

News



Volume 31 · No 5 · October 2013



Features this issue

Pattison Tractor

Finding a Fordson Van

Keeping Your Upright Upright

1172 Power Beats All Comers

Overheating Sidevalve

Getting Your Sidevalve Registered

Sidevalve

While clearing out part of the garage I came across the 1975 ICME repair and service times, which included rates and times for the last of the sidevalves. This publication provided the independent garage with advised times for all major operations on the vehicles listed, from the most current to those longer in the tooth. Also included are the costs per hour, from £2 to £4. By 1975 our cars were probably at the bottom of any mechanic's wish list from the job point of view.

For the 100E, the garage would charge half an hour for 2,500 mile service and 3.8 hours (metric hours!) for a 5,000 mile service. So that would be £7.40 to £14.80 for a full service plus parts.

When it came to the big jobs like removing and refitting the engine, the 100E would take 2 hours 20 minutes to remove the engine and put it back in. The Uprights would take 6 and a half hours to fit an exchange engine with the 100E only being allowed 4 hours and 4 minutes to do the same job. Replacing the head gaskets was listed at 1 hour and 15 to 30 minutes for both Uprights and 100Es. This is fine as long as the studs/bolts don't snap and the head isn't seized on!

Decarbonising the head and grinding the valves took longer on the 100E at 7 hours and 2 minutes, whereas doing the same on the Upright was only allowed 5 hours and 19 minutes. Quite a discrepancy, given that the

valve clearances are easily adjusted on the 100E.

Where the new car scored was in the times allowed for common repairs, such as a new clutch at 2 hours and 3 minutes against that for the Upright at 7 hours and 15 minutes. Likewise the steering box – 1 hour and 13 minutes for the 100E against 4 hours 39 minutes for the Upright. Both models were even at 2 hours 17 minutes for removing and refitting the back axles – again, always assuming that the bolts are not seized. Quite why the Upright is charged 2 hours and 22 minutes per axle for changing the brake shoes and the 100E only 47 minutes at the front and 55 at the rear is not clear, as the job is fundamentally the same on both types of cars.

If you needed a new grill then the 100E was the best value at 12 minutes with the Upright at 3 hours and 9 minutes!

Clearly the 100E was cheaper to maintain than the older models overall, which was probably due to better access to their important little parts. Interestingly the 105E and the three Graces had similar times to the 100E. I recall that in the British Leyland garage in which I worked for some years, the times for the newer models kept reducing – no doubt to make the cars appear cheaper to maintain!

Membership Renewal for 2014

Enclosed with this issue of *Sidevalve News* is the first renewal reminder notice for your membership renewal for 2014.

Although your membership does not expire until 31st December 2013, it would be greatly appreciated if you would renew as early as possible to take some of the pressure of the membership secretary around the Christmas period. The Club is able to accept cheques, postal orders, credit card and debit card payments, or you can use the direct debit form enclosed. The benefit of payment via direct debit is that the money is taken out of your account when it's due and not before, and you don't have to worry about remembering to renew in the future.

Remember, if you want to receive your February 2014 issue of *Sidevalve News* on time then you must renew your membership by the 31st December 2013.

Membership cards for 2014 will be sent out with the February 2014 magazine.

There are many advantages in belonging to the Club and below are just a few:

- Spares Service
- Magazine
- Technical Advice
- Local Groups
- Events
- Remanufactured Items
- Registrars
- Free adverts

The Pop Shopper includes advertisements from both members and non-members. Can I remind members that if you are considering purchasing goods from advertisements in Pop Shopper then you should ensure that the goods are what they say they are before you part with your money.

Shirley Wood – General Secretary

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Events

British Car Club

As the outside events season pretty much comes to a close for 2013, it's good to look back on some really nice sidevalving summer weather, and not another year of completely washed out shows. Below are some further pictures from the AGM, and for a change they are on the move, rather than in a line up.

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

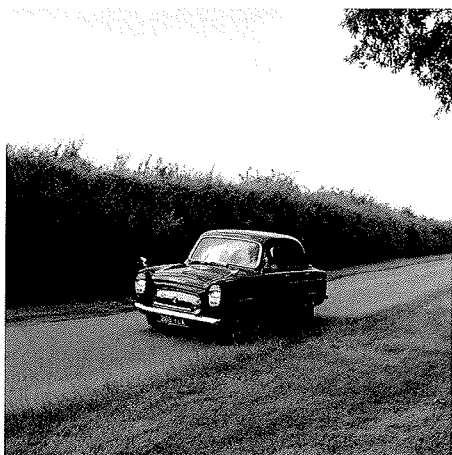
A more comprehensive list of events can also be found on the Club website.

