road when we get more global warming. More on tyres in the E83W register.

By the way, I have a 100E gearbox, back axle and steering box that would have been junked by a hot rodder. Free to anyone who can collect here on the west coast of Scotland.

Supermarket petrol comment: David Carden

I replicated a comment in a FHBC newsletter in a recent *Sidevalve* that referred to supermarket petrol being of a higher quality. David Carden has kindly responded to put the record straight as follows:

"Just to let you know that the information on supermarket petrol being of lower quality than fuel sold by all the majors is true. Supermarkets, although supplied by the majors, receive base grade fuel without additives, whereas branded fuels such as BP, Shell, Esso, Texaco and Jet are all injected with additives as they are loaded onto the road tanker. Fuel tanker driver supermarket super unleaded is the closest match to 4-star, which

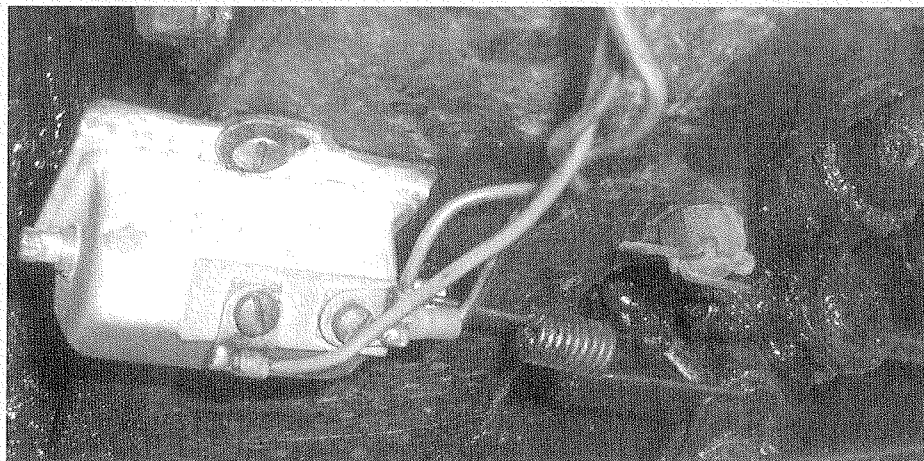


Photo 1. Gearbox and rear engine mounting on Ford 8 h.p. chassis

is a good option to consider when buying fuel. Not all supermarkets stock super unleaded. The information was obtained from the fuel storage supervisor at the BP terminal where I work. Hope this is of help, David."

Brake light switches

The brake light switch, as fitted to the Model Ys and Cs [YE-13480], is a mechanical spring loaded device in a metal casing. However, given time the internal could fail through rust and spring metal fatigue, and eventually fracture. This can cause a short circuit to earth, increasing the possibility of burning out the harness and possibly the car. It was not surprising then for the Ford Motor Company to make a change from a metal switch to the Bakelite brake unit found on the later Fords from 1937 onwards, as the internal operating mechanism was insulated from a natural earth when the unit was bolted to the chassis. The early switches for the Model Y and C are rarely seen but the post 37 Bakelite switches are numerous as they were used on many other cars and motor cycles, although one has to be careful as they are right and left handed. A periodic check on cars with the early brake switch is worthwhile to give the internals a clean and drop of WD40 and eradicate corrosion.

Finally, it is recommended that these switches be actuated by means of a suitable length of expansion spring, for if the brakes go out of adjustment, pedal travel becomes greater. A spring can stretch, more so than the switch which can be forced beyond its working limit if held by a chain. Mind you, I have a brass chain on mine but then again I am still agile

enough to get under the car and check. (Photo 1)

Welcome to the FSOC

We welcome Tim Green, Nantwich, Cheshire, who now has Alan Barber's Ford 7W. To add to the 7Y pack we have Patrick Ruler, Maidstone, Kent with a Ford 7Y Deluxe owned previously by his father, and Rob Moore from Iver in Buckinghamshire. Whereas the first two cars are painted the usual black, Rob's car is blue. Just a reminder: could I have your pre-war register forms with the Briggs and chassis numbers as this keeps our records accurate and up to date. Our website identifies where to look for the chassis and body numbers; otherwise, drop me an email and I'll advise.

Pre-war caravanette

The following information came from Alan Flockton via Andy Main who has passed this snippet onto me. According to the detail supplied, this 7Y (photo 2) was owned by a chap who lived in Portsmouth. Alan used to see both the owner and the vehicle over a period of years (the eighties) at this particular rally. The owner built the hybrid vehicle himself



Photo 2

with plywood, the exterior being covered in wallpaper where some large air bubbles can be seen. Regrettably the vehicle has not been noticed around since that time and, bearing in mind that the owner was in his sixties then, it is possible that the vehicle may still be inside a lock up waiting to be discovered. (Photo by Alan Flockton.)

German engine

I mentioned in the last edition that I would provide a further photo of the Ford early E93A engine. This, as detailed earlier, is the short block engine with the skew gears, short pistons and dual water manifold, but with a beefier crank installed. This unit as depicted in photos 3 and 4 is an industrial engine, and the head and front cover plus pulley can be adequately seen. As I have said before, although 8 and 10 engines can be installed in any vehicle from 1932 to 59, not all engines are the same.

The 7Y and 7W: Extract taken from the Automobile Engineer of November 1937 (The Ford Exhibition)

Alterations Confined to Minor Modifications Demanded by Experience and Production.

There has been no change in the range of Ford models to be seen, as usual, at the Albert Hall. The 8hp and 10hp are, of course, built to suit the European market, and have similar characteristics to English cars of the same type. Modifications since last year are only those which have been found advisable in the normal course of development, both from the technical and production point of view. Cast alloys for both crankshaft and camshaft are now standard throughout the whole range, the alloy being a speciality of the Ford metallurgical department. It is by no means easy to make a firm dividing line between cast iron and cast steel when complex alloys are used, but there is an appreciable amount of free carbon in both these materials. Ford vehicles have always embodied special materials developed to suit the special requirements, and the anti-friction metal of the journals (which are of the steel-backed shell type) is a copper-tin alloy with the addition of either chromium or nickel.

The ferrous alloy piston which was noted last year has been replaced by an aluminium alloy throughout. All shafts are counterbalanced, and in the case of the 8hp it is just possible to withdraw the pistons from below, whereas in the 10hp, the bore is sufficiently large enough to permit the big end to pass upwards. Tungsten alloy exhaust valve

seats are common to the whole range, being shrunk in, and in the case of the 22hp V-eight, inserts for the inlet valves will be shortly put into production models. Electrical equipment is all of English manufacture to Ford specifications, the generators are all ventilated and of third-brush control. On the small models the flexible engine mounting is now of the four-point type, the two at the gear box being identical with those used on the V-eight. These give considerable vertical movement for absorbing the unbalanced forces of a four-cylinder as well as for the torque reaction.

It would appear to be a considerable advance on the earlier Model Ford 8 design. A minor detail in the back axle is that the pinion bearings are now pre-loaded to the extent of 12in./lb. There is a new 8hp frame of cross-braced construction and full body width, the body being riveted on. The springs, which are the transverse type, are now mounted on an extension back and front, giving an increase in spring base of approximately 4in. The springs are grooved and fitted with nipples for grease-gun lubrication. An impregnated fabric lined shackle is used without lubrication for spring anchorage. Transverse springing necessitates the use of a torque tube and radius rods, and these now are fixed to the extreme ends of the axle and are brought to a bracket welded to the torque tube front end. Pressed-steel wheels of the large-hub type riveted to the rims have replaced the welded spoke wheel.

On the 10 hp engine the most important alteration is the provision of a water space between the pairs of cylinders. In the 10hp back axle the differential cast bearings are also pre-loaded and a special assembling jig has been produced for use in Ford depots to enable them to carry out the factory practice accurately. In neither of the small engines has any change been made to secure more power, the power and torque curves remaining unaltered. (Photo 5: Illustration of 7W chassis)

7Ys and 7Ws, Deluxe and Standard

For newer members of this register there are a number of variances in the standard and deluxe spec for these models, more so in the 7Y than the 7W. The rear window moulding, steering upper support gear change and ball were coloured black on standard vehicles whereas subtle browns were used on the deluxe with one exception, the very early 1937 7Y saloons. There were also three types of trim – 1937-38, 1938-1939 and