20th October, Kent Group End of Year Gathering, Offham Village, Nr West Malling. Details from Richard Greenaway.

20th October, National Restoration Show, Stoneleigh, Warwickshire. Club stand. Contact Geoff Hammond or John Porter for information.

2nd-3rd November, Footman James 13th Classic Vehicle Restoration Show, Bath & West Showground, Somerset. Book tickets online and get £4 off at www.bccsl.co.uk, or call [redacted]. Use offer code: CLUBS.

15th to 17th November, NEC Classic Car Show, Birmingham. Club stand. Contact Geoff Hammond or John Porter for information.



West Central Scotland

Stranraer-based member's car

Well, by the time you read this my car, XVJ 392, will have a valid MOT certificate and a tax disc for the first time since 1988. An initial MOT test resulted in a failure on just one item, that being a binding front brake – not at all bad for a car that has been brought back from a rusty, mechanically-exhausted wreck. It was quite an experience driving it for the first time, but initial impressions after such a long gap are that it's much more useable now with the improvements to power output and, very noticeably, the benefits of the Honda overdrive gearbox, especially the new second gear.

The car's first public outing was the Strathaven Show on 15th September. There was no interest from fellow members in attending this show or the previous Scottish Ford Day. What I'd like to do is renew my appeal for folks to get in touch and suggest some shows for next year where we can arrange a Club stand.

I received a kind response to my earlier request for help in upgrading a Stranraer-based member's car from 6-volt electrics to 12-volt. Walt, a member living in that area, has volunteered to assist. Please could the original member get back in touch with me and I'll do the introductions? Walt has a 107E which is undergoing restoration and with his skills I should imagine that it will quickly be returned to the road in fine condition. Please see the photos above. The car has been dry stored for upwards of 20 years but now has a rebuilt engine and its own restoration tent. Although



the body is in quite good condition, an innovative method of exposing the underside for repair was employed. I hope to bring you more news as the work progresses and maybe the Prefect can be displayed beside my Popular at some point soon.

Beaulieu Autojumble

The van below was spotted at Beaulieu Autojumble ...



Regional News

Cambs, Lincs & Norfolk

103E Special gets the extra gear

The one major thing that the old Ford Sidevalve has always lacked is having four gears. Local member David Monger has recently undertaken this conversion, on his 103E Hot Rod 1930s-styled Special. David's car had been previously modified to use a BMC A series engine which was mated to an original 3-speed Ford gearbox. David's idea was to make use of a modern aluminium 4-speed unit taken from a Reliant Robin/Kitten. Fortunately, David is a qualified mechanic and really knows his stuff. Below is a description of how he completed this modification:

David Monger: The new four speed unit was going to utilise the original torque tube, which provides the facility to still be able to connect it to a Sidevalve engine, and use it on any upright Prefect, Anglia, Popular and sit-up-and-beg Specials. For the standard cars you can move the engine 42mm (1⁵/₈') forward. The Reliant aluminium box needed the help of some machining. A rear spacer/adaptor was machined one side to the same spec as the Reliant rear gearbox mounting plate, and used the Reliant bearing; the other side was machined to accept the rear gearbox mounting from the old Ford box, which had the gearbox bearing pressed into it, and a tubular spacer was made up to fit between the Reliant bearing and Ford bearing house in the aluminium adaptor spacer plate. Key measurements had to be taken from both gearboxes to achieve the right amount of rear splined shaft extending from the adapter plate to bolt the Ford Hardy Spicer universal joint and Ford gearbox rear mounting, and to accept the Ford torque tube. I can't give exact measurements as it was a one-off to get the final result correct.

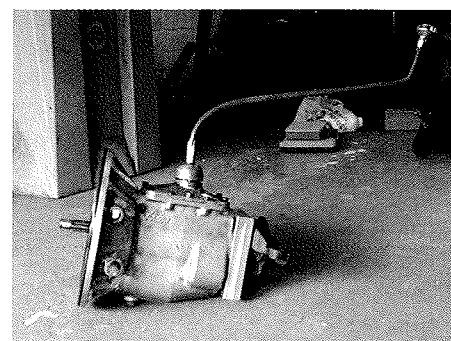
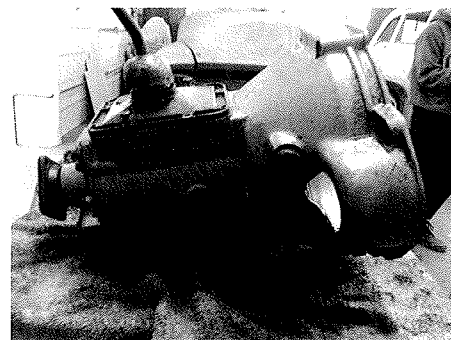
With the conversion bolting straight on, and the only modification shifting the engine nearer

to the radiator, the bell housing was cut back and a new aluminium flange Tig welded on, with strengthening webs around bell housing. If you cut a little more off it, this allows for a spacer plate to be attached to the bell housing to get the depth of clutch drive shaft into the clutch and flywheel assembly. The clutch release bearing assembly and clutch fork from a 100E 3-speed was used, with the fork cut down and welded to a tube and bolted to an original clutch, along with the pinion lever assembly from a sit-up-and-beg gearbox. The modified 4-speed Reliant box is only 42mm (1⁵/₈') longer than the original Ford unit and is a lot lighter.

The road test

How did it drive? On the first long test run of approximately 60 miles the new conversion performed as expected and went very well with no problems: third gear ratio spot on; bridged the gap between second and top (fourth) gear perfectly; went up hill in third gear with ease; no thrashing it in second or struggling/crawling in top like you did with old 3-speed. Through the gears there was great acceleration, worth all the effort and hard work to convert the Reliant gearbox. The strange thing is the gearbox really feels like a proper 4-speed version of the old 3-speed box: it was almost if Ford had actually made a 4-speed box for a Sidevalve and the old Prefect, Anglia and Popular 103E might have been like this. So the end result doesn't make it feel modern and it still retains some charm, just more versatile with tackling hills and overtaking tractors / slower moving vehicles (on a standard engine); but, if coupled to a race-tuned engine, the performance is very good indeed, and it keeps up with modern day traffic accelerating through the gears.

(All David's ideas would not have been possible without considerable help from a friendly local engineering machine workshop. If anyone is considering this kind of conversion and would like some further information then send an email to David [redacted] - Brian.)



Three Counties – Herts, Beds and Bucks

What a difference a year makes. Last year it was rain and cancelled shows; this year it is glorious sunshine, hot weather and dusty show fields.

We have attended Highland Gathering at Harpenden, Old Ford Rally at Gaydon, Little Gransden Air Display and Quainton Railway, and shows at Hollowell, West Bergholt and Woburn. We also went to three evening shows at Luton Hoo Walled Garden, Classics on the Common at Harpenden and Croxley Green;

these shows were all extremely busy with a great variety of vehicles.

The highlights of the show season were the Old Ford Rally at Gaydon where we met up with many sidevalvers who we do not see too often. We enjoyed the flying display at Little Gransden; after a damp start to the day with low cloud the sun came out for the four and half hour flying display. This included gliders, the Lancaster bomber with the Spitfire and Hurricane, and the highlight when the Vulcan bomber did a low fly past. The following day was the annual visit to Quainton Railway centre where we enjoyed a trip on the locomotive which was used for the 150 year anniversary of the opening of the London Underground – MET 1.

David Heard has made a fuel pump shield for his Pop but he is not sure if it works, because although we have been travelling around in hot weather none of our group have had the problem of the dreaded vaporisation, so only time will tell. John Brown is in the process of having the 107E back axle repaired after a few noises on our holiday and Terry Tomlin has sorted the overheating problem with his 100E after Ken Finch found a place to skim the head at a very reasonable price.

At our September meeting we welcomed new member Ned Wilsher, who has just bought a very nice 100E Prefect, and we enjoyed looking at the photographs.