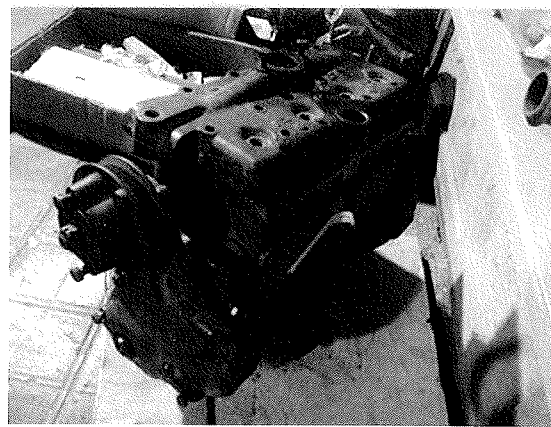


Photo 3

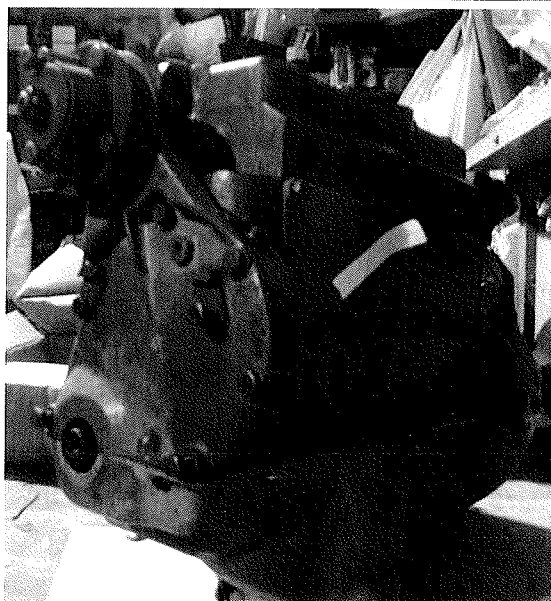


Photo 4

1939 – and also three types of carpet, depending on the three types of seat that were either of a tubular or bucket construction. On the deluxe version you could either have a handle or knob on the glove compartment, and depending on year one could find the interior 7Y deluxe handles completely reversed. Nickel only was used on the standard interior handles with chrome on the deluxe. To cut costs, sheet glass was fitted to the standard model for the rear and side windows. The deluxe got away with just the side glass being plate whereas the rear was provided with safety glass. Here it is worthwhile to use the existing as a template to cut a new bevelled safety glass for your vehicle. Your friendly glazier should be able to do this without too much cost.

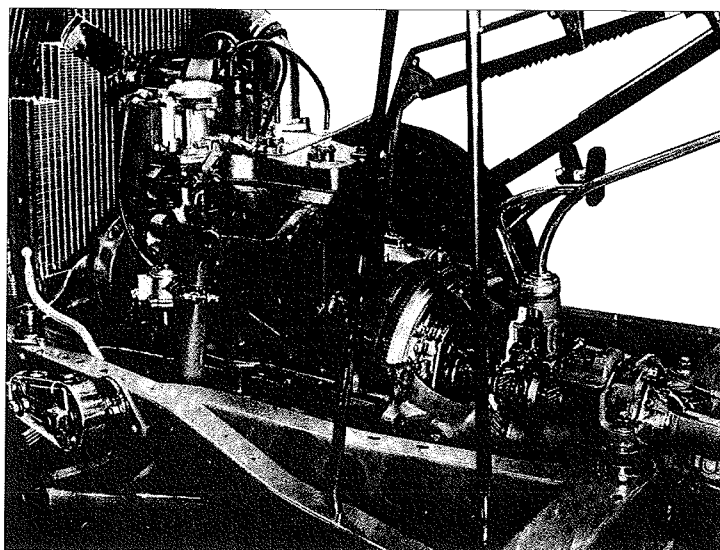


Photo 5

Yvon Precieux

E83W Register

Registrar's comments

Apologies for some possible confusion in the content that referred to the jeep engine and pickup in the snow in the last issue. This was down to me, the old brain cells not being as active as usual. Luckily it was picked up by Les Foster, our Canadian contact. As commented in the pre-war register, tyres are not usually an issue. However over the years I have not taken much interest re tyre costs except to ensure that what are on the vehicles I have are legal and in good shape. As mentioned, I now have back the Ford Special I owned some 30 years ago. This car had a Ballamy speedo that went up to 110mph. Then I took for granted what road tyres could do and happily motored the Special at the speeds it was able to go. I had 520/525/16" tyres with Firestones on the front and Henleys on the rear, and on one occasion was motoring to a committee meeting thinking

I was just doing 70mph. On the motorway I could see a fellow committee member behind, and thought it odd that despite being in a 100E he was slipping further and further back. I passed waving drivers of sports cars and even one with an Austin Healey. Only when I arrived was I informed that I had been well over the speed limit, the LMB speedo being not properly geared to actual speed.

Looking up such tyres today for the Special, and lately with an email from Les regarding E83W tyres, I delved further into the spec of the tyres that are for our 16, 17 and 18 inch rims. Archive-wise, the information I have is very limited, but what I have relates to sale costs that refer to the Fordson 10cwt using 5.00-18 tyres with just chassis at £209.00, van in primer at £271.00 and a chassis with cab fittings for use with tyres of 6.00-16 at £238.00. Tyres for the 17" rims are identified as 4.50-17. Of interest is that today's lower cost crossply tyres have a safety limit of 75mph, although interestingly no limit is noted on the costlier Firestone range. However, with a stately 30-55 being the norm, the lower cost tyres are most satisfactory for us all.

Les wanted, like most of us, to equip his E83W with tyres of the period. Looking further into Ford company literature I located two photos with information that the Ford Motor Company used both the Firestone company and Goodyear as their major tyre suppliers for all their products. The Goodyear tyre type was the G100. This has the diamond shaped tread but today are very pricey, as are the Firestone. Of note is that the Excelsior brand, a lower cost tyre, uses the period (wavy line) Firestone mould so should be okay for our vehicles. The Goodyear photo from a factory archive is shown (photo 1).

Fordson Fancy (article and photos via Andrew Pollock, Irish Vintage Scene)

I received this article from Dick O'Brian from County Cork, Ireland in June. Though an ex member, he will be rejoining the FSOC. The publishers of Irish Vintage Scene have granted the necessary permission to include all aspects of the article in our restoration register pages - Yvon.

The memories of the very first vehicle we drive tend to stay with us for life. Those first tentative take-offs and gear changes might not have been the smoothest, but to a youngster they are a serious thrill, and it doesn't take long for the developing brain to get the hang of things. Patrick McCorry remembers his first

vehicular adventure very well indeed, at the tender age of ten and a half, as it involved his father's little Fordson E83W lorry. "Myself and my two brothers used to push it down the road, and I'd be steering," he smiles wistfully; "we did that for two or three weeks, but then I started watching my father's feet to see what he was doing. Eventually one morning we got it started; it gave a few buck leaps and the next thing off it went, first gear down the road. A week or two of that and I was in second gear. That's how I learned to drive."

Although it might not look it at first the Fordson was probably the best vehicle a young man could have started off in, as the controls in the tiny cabin were all close to hand and the performance capability was very low in all but top third so there was little chance of doing any great speed. The lorry in question was in fact the second that Patrick's father, a small builder and farmer based in Blacklion, Co. Cavan, had owned in quick succession, and as the sole transport for the McCorry family at the time it was something of a multi-purpose vehicle. "We used to go to the seaside in Bundoran in the summertime, which was about 25 miles away, and the eight of us would all be up in the back of it like the Beverley Hillbillies or the Waltons, and my poor mother sitting in the front of it," Patrick laughs. "It had wheels and an engine, and it was all we had. That time we didn't know any better." Time has marched on since then, and Patrick moved from Cavan to Kilkenny many decades ago, but his memories of the little truck never faded. He's lucky enough to own a couple of photos of that same Fordson, which no doubt helped to keep the flame burning for so long. In more recent years he started to keep a serious look out for a really good example with which to relive his childhood days, but the E83W isn't exactly the most common sidevalve Ford out there, and his search was to take about fifteen years in all. In that time he travelled to the UK on a number of occasions to look at ones for sale, but always came back empty-handed as these either weren't up to scratch or they had the wrong body fitted on the rear (Patrick was adamant that he wanted the same wooden flatbed worn by his father's lorry).

Eventually, last year friend Vincent Maher spotted this 1951 example for sale online, again in the UK, and impressed by what he saw he gave Patrick the heads-up. "I went over to look at it, and when the owner opened his garage door I could not believe it," he enthuses; "there wasn't a thing left undone to it, and if you look underneath it's like new." The crucial wooden flatbed was also present and correct, so Patrick



Left: The latest Goodyear tyre—the G-100—now being fitted to Ford cars. Above: The finishing touch. A workman on the assembly line at Dagenham fitting a wheel with a Goodyear tyre to a Ford car.

Photo 1



Photo 2

couldn't seal the deal quickly enough, and by the end of January this year the Fordson had been delivered to his home in Co. Kilkenny. Originally bought new for £450 by Shrewsbury District Council in England in 1951, who used it for sixteen years, this E83W was the subject of an intensive restoration in 1992 by its then owner, Dave Wells from Frame. Over the space of three years this highly-skilled man pulled out all the stops, stripping the lorry down to the barest of skeletons before fabricating new repair sections by hand for the rotten sills, doors, inner wings and A-pillars. As this was in the early nineties, in the days before you could just switch on your computer and order anything you wanted online, Dave had little to rely on but his own ingenuity and craftsmanship, and he went to great trouble to fabricate his own repair sections.

Unbelievably he even made the front wings himself from scratch using several sections welded together, but you'd never know to look

at them today, such was the workmanship involved. At the same time the chassis was brought back to bare metal and repainted from top to bottom, the 1,172cc sidevalve engine and running gear were rebuilt, a new flatbed with wooden dropsides was made from scratch, and the interior was entirely redone, complete with scratch-built seat frames to replace the rusted originals. In short this was a 100-point rebuild, and the quality of work is evident in the fact that the little Fordson is just as pristine today as it was when it was painted in the mid-nineties. In the few months that he has owned it Patrick has delighted in treating the E83W to lots of TLC, polishing some underbonnet components, adding the signwriting and so on. Unsurprisingly given its 50mph to 40mph cruising speed he prefers to trailer it to shows, as he tells us it wouldn't be fair to the little sidevalve to be thrashing it for long periods of time. As classic commercials go, this one is up there with the very, very

best of them; it's a huge credit to its restorer, but it's safe to say that it has certainly found the right home now, and it is destined to provide Patrick with lots of fond memories for many years to come. (Photos 2-5)

Dating references

Glass' guide lists a number of modifications and this luckily does assist in dating the 10hp E83W. Regrettably we do not have an early copy of the guide from 1938 when the E83W was introduced. What we do have is from the post-war period dated June 1951 to October 1957, hence if anyone out there has the earlier guide, a copy would really be appreciated by your registrar for the archives. Listed in this guide is detail that the front and rear track were increased by one inch in June 1951 at C618617. The following year, August 1952, the radiator badge was altered from 'Fordson' to 'Thames' from engine number C679653. In June 1953 ten leaves rather than the previous thirteen formed the E83W rear spring, and with new lighting regulations coming in during October 1954, twin rear lights and reflectors were now included as the specification required on commercials as well as cars.



Photo 3. As the memories of his father's old Fordson were the impetus behind this purchase, Patrick has recreated an old-style livery to evoke his childhood days in Co. Cavan.

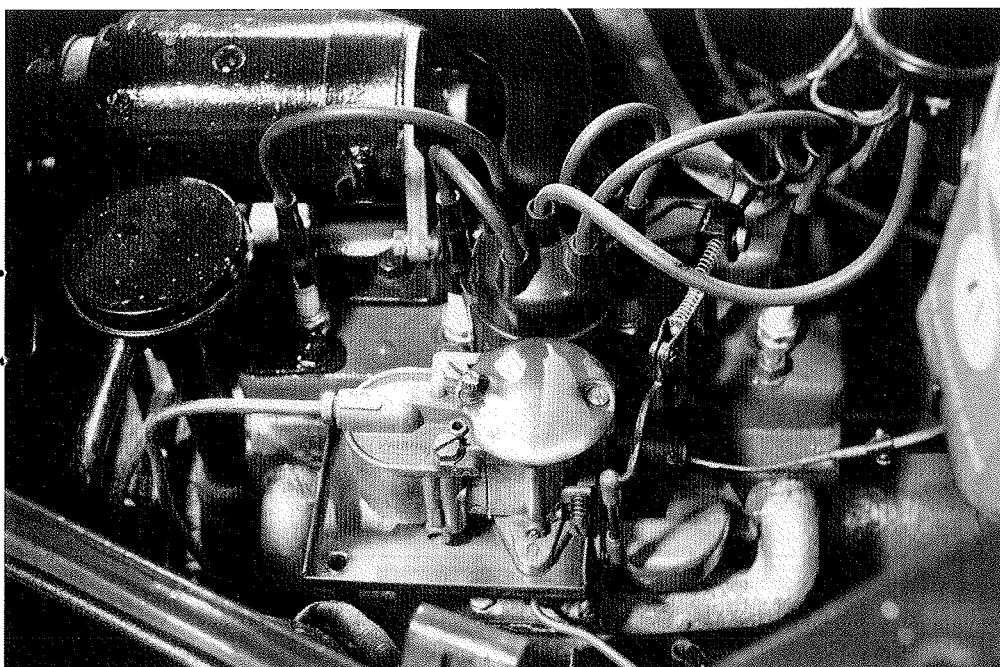


Photo 4. Having been completely rebuilt, this 1,172cc sidevalve runs like the proverbial mouse's heart. Note the heat shield fitted under the Zenith carburettor, which helps counteract fuel vapourisation on hot days

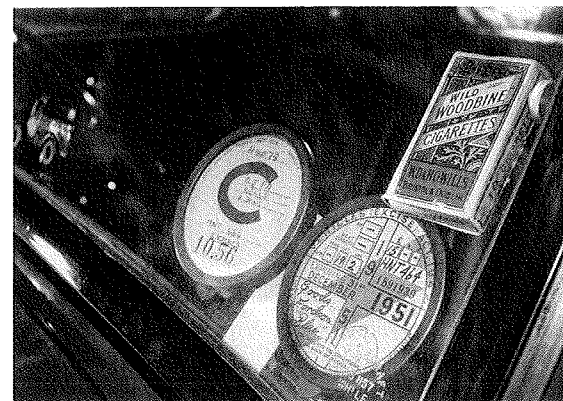


Photo 5

Andy Main

Anglia, Prefect & Pop Register

Registrar's comments

It was good to meet up with members at the AGM at the Midland Air Museum at Baginton, which I thought was a superb location to hold it at. One could not fail to be impressed by the sheer size of the Avro Vulcan B2 Bomber and the chance to climb up into the flight deck. There was a nice display of member's cars including the famous Stan, the hill climbing E494A Anglia owned by Nigel Hilling. Dedication for attending an AGM goes again to Håkon Øverland, our international contact from Norway. As we travelled back into Coventry by bus together, perhaps at next year's AGM, it could be Håkon's and his Prefect?

This year, Transport for London is celebrating 'Year of the Bus', with a number of their bus providers having garage open days. One 1920s preserved bus on display, whilst now fitted with an electric starter, is still fitted with a disconnected starting handle. The public, especially the young children and younger adults, thought it was great fun to turn the handle as easily as winding up a clock! Little did they realise the effort in turning the handle if it was engaged and as described in the Chairman's editorial in June.

An icon can be anything; perhaps for many of a certain age it is a Ford Sidevalve, to others a Morris Minor, Mini or whatever. Regrettably Harry Potter (I have never read any of the books and gave up watching one of the films on television because I lost the plot) featured a 105E Anglia, so a lost chance for us perhaps?

Books and television series seem to come around again for new generations, or for other generations to re-live again with their children. I notice that *Postman Pat* must be having a revival as I noticed an advert for a new film, so perhaps a re-run of the old television programmes will follow?

There used to be Roland Rat, who drove a 100E Prefect as mentioned by Tony Lloyd in the 100E/107E Register in June. The 100E range is ideal to get the younger enthusiasts into the Club. Perhaps we should jog that generation with a Roland Rat 100E at shows, or push that connection more? Hopefully Roland will have his time again and a 100E will become an icon

for that much needed younger generation.

Harold of Many Owners

Some vehicles join the register and regrettably that is the last you ever hear again from the owner. There are hundreds on the register that were under restoration, some going back 30 years; many I assume were completed but the owner, after all the hard work and excitement, forgot to let me know. Many I expect were sold on to be completed by another enthusiast (but who?), and perhaps a few that required too much work or expense were scrapped?

One that has been restored and changed owners a number of times, but has kept the registrar informed, is a grey 103E Popular UXR 12, first licensed in London on 13th January 1958. Peter Struggles from Stockport bought Harold in May 1973 and joined the register on 13th November 1984.

Harold had been a company car during the ownership of the twelve previous owners. The eleventh owner bought it in London and used it to move house to Doncaster, with a further move to Manchester. Peter bought Harold for £20, then spent a further £20 to get it through the MOT test, and then a minimal amount for the next two years in general repairs. When purchased, the mileage was 132,000 and at registering 150,023, with one of the previous owners known to have fitted a new engine. A heater was fitted with a friction driven water

pump from the fan belt. It was then taken off the road for a restoration, which due to a lack of a garage and work commitments just about kept up with the rust. In June 1984 Peter obtained a garage and work on Harold could continue in a more pleasant environment, and hopefully to better effect, with completion in May 1989. Two weeks later it was off to Barry Island in Harold for a South Wales Whitsun Sidevalve madness holiday. The previous weekend Harold attended the Lyndhurst School Show in Oldham, and is photographed beside PFW 714, owned by Keith Dewhurst. (Photo 1)

During 1998 I was approached by *Practical Classics* for a 103E Popular to take part in a photo shoot in Blackpool on 2nd November. Looking through the register file for likely Populars in Blackpool or the nearby area, I soon found out that the register can soon become outdated, as the likely 103Es had either been sold, were no longer members (I wanted the photo shoot opportunity to go to a Club member), or had moved away and were not interested, or in November were off the road for the winter with no road tax. In those days some owners paid for six months road tax only for the rally season. I knew that Peter had completed the restoration of UXR 12 so I approached him to see if he was interested, as I believed he was still the owner. Peter was, and still lived in Stockport.

Peter wrote the following:

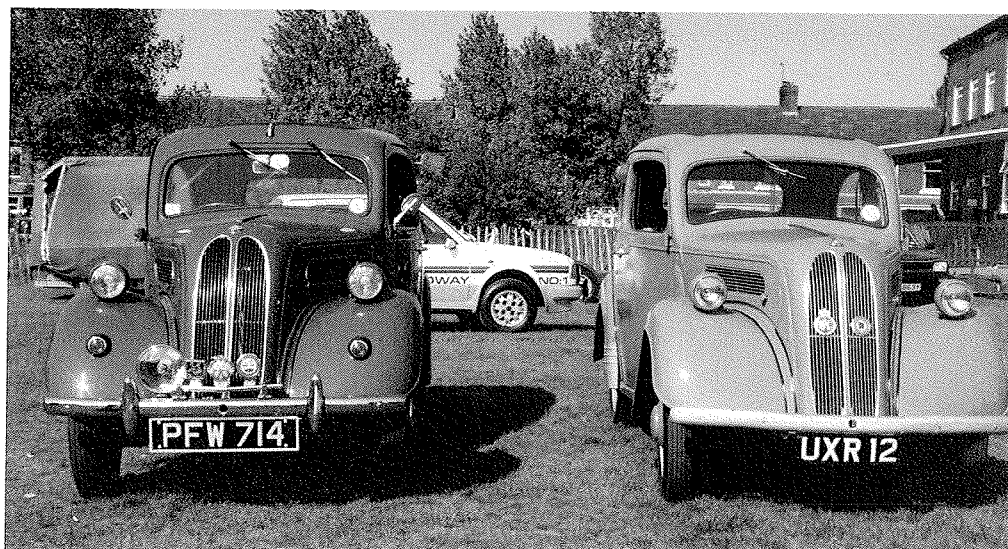


Photo 1: UXR12 and PFW714

Harold in Blackpool

The phone rings, "Hello, this is Andy Main from the Ford Sidevalve Owners Club."

"Who?"

"Andy Main, from the Ford Sidevalve Owners Club"

"Oh hello, what can I do for you?"

"Do you still own your 103E?"

"Yes."

"Is it on the road?"

"Yes."

"Can you take it to a photo shoot for *Practical Classics* on 2nd November?"

"Err, This is all a bit sudden. Can I get the time off work; do I have my wife's permission ..."

Well the answer to both is yes. Margaret is miffed because she can't get the time off to come with me (she is Harold's more regular driver) and our son will be back at school.

The day arrives and I set off in Harold from Stockport soon after 7.00am for the 10.00am rendezvous in Blackpool. It's raining and the heater has decided to have an airlock. Time presses and the airlock waits until later in the day. The rain stops north of Chorley and I arrive in good time at McDonalds, where a smart looking A30 is sat in the car park. I know I'm in the right place.

Car by car we gather, until there are four cars of late 50s vintage, Will Holman's Capri and Mark Dixon's Citroen estate. During the wait I managed to bleed the heater circuit, so I can keep the bracing Blackpool breeze at bay. Then we all set off for a bizarre sequence of auto-ballet whilst photographer Mark Dixon hangs out of the rear window of his Citroen, driven by Will, shooting at the procession of cherished metal as it crawls along the sea front and goes in turn past a stationary Mark, first heading north, then heading south. The party splits up for discrete solo shoots whilst Will does his reporter bit and proud owners regale him with tales of lifelong relationships in dark and dusty garages.

Darkness falls, the famous lights come on and Mark shifts to overdrive. Positioning the cars this way and that – lights on, lights off – he and Will dart round like sprites firing off flash guns at each car in turn in order to get light on each of the cars during the long exposure shots necessary. Meantime the drivers stand round shivering and making smart alec comments about Will's footwork as he dances round under Marks direction.

Finally we have one last act of auto-ballet as Mark gets a shot of the group outside the Golden Mile amusement arcade, then he and Will bid us goodbye. The lure of the Pepsi Max

Big One proves too much for Will and Mark and they set off for the ride of their lives, though hopefully not to regurgitate their fish and chips, before heading south for the next day's shoot in Bournemouth.

The trip home was done in the company of Arthur the A30 as far as Chorley, whose local knowledge saved me the trails of Preston town centre, then uneventfully homeward.

Did I enjoy it? Would I do it again? You bet!

Harold's further owners

In which edition of *Practical Classics* was the Blackpool photo shoot featured? I do not know.

In June 2009 Bernard Gardiner from Ashford and a regular Kent group attendee purchased Harold from Peter. This was Bernard's second Sidevalve as he purchased NPD 980, a black 1949 E493A Prefect which was first licenced in Surrey, for £50 from an old school friend in 1966. Bernard picked up Pauline (now his wife) from college in the Prefect for their first date. Bernard sold the Prefect in 1968. Bernard's grandfather also owned two Sidevalves: HXF 113, a 1946 E04A Anglia, and SUC 253, a 1956 103E Popular, both first licenced in London.

However, Bernard found his Popular UXR 12 rather a snug fit so sold it in April 2011 and purchased a MK11 Consul instead, but not before he had fitted Panhard rods front and rear. Harold went briefly north to Bedfordshire where it was converted to 12 volt, badly, before returning to Ashford, Kent in February 2013 when purchased by Robin Hollyer.

David Smith, also from Ashford, became the sixteenth owner on purchasing it on 27th October 2013, now with a mileage of 162,949.

Between 1989 and 2013 the RAC and Ford Sidevalve Owners Club grille badges have been removed. (Photo 2)

Sixteen owners: is this a record?

David is storing a 1954 Richmond Blue 103E Popular for his friend Derek and his brother who had to vacate the place they kept their cars in. The original registration is unknown due to an 'A' registration plate, obviously a victim of a transfer to another vehicle.

Register 25 Years Ago – Sidevalve News August 1989

There was a major article on Doncaster's role in the production of the Ford Popular. After production moved from Dagenham in 1955, 63,500 Popular were built at Carr Hill, Doncaster until production ceased in August 1959. Other models produced there were 17,310 100E Escorts; 10,910 100E Squires; and 8,310 5 and 7cwt Thames Vans. Carr Hill closed on 28th February 1964. The last vehicles produced there were the Anglia 105E saloon and estate cars, bringing the total assembled there to 360,000. The plant was then sold to International Harvesters who made all but 200 men redundant.

The government are proposing an exhaust emissions test on vehicles within the next three years at a cost of about £10. I commented, will all old vehicles be trailered to rallies etc? (*Registrar's comment: the emissions test for petrol engine vehicles was introduced in 1991; thankfully we don't have to trailer our vehicles to rallies.*)



Photo 2: UXR12

Ian Woodrow

Specials Register

Over the last few weeks I have been busy packing up ready to move house; hopefully by the time you read this we should be settled in to our new home. Having not moved house for the last 22 years there is an awful lot of clearing out to do. I'm sure though that once we are in the new house I'll be hunting around for 'just the thing' and rueing my visits to the tip! As well as the general household bits to move I've accumulated a few E93A engines, gearboxes and axles plus a couple of lathes, which makes the logistics of moving even harder. If I haven't answered any of your letters or emails then they may have got misplaced in the move, so please resend.

Two More Sivas

Welcome to Warren Vaughan, Stuart Graham and Michael Crouch (not the Mick Crouch who was the FSOE membership secretary and on whom I can still always rely for technical assistance). Stuart and Michael each have four-seater Edwardian Tourers. (*Stuart's car is an 'Edward' manufactured in Bristol and was an obvious copy of the Siva using the same mudguards and seats. – John Porter*) Stuart's Siva is pictured outside Stirling Castle whilst Michael's Siva is under restoration. About 100 Sivas were produced and currently there are still 50 on the Specials register; unfortunately many of these 50 records are not up to date or are incomplete, so please keep me up to date with details about your Specials. Of course the thing that most people remember about the Siva is when it was used by the BBC in *Doctor Who* in the early seventies with Jon Pertwee and Tom Baker. Warren has bought a Tornado Typhoon, which I believe has its own ladder chassis to take the Ford E93A components; I look forward to finding out more about it.

Fibreglass Repairs to my Super Two

I'm no expert on fibreglass, but over the years I have made and repaired various fibreglass items including lots of work on my Super Two.



Siva at Stirling Castle

From my experience gained on successful projects and from one or two failures, the following tips may be of assistance.

Health & Safety

1. Some people are allergic to glassfibre mat and most people will get a rash on their hands and arms if handling it, so always wear protective gloves and if you are allergic, don't continue.
2. Resins give off a strong smell that can cause headaches and even unconsciousness; always make sure there is good ventilation.
3. When grinding, cutting or sawing laminate you must wear a mask and goggles. The fine glass particles are thrown everywhere and, if inhaled, the body doesn't get rid of them. Silicosis can result.
4. When mixing and laying up resin, always wear protective gloves. If any hardener gets on to your skin, wash it off immediately.
5. All resins, hardeners and acetones are extremely inflammable: do not smoke or have any naked lights. Even when the job is finished and the resin is curing, the styrene vapour is still highly volatile.

Environment

For successful repairs the temperature should be between 15°C and 20°C; if it is too hot then the resin will cure too quickly, and when it is too cold the resin won't go off and there is a greater risk of dampness and condensation. Work should be done in a clean, dry, well-ventilated workshop.

Materials & tools

If you have many repairs to do then it is more economical to buy the repair materials from a specialist fibreglass supplier rather than a Halfords-type repair kit.

Lay up resin: Clear all purpose polyester resin normally supplied in pre-accelerated form.

Hardener: also known as catalyst. When you buy resins, most shops will automatically provide the correct amount of hardener to go with it.

Glassfibre mat: Strands of silicon chopped and dressed with a chemical which holds it together until impregnated with resin which allows the glassfibre mat to be moulded into shape. This is normally sold by weight. For most repair work 1oz/ft² or 1½ oz/ft² (300g/m² or 450g/m²) is suitable.

Surface tissue: A very fine mat which is laid on top of the mat to give a much smoother finish. Sold by the metre.

Fillers: Resin with chalk powder added to make a creamy dough (Tetrosyl Upol, David's Isopon, Holts etc).

Brush 1": Buy the correct fibreglass ones to apply the resin.

Metal roller: To help compress the resin into the mat.

Acetone: For cleaning brushes and rollers: they should be cleaned whilst the resin is still liquid.

Tools: Scissors, stirring stick, latex gloves, dust mask, sandpapers, flap disc sander, weighing scales and a pot to mix up the resin. Be careful which pots you use as resin can dissolve some plastics such as yoghurt pots.

Repairs

Although I have tried repairing cracked gel coat

Letters & Emails

Sidevalve Editor, [REDACTED]

E-mail: editor@fsoc.co.uk

Isle of Wight thanks

Dear Sidevalve,

I have just returned from a wonderful holiday on the Isle of Wight with my 1956 103E Popular. This was the Sidevalve Holiday organised by Robin and Jennie Thake. Robin and Jennie have been organising the Sidevalve holidays for many years, and I have been attending since 2006 when we visited Cromer. I thought it appropriate that a letter of appreciation be published in the magazine to thank them for all of their hard work over the years, this being their last year organising it. They have left no stone unturned in ensuring that the holiday is a success, from choosing a venue that can cater for us at a reasonable price, enough sightseeing, things to do and see, preparing routes for us, helping members prepare their cars for the journey; they even seem to get the weather right!

Yours,

David Heard

Pegged out

Dear Sidevalve,

Occasionally, over past years and previous editions of *Sidevalve*, I have been mystified by comments relating to the need to use clothes pegs to keep the choke control open. When using the choke on Angie, my 1953 E494A Anglia, all I have ever done is to turn the control one quarter turn to the right after pulling it out from the dashboard. Having done that, the control locks out until I return it to the rest position. Is my car unusual, or are devices on other models worn out or inoperative for some other reason?

Thanks for producing such an interesting magazine.

Regards,

Les Harris

application of the fibreglass far easier.

With the body inverted in the cradle, the cracked fibreglass can be sanded away and the area to be strengthened sanded clean. Pieces of fibreglass mat are cut ready for application. Only mix a small amount of resin with hardener at a time and mix thoroughly. (I measured 100grams of resin into the mixing pot using some old kitchen scales and then added 1 cc of hardener with a pipette.)

Coat the surface with resin; lay a piece of mat on and thoroughly impregnate it; apply more resin and another layer of mat, making sure that the mat extends over the damaged area. Stipple the resin in to the mat with the brush and then thoroughly compress the resin and mat with the roller. If the panel has cracked through after cutting away the damaged fibreglass then make sure the damaged edges are in line (hold the edges together with clamps or it may be necessary to drill and bolt a temporary plate), tape the outer surface to stop the resin leaching through, and add more layers of fibreglass to build up a uniform thickness.

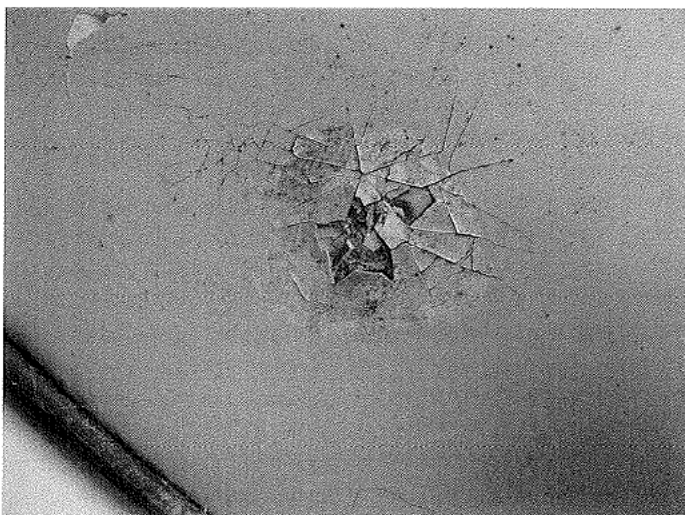
Gel cracks which include stars or gel crazes can be repaired by grinding out the damaged gel coat area. Grind beyond the finish of the crack to about 1". After grinding, feather the edges and remove any grinder marks with sand paper. Cut pieces of surface tissue to cover just outside the gel crack and apply a coat of resin with hardener. Place the pre-cut tissue and work the resin into the tissue until thoroughly soaked. After the resin is set, mix up some filler and spread the filler over the ground-out area using a plastic spreader. When the filler has set, sand back to shape. If there are any hollows or air bubbles then a second application of filler will be needed.

When the damage to a section is so severe that the section is beyond repair, a new section may have to be moulded and inserted. I'll try to include this type of repair in the future.

with coloured gel coat, the colours haven't usually matched and the repaired gel coat hasn't been as good as the original, so the finished panel has required painting. Therefore, all these repairs are finished with filler and the panel will require painting.

Before starting to try and repair this type of blemish, it's worth investigating why the gel coat has cracked. Cracks are often caused by local stress around handles, locks or hinges, or where heavy items are bolted into the fibreglass. If this is the case then reinforce the panel behind the cracked area to reduce flexing.

Most of the gel coat cracks on my Super Two were caused by the excess flexing of the panels, so before trying to repair the gel coat I decided to strengthen the body. To enable easier working conditions whilst doing the strengthening and repair work to the underside of the body, I inverted it. First, a wooden cradle was made to support the body when turned over. The cradle was designed to keep the body accurately aligned, with supports front, middle and rear. The body was then removed from the chassis and inverted and rested into the cradle. The cradle stopped the body distorting whilst extra layers of fibreglass were applied, and made the working position and



Gel coat damage

Super Two body on cradle

Shirley Wood

Minutes of the Twenty Third Annual General Meeting of the Ford Sidevalve Owners' Club Limited

The Annual General Meeting of the Ford Sidevalve Owners Club was held on Saturday 21st June 2014 at the Midland Air Museum, Coventry Airport, Rowley Road, Baginton, CV3 4FR. Twenty nine members were present.

John Porter took the chair and welcomed the members to the twenty third Annual General Meeting of the Ford Sidevalve Owners' Club Limited. He extended a special welcome to Håkon Øverland who had come from Norway for the meeting.

1. Apologies for Absence

Apologies were received from Mark Bradbury, Ivor Bryant, Stuart Cecil, Brian Cranswick, Neil Patten, Yvon Precieux and Sylvia Wood.

2. Minutes of the Last AGM

The minutes of the previous AGM held on Saturday 29th June 2013 at the Warboys Room, Lakeside Lodge Golf Centre, Fen Road, Pidley, Huntingdon, Cambridgeshire, PE28 3DF were accepted by the meeting.

3. Matters Arising

There were no matters arising.

4. Annual Reports of Directors and Committee Members

a. General Secretary (Shirley Wood)

Shirley Wood thanked the members who had taken the trouble to attend the AGM. She reminded the membership that the Ford Sidevalve Owners' Club was an organisation owned by the members and run by the Committee on behalf of the membership. The AGM was an opportunity to talk to the Committee both during the meeting and outside of it.

Shirley thanked Colin Pudge for organising the AGM on behalf of the Club at such an

interesting venue. A guided tour of the museum had been arranged for members after the AGM.

The Club continued to provide a good service to its members despite the difficult economic climate. 2013 saw a small decrease in the membership numbers and so far the membership numbers are down very slightly for this current year. The membership numbers affect everything the Club does as it provides the main income for the year and has to pay for the magazine and other Club activities.

8 & 10hp spares continued to run well and would be reported on later. Neil Patten continued as 100E spares secretary as well as being involved in remanufactured spares.

The Club continued to pay for the services of a part time editor, Ben Jeapes, to put together the magazine on its behalf and Ben continued to produce quality magazines. The Committee believed that funding an editor was worthwhile as it was a service enjoyed by all members. During 2013 the Committee decided that the design of Sidevalve News was starting to look dated and it decided to fund a refresh of the magazine design. This was a relatively costly exercise but should last the Club for a number of years and hopefully encourage new members.

On the technical side John Pole and Jim Norman continued to provide technical advice on the various vehicles for the members.

The Registrars for the various models continued to produce text for the magazine as well as dealing with DVLA queries over the year. They have been involved in ensuring that the Club processes for obtaining age related registration numbers and for retaining registration numbers are consistent and fit the guidelines from the DVLA. Now that the DVLA have closed the local offices the Registrars are spending a significant amount of time dealing with DVLA queries.

Mark Bradbury continued to develop and maintain the FSOC web site as an interesting and up to date source of information. Godfrey Hands dealt with the classic car press to

ensure that the Club had good coverage of its activities. However, during the year Godfrey had decided that he was unable to spend the time he wanted to on this role due to his frequent travel abroad for work and therefore he had resigned from the position. The Club thanked him for his work in this role.

John Duckenfield continued in his role of liaison with the regional contacts and encouraging the excellent work done by the regional groups. The groups were at events throughout the year, advertising the Club and encouraging people to become members, and the Club appreciated the work done by the groups.

Mike Brocklehurst was keeping a watching brief on the activities of the FBHVC during the year.

Shirley thanked all the Committee Members and Club members who helped with the running of the Club in the last year for all their hard work on behalf of the Club. Finally Shirley thanked the membership for continuing to support the Club and the services it provided; without the membership there would not be a Club.

b. Treasurer (Tony Young)

Copies of the Club accounts and the cashbook figures for 2013 were distributed to those present (see page 27). Tony Young reminded the members that with the exception of the audited accounts, all the accounting details were confidential to Club members. A copy of the full accounts could be obtained from the General Secretary.

Tony Young reminded the meeting that this was their opportunity to tell the Committee what they wanted. It was also an opportunity to comment on the Club's finances for the previous year. To maintain financial stability and allow enough cash for remanufacturing and purchase opportunities, the Club had a policy of always holding sufficient bank reserves. The Club therefore aimed to have at least £30,000 in the bank at all times.

**FORD SIDEVALVE OWNERS CLUB LIMITED
A COMPANY LIMITED BY GUARANTEE
INCOME AND EXPENDITURE ACCOUNT
YEAR ENDED 31 DECEMBER 2013**

	2013 £	2012 £
TURNOVER	59,171	56,782
Cost of sales	<u>40,678</u>	<u>33,866</u>
GROSS SURPLUS	18,493	22,916
Administrative expenses	<u>22,090</u>	<u>19,914</u>
OPERATING (DEFICIT) / SURPLUS	(3,597)	3,002
Interest receivable	<u>20</u>	<u>20</u>
(DEFICIT) / SURPLUS ON ORDINARY ACTIVITIES BEFORE TAXATION	(3,577)	3,022
Tax on (deficit) / surplus on ordinary activities	<u>4</u>	<u>4</u>
(DEFICIT) / SURPLUS FOR THE FINANCIAL YEAR	(3,581) =====	3,018 =====

**FORD SIDEVALVE OWNERS CLUB LIMITED
A COMPANY LIMITED BY GUARANTEE
BALANCE SHEET
31 DECEMBER 2013**

	2013 £	2012 £
FIXED ASSETS		
Tangible Assets	<u>86,921</u>	<u>87,432</u>
CURRENT ASSETS		
Stocks	198,276	196,756
Debtors	6,806	6,332
Cash at bank	<u>41,112</u>	<u>46,080</u>
	246,194	249,168
CREDITORS:		
Amounts falling due within one year	<u>2,038</u>	<u>1,942</u>
NET CURRENT ASSETS	<u>244,156</u>	<u>247,226</u>
TOTAL ASSETS LESS CURRENT LIABILITIES	331,077 =====	334,658 =====
RESERVES		
Other reserves	110,589	110,589
Income and expenditure account	<u>220,488</u>	<u>224,069</u>
MEMBERS' FUNDS	331,077 =====	334,658 =====

Following the full implementation of the Companies Act 2006, it was no longer viable to have a full audit and therefore the Club now has a Chartered Accountant's Independent Assurance Report. The auditors confirmed in their report that nothing had come to their attention to refute the directors' confirmation that the financial statements gave a true and fair view of the Club's affairs and loss declared.

He reminded the meeting that the Club traded mutually which meant that the Club could not sell goods to non-members. By trading mutually the Club benefited by avoiding Corporation Tax on all the Club's activities except gross interest received on the deposit account, which was very little these days.

2013 had been another satisfactory year but there had been a small loss of £3,577 in 2013 (2012 a profit of £3,022). However the overall financial position remained strong and the reported profit or loss each year is very much subject to fluctuating stock values.

The Club maintained a significant stock of new, remanufactured and second hand stoke for sale to members, and Tony encouraged the members to use this valuable service. The Committee planned to carry out a more detailed stock check on 100E spares this year to see if some of the volatility in stock values can be reduced. Generally the recent fast moving stock items were easy to value and the only queries arise with particular items that have a mix of stock purchased at different times and for different amounts. Also some items have been purchased from eBay for varying values. The Club does not have a computer based stock program to eliminate these issues or enough volunteers to operate one.

The Committee continued to be very cost conscious and made every effort to minimise waste and unnecessary expenditure. Insurance costs increased by about 8% in the year and utility costs by 35%. Overall administrative and general costs increased by approximately 11%.

Due to the effect of inflation the Committee have decided it would be prudent to increase the subscription from January 2015 by 6.4% from £31 to £33. Tony reminded members that the Club has not increased the membership for two years. The Federation of British Historic Vehicle Clubs costs the Club 50p per member and about 40% of the subscription goes on maintaining the Club's quality magazine, which had been revamped at a one-off additional cost.

The Club accepted direct debit for membership renewals and credit and debit cards for both subscriptions and spares

purchases. The cost to the Club is 1.95% on credit cards and 29p per debit card transition.

Tony went through the cashbook for 2013 showing the detailed spend for the Club. This document was updated prior to each Committee meeting and enabled to the Committee to see where the major spend was being made. The Club began 2013 with £45,479.99 in the bank and ended the year with £40,512.13 in the bank, which was a cash deficit of £4,968.

A member asked what the June 2013 spend was on events. Tony clarified that this was the cost of the AGM 2013. The cost for the 2014 AGM was £350.00.

Håkon Øverland asked if those members using credit cards for payment should be charged an extra 2% to cover the cost of the credit card. Tony stated that the Committee had discussed this a number of times in the past but had decided that it would not pass the credit card charge onto the membership as the credit card company that the Club used was good value for money. It was pointed out that the best way to pay was by cheque as there were no additional costs to the Club.

A member asked if the Club should sell off spares that it did not sell quickly. Shirley pointed out that the spares were a service to the membership and therefore it was to the benefit of the members to keep stocks of slow moving items.

Tony Young went through the statutory accounts for 2013. He explained that this document is sent to both Companies House and the tax office (with the corporation tax return). He reminded the membership that if they did not like the results in the statutory accounts or the way the Club was operated then they had the option of replacing the directors, and this was the ultimate member control. The Club had net current assets of nearly £250,000 but it was worth more than that as it had its own property. Tony reminded the membership that the Club's tangible assets are the property, stock and cash. The local area exhibition costs were the A frames and banners purchased for the regional contacts.

c. Membership Secretary (Jennie Thake)

Jennie Thake reported that the membership of the Club for 2013 was 1194, which was a few members down on the previous year.

The majority of members continued to pay their membership fee by cheque, which resulted in a number of visits to the bank during the winter months. However, Lloyds Bank decided to tighten up on who cheques are made out to which resulted in them deciding

that the Club could only be allowed to bank cheques which were made out to 'Ford Sidevalve Owners' Club Ltd', but they didn't tell the Club. Jennie was made aware of this change when she went to pay in the cheques one day. However, the bank did allow her to add 'Ltd' to the cheques which did not include 'Ltd'. After numerous conversations, letters and the completion of forms the bank has now accepted several forms of the Club's name. The bank did thank Jennie for being polite to them as a number of other customers in a similar position had not been quite so polite when they discovered that their cheques could not be paid in.

Direct Debit numbers stayed about the same with around 190 members paying by this method, but Jennie did have some problems this year with members that had changed bank accounts; contrary to what banks tell their customers, not all Direct Debits automatically move with their accounts.

Currently the membership was down slightly on this time last year with a very quiet May but things had picked up lately with a member re-joining from Honolulu during the week and a new member from Finland. The Club had a stand at the Enfield Pageant of motoring and despite a lot of interest the Club only managed one new member.

The current membership is 1068.

Finally, Jennie thanked Robin Thake who provided significant help and support with the membership role over the year.

The membership asked if it would be better for the Club to encourage more members to pay their membership fee by Direct Debit. Jennie pointed out that the Direct Debit system for a small club is a lot of work as the Direct Debits have to be set up and maintained each year and therefore it is easier for her if a member pays by cheque.

d. Spares Report (Shirley Wood)

Shirley reported that 2013 saw sales of the Upright spares up on the previous year by about £6000 with sales of close to £2,000 per month. The sales were helped by the production and sale of Panhard Rods for the E93A models. This year sales so far for the year are down slightly on 2013. On the 100E side the sales were down significantly to just over £5,700 for the year. It was not clear what had caused this reduction but the Club is seeing similar 100E figures for the current year.

Shirley reported that very occasionally the Club has problems with members not paying for spares, and this year the Club had a situation where a new member from the West

Midlands joined the Club and purchased 100E spares fairly quickly, which was followed by another order a couple of weeks later. The total of the spares purchases was about £170. The cheques were banked at the end of that month and unfortunately for the Club the cheques bounced. The 100E spares secretary had contacted the member who had apologised and promised another cheque, which had not been forthcoming. The Club has chased the member again but the member is not answering the phone or letters to Committee members. The Committee will now take the member to the small claims court. Mike Brocklehurst explained to the members present that the situation with the bounced cheques was made worse as the cheques were not from the member's bank account. The members present encouraged the Committee to try and recover the money from the Club as it was their money.

The Club was finding that parts were increasing in price quite significantly and becoming scarce. Some of the suppliers appear to have vanished while others had decided not to manufacture the parts the Club required. Generally it was becoming more labour intensive to obtain quotations and parts from suppliers. The Club had also to cope with the increase in postage costs, which did affect the cost of the lightweight bulky spares where the cost of the postage could exceed the cost of the spare. In these cases the Club has taken the decision to reduce the profit on such items or provide deals on the purchase of multiple spares where possible.

Shirley reported that spares were purchased using income from the sale of spares. There had been no membership income put into the purchase of spares for many years no. The following spares were purchased during 2013:

- Panhard Rods for the E93A models
- E93A water pump pulleys
- E93A fanbelts
- E93A timing chains
- E93A pinion bearings
- E93A engine mountings
- E93A door post rubber bumpers
- E93A sets of ignition leads
- E93A valve spring sets
- Opening screen rubber
- 100E and E93A Distributors reconditioned
- 100E and E93A Carburettors reconditioned
- 100E and E93A Dynamos reconditioned
- 100E and E93A Starter motors reconditioned

- 100E rear damper bushes
- 100E crankshaft thrust washers
- 100E oil filters
- 100E main bearing sets

Shirley reminded members to write clearly when they order parts and ensure that they included their full postal address on the form. It was surprising how many people managed to put an incomplete address on their form and then wondered why it took time for the parcel to arrive, or even worse, sent in an order which she couldn't read.

Shirley thanked Neil Patten, who had spent a great deal of time and effort working on a number of items which hopefully would come to fruition in the not too distant future, as well as dealing with the 100E spares.

Shirley said that the Club had been unable to organise a spares day for the last two years as there had been problems with the central courtyard at the stores collapsing around the drains. Stephen Wood had repaired this over the summer of 2013 with help from Ian Woodrow and Shirley. Unfortunately the Club now had an issue where another drain had collapsed in the outer courtyard at the stores. The Club were about to obtain quotes for the repair before discussions with the other garage owners to encourage them to contribute to the repair. Shirley stated that if members wanted to visit the store then she was quite happy for them to do so provided they made an appointment. A number of members had visited the stores on a Saturday morning to purchase spares and chat about their spares requirements.

Shirley thanked the faithful little band of helpers who worked behind the scenes to make the spares operation work. However on a personal note she thanked Neil Patten and Stephen Wood who provided invaluable technical support to her and without whom there would be no 8 & 10hp spares service.

Finally she thanked all the members who used the spares service. In the majority of cases they had been very supportive and understanding when sending in their spares orders. She hoped that the Club managed to provide a reasonable service despite it being run by volunteers.

The Committee was asked if it stocked 12v bulbs for Upright models which had been converted to 12volts. The Club did not stock these items but it was possible to purchase quartz halogen bulbs which were suitable (for details and advice, email John Porter).

The Committee were asked if a list of recommended suppliers could be printed in the magazine. The Committee felt that it was

always difficult to recommend suppliers and would prefer if members asked the relevant spares secretary directly or asked their regional groups for advice.

The Committee was asked if it would consider the remanufacture of half shafts for sidevalves. Nigel Hilling pointed out that this would be expensive and he knew of one case where a half shaft had been produced and had broken. Jim Norman pointed out that there were different types of half shafts for the 100E models and therefore it would not be a case of producing just one item, which would fit the whole range. The Committee agreed to look at the quantities, costs and different types of half shafts which would have to be produced. The members were reminded that they should not put a second hand left hand half shaft on to the right hand side as it would break.

Ian Woodrow asked if the Club tested all second hand parts with a UV light when purchased to see if they had been stolen. John Porter did not believe that members would be marking all their parts at the present time but it could be an issue in the future.

e. Regalia Officer (Shirley Wood)

Shirley reported that the sale of regalia items in 2013 was £614 compared to £989 in 2012. This was another decrease in sales in this area. At the moment it looked as though 2014 would see similar sales to 2013.

A wide variety of regalia items continued to sell but the main items continued to be workshop and parts manuals.

John Duckenfield said that two members had approached him to ask if the Club would produce baseball caps.

f. Chairman (John Porter)

John Porter reminded the meeting that most sidevalves did not now need an MoT and many members will breathe a sigh of relief. However, some thought should be given to ourselves and other road users. It remains the total responsibility of the owner that their classic car is safe but unless you are a qualified or experienced mechanic, how can members do that? There was no history of accident investigation and insurance loss adjusting to know how the lack of a MoT or independent test will affect outcomes of incidents on the road. John asked the question as to whether he was confident that the average classic car owner knows enough to keep their vehicle safe, and to be honest he was not. Therefore, the Committee would advise all sidevalve owners to get a voluntary MoT test or similar on their vehicles annually. Most vehicle manufacturers

build in a substantial safety margin to their steering, suspension and brakes. If a member has not set up their Upright's brake cables correctly, how will the member know that the brakes are balanced? With the 100E, how would a member know that you only have three effectively braked wheels because a wheel cylinder has started leaking brake fluid on to the linings? Just how much wear is permissible in that steering box? Why is that shock absorber damp with oil and how long before it does not damp the suspension travel on that corner?

John firmly believed that in the event of a claim, the standards of the MoT test or roadworthiness will be applied and if the vehicle is found wanting then that responsibility falls on the owner. The fact that you can drag a car out of a shed and tax and insure it without any professional oversight brings with it a huge responsibility. All testing stations will carry out a voluntary MoT or an appropriate alternative. If you drive just a few hundred miles a year, it is tempting to get the car tested every two or three years. A lot can happen in that time – tyres can deteriorate, brake seals can leak, rubber bushes crack and electrical connections corrode.

A major problem with obtaining a MoT at the present time was that the MoT inspectors did not know what was acceptable with the sidevalves. We have even had the Ford Motor Company asking for copies of our workshop and parts manuals as they were being asked questions that they could not answer. Ian Woodrow reminded the meeting that the Club could not sell the manuals to the Ford Motor Company as they were not members.

Tim Bubb pointed out that if a member has a voluntary MoT and fails it then it is noted on the Swansea system and the vehicle should not be on the road. If a member pays for an inspection of the vehicle and it fails then the vehicle can remain on the road. A number of members of the meeting were of the view that if the vehicle failed either a MoT or an inspection then it should be off the road.

John reminded the members that we are all getting older and this Club like most others is run by older people. John was keen to appoint someone to the Committee who could represent the younger enthusiasts. By being at the AGM it was clear that those present represented the active members and John hoped that the members may know of a younger Club member who might be interested in helping the Club thrive in the future as the FSOC approaches its 50th year – just five years away. There are many keen younger members

in the Club as Committee members see them at the various events the Club attends. Local groups may well have more youthful members that would be willing to volunteer their experiences and insights.

The members were reminded that first the classic car movement had the unleaded petrol panic whipped up by the uninformed chatter in the classic car press, which like the millennium bug has not been the disaster predicted. Now there is the ethanol question. Will the prediction of ethanol at 5% (later to increase 10%) be as much of a problem as has been predicted? Old rubber, fabric and other parts in the fuel system may be at risk from the ethanol, especially with standing. These materials will have to be replaced with ethanol resistant items but how will we know that the fuel pipe we buy at the autojumble is precisely that? As for the dissolving of none ferrous metals like zinc, brass, copper and lead, John remained to be convinced. Everyone is led to believe that super unleaded fuel either has no ethanol or very little at the moment, so in the short term that is probably the best way to go.

A few of the audience had seen problems caused by the ethanol in the fuels with their vehicle but they were able to report that resistant hoses were now available.

Tony Young had outlined the state of the finances of the Club over the last year and compared with previous years. It is clear that our magazine is a large economic commitment but it remains the backbone of the Club. The other major area of expense is restocking spares, as each time the Club purchases new stock the price has increased. The Club also experiences difficulties with actually getting someone to make the parts in quantities of less than a thousand, and many suppliers seem unable to keep to a delivery date.

John reminded the meeting that the Club has a number of vacancies that it would like to fill with new blood. He had mentioned these in the last two magazines without any success. The post of Publicity Officer is the most pressing along with someone to assist Yvon Precieux with the E83W Register. In addition the Club needs an Archivist and a Registrar for the Specialist Applications where our engines are not used in cars. John also felt that the Club needed more engineering input and would like an Engineering Consultant to assist with the Club's remanufacturing projects.

John was keen to hear the members' views on Facebook and a Forum, and for a volunteer to evaluate the need and put forward some ideas about how the Club should develop these areas.

John was pleased to hear that one of our younger members, Liam Cotton, was starting a new group in the East Midlands.

John reported that the Club was looking at the production of Panhard Rods to fit the Model Ys and Cs and the pre 1947 models.

5. To authorise the Committee to increase the membership fee from 1 January 2015 to:

- UK Members £33.00
- European, USA and Canadian Members £36.00
- Rest of the World Members £40.00

Tony Young said that due to the effect of inflation the Committee have decided it would be prudent to increase the subscription from January 2015 by 6.4% from £31 to £33. Tony Young proposed the increase of the membership fees and Nigel Hilling seconded the motion. The motion was passed unanimously.

6. Election of the Officers and Committee Members of the Company

John Porter reminded the meeting that the rules for electing the Club Directors were changed in 2007 which meant that one third of the directors came up for re-election each year. This year it was the turn of the Pre-War Registrar and the General Secretary to be re-elected. The other four directors continued in their current positions.

The following Company Directors were elected unopposed.

- Yvon Precieux – Pre War and E83W Registrar
- Shirley Wood – General Secretary

The following directors continued in their current positions.

- Andy Main – Anglia, Prefect and Popular Registrar
- John Porter – Chairman
- Jennie Thake – Membership Secretary
- Tony Young – Treasurer

The Management Committee members were elected unopposed and they were:

- Mark Bradbury – Web
- Mike Brocklehurst – FBHVC Liaison
- Brian Cranswick – Events Co-ordinator
- John Duckenfield – Regional Co-ordinator
- Tony Lloyd – 100E and 107E Registrar
- Neil Patten – 100E and Remanufactured Spares

Nigel Hilling

Second Hand Spares

Whilst *Sidevalve* and the website contain a comprehensive list of new and unused old stock items, there is only a small paragraph relating to second hand spares. This disguises the vast range of items available to help you complete your restoration or to keep your vehicle on the road.

I and many others have often requested that a list of second hand parts be produced but, having looked around the stores, can appreciate the general answer to these requests – ‘there are too many parts to list and the stock is constantly changing’. Shirley and Stephen, who tirelessly look after the new and used spares stock, simply request that you write in (with an SAE) or email the General Secretary (generalsecretary@fsoc.co.uk) with your enquiries and they will check the current stock and reply with availability and price. They may not have what you are looking for but you may be pleasantly surprised as there are drawers full of all sorts of miscellaneous items – you won’t know unless you ask. *Sidevalve* has people placing ‘wanted’ ads – have you first asked if the stores has that item? The answer apparently is often yes but it is up to you to make that enquiry.

My impression was that the majority of the stock was for post-war vehicles (Uprights,

100E and E83W) but there were still interesting pre-war parts available. In and amongst the shiny new parts on the shelves in the main store (photo 1) are all sorts of second hand parts, from small items such as dash gauges and switches, to medium size items such as wing stays, manifolds, brake drums, half shafts and cylinder heads.

On the heavier side, in the garages (photo 2) there are complete engines, gearboxes, axles, wheels, and various body panels and wings. Once again these tend to be mainly for post-war vehicles but earlier parts can be seen in amongst the later items.

Whilst a gauge or a manifold is easily priced and small enough to post, an engine or door is not. These will vary in condition and price and do need to be inspected before purchase, which can be done at the stores by prior arrangement with Shirley. The stores at Abingdon may be a long journey for some, but they are fairly centrally placed for the majority of members, and well worth the visit.

The last Stores Open Day was poorly attended, so when another is organised, please use the opportunity to obtain some parts.

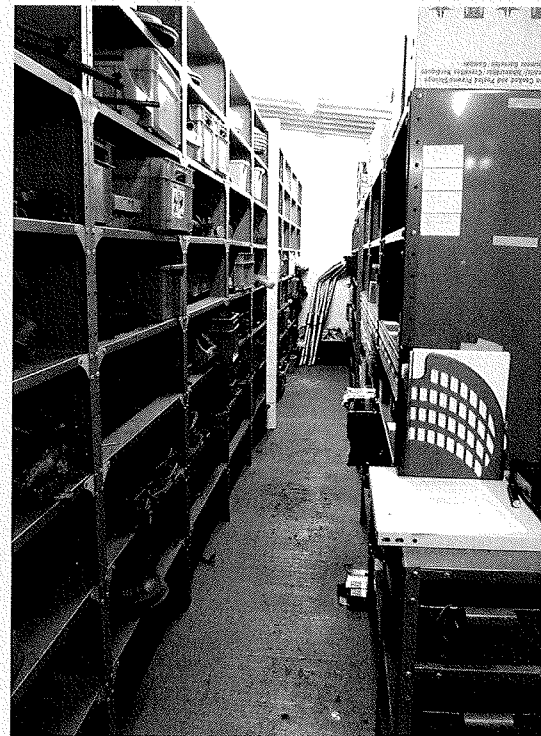


Photo 1



Photo 2

AGM report continued

- John Pole – Technical Adviser for upright models
- Stephen Wood – 8 & 10hp Spares
- Ian Woodrow – Specials Registrar

7. Re-elect Messrs Newby Crouch, Chartered Accountants, of Ember House, 35 37 Creek Road, East Molesey, Surrey, KT8 9BE to act as Independent Reporters for the Company

Tony Young stated that it was up to the membership to vote for the independent reporters each year. Messrs Newby Crouch had been very thorough in reporting on the Club’s accounts and Tony was happy that the Club continued to use them as independent

reporters.

Shirley Wood proposed that Messrs Newby Crouch were confirmed as the Company’s independent reporters for the following year. This was seconded by Nigel Hilling. The motion was passed unanimously.

8. To authorise the Officers and Committee to fix the Remuneration of the Independent Reporters

Tony Young explained that this proposal authorised the Committee to negotiate the auditor’s fee for the current financial year. The gross fee for the audit was £1848. Tony Young proposed that the Officers and Committee were authorised to fix the remuneration of the independent reporters and John Porter

seconded this motion. The motion was passed unanimously.

9. Any Other Business

John Duckenfield thanked all the regional contacts for all their hard work on behalf of the Club. He also had a quantity of Club information leaflets for those members that needed them.

John Porter stated that the 2015 AGM would be held in the Yorkshire area on probably the last Saturday in June but this would be confirmed in the magazine.

There was no other business. John Porter thanked the members for attending the AGM. He then closed the meeting.

Tony Lloyd

100E Register

AGM 2014

Well, what can I say? If you like cars and aeroplanes, this was the day for you. I had not heard of the Midland Air Museum before and frankly I did not know what to expect. What a surprise therefore when we arrived there. There was a warm welcome for us and the aeroplanes; well, I was astounded. There were so many early jets on display. It took me back to my youth when I was a keen plastic kit modeller. Aircraft that I had only seen in model form were there before my eyes in the flesh. Gloster Javelin, F-86 Sabre, Super Sabre, Canberra, Vulcan – the list goes on and on. Also there was a very interesting display about Frank Whittle and his work on early jet engines.

It was a great day meeting people and talking about cars and planes. I learnt a lot about 100E estates and beekeeping. Oh yes, and the AGM was good too. Tony gave his usual divine performance about the FSOC finances and Shirley kept John in line too!

A good turnout from the local sidevalvers ensured that the Club had a high profile in the car park. Our thanks must go to Colin Pudge and the Coventry and Midlands Group for organising the day and choosing such a good venue. Our thanks also to the museum staff who were exceedingly helpful and gave us the guided tour afterwards. Brilliant!

100E estates

Okay, I admit it; I have always been a 100E Saloonista. I have never had much to do with the vans and estates. So when I met up with member Fred Wright a few weeks ago at a local show in Clacton on Sea, I was severely lacking in knowledge. Fred is restoring a 100E Escort but is missing the driver's seat. Well, I thought, just get a seat from a saloon. Not so! They are different. The reason for this, as I have learnt since, is that on the saloon the floor has a slope on it, and on the vans and estates the floor is flat. This makes the seat on the saloon higher off the floor at the back if it is fitted to an



RSY230

estate or van. Also, the passenger seat on the estate folds up, so the back of the seat folds forward and the squab lifts off of the floor. This is because the estate uses doors which are shorter than the normal saloon 2-door version, and therefore if the seat did not fold there would not be room to get into the back with any dignity.

Upholstery

At the den of iniquity and intrigue that is the AGM I also met up with Liam Cotton. Liam has a 1957 100E Prefect, RSY230. This Prefect has a fairly rare form of upholstery on the seats. Most 100Es that were produced had the vinyl type upholstery. Leather could also be specified, but Liam's Prefect has a nylon weave cloth. This cloth has a diamond pattern woven into it and came, as far as I can make out, in three colours – red, blue, or grey – and

was matched with an appropriate colour for the rest of the trim. If anybody else has this type of upholstery, I would be pleased to hear from you.

Liam's other car

Liam Cotton also has another car in the form of a 107E Prefect, AFX417A. Liam has owned this car since 1991 and in fact it is the car that he learnt to drive in. I wonder how many of us can say that.

Liam says that he took it off of the road to do repairs to the underside, and having removed the interior and petrol tank had to put the car on the back burner because of work commitments. I wonder how many of us can say that too! However, now that he has the 100E he hopes that his enthusiasm has been regained and that the car will soon be back on the road.



AFX417A