Regional News

Merseyside

100 WINDMILL

Tatton Park, Sat 1 & Sun 2 June 2013

We had more cars booked in than at any other Tatton show, except for the national Sidevalve day I organised about 10 years ago. The usual team were on site on the Friday setting up. Peter Tinsley had come all the way from St Asaph in North Wales to cut the grass with his new mower (the old one was under two metres of water during their flood last year). Bernard Ellicott and Mike Brocklehurst helped put up the marquee (still wet from last August!) and Bernard put up the bunting, posts and gateway that he has created for us. A few hours saw everything ship-shape and we were home in time for dinner.

We only had 15 vehicles on the stand on Saturday, which meant we had plenty of room. Bernard's 100/107E was misfiring on arrival so Dave Rothwell started to diagnose the problem with the 1200 Kent (OHV) engine. It was quickly established that the electrics and fuel supply were okay but removing the plug lead from number 3 cylinder made no difference. Swapping plugs from one cylinder to another made no difference so the rocker box was removed to reveal that the inlet valve on no 3 was extremely loose in the guide and flopping about. A temporary repair was affected with some washers but methinks Bernard needs a new head. The weather was superb all day and was rounded off to perfection as Stuart Battersby's 1958 100E Prefect was judged as Best 1950s saloon car.

Sunday was much busier with 23 vehicles on display. (Many thanks to our neighbours, the Manchester Historic Vehicle Club, who allowed us to put a couple of cars on their pitch as ours was full!) Five FSOC members had travelled up from the Midlands including John Porter, the FSOC chairman, who undertook the 200 mile round trip on (one can't say 'in!') his Siva Edwardian (familiar to old *Doctor Who* fans as Bessie, Jon Pertwee's transport from the 1970s). Prompted by Bernard, who organised the collection etc, the FSOC members in the North West presented John with a commemorative trophy to thank him and the other members of the committee for all their hard work on behalf of the FSOC.

Thanks to Bernard's efforts with the gateway, bunting, banners etc and our eclectic collection of old Fords we were judged second best club stand (out of 80!) by the organisers. This is the highest place we have ever achieved in 12 years of club stands at Tatton and recognition of all the hard work by Bernard, Peter and all the other members who bring their cars to display. I hope we do as well in August!



Tatton, June 2013

Tatton Park, Sat 17 & Sun 18 August 2013

My Mum and Dad were staying with us so Dad came with me as I took our marquee over to Tatton. As usual Bernard was on site first, erecting the poles, bunting, gateway and banner which he has created over the years. He had even bought new artificial flowers with which to decorate the entrance. We were soon joined by Peter Tinsley, who once again brought his mower all the way from St Asaph, Steve McKenna and Mike Brocklehurst. After the usual mistakes erecting the marquee (you'd think after ten years we'd remember what pins went where!) all was complete after a couple of hours.

Driving out, Dad and I spotted a white, sign-written 300E van on the VW stand, more of which later!

The weather forecast for Saturday was not good, though in the end it was mostly overcast and we only had a little rain which did not spoil the day. We had 14 vehicles on display which left plenty of room for folk to wander around the stand. There were quite a few gaps in the auto jumble which was unusual. There were still loads of stalls and the usual huge range of cars on display.

During the day the owner of the 300E van came onto the stand to enquire about the joining the Club and ask questions about his vehicle. Andy Waterside's grandfather started the family business of chimney sweeps many years ago using a 300E van. Andy still runs the business and bought the van as a memento, and had it painted and sign-written as it would have been back in the 1960s. It even has the entire period sweep's kit inside! It was on the VW camper stand because Andy has a very nice 'bay window' camper. (His mates kindly put a VW badge on the front bumper so it would not feel out of place.) I looked over the van, which appeared very tidy with most of the correct van details (e.g. hole in radiator and starting handle dog on crank pulley). I

persuaded Andy to put his van on our stand the following day as both Dave Rothwell and Dave Broad were hoping to bring 300Es on Sunday. Dave even brought Andy a correct pattern starting handle for the van which went down very well.

The forecast was much better for Sunday and we. We had 21 vehicles on the stand. Dave Broad was not able to bring his recently acquired 300E but instead trailered his 'new' 100E Escort. Dave has known of this car for ages, it being stored in a working independent garage for 30 years. He finally persuaded the garage to part with it. Though very rough, the car is complete and unmolested so Dave is hoping it will be a good basis for restoration as 100E Escorts are even rarer than Squires.

We were also joined by Brad Ord and his girlfriend Abby in Brad's Black 100E Pop. They had set off on Saturday morning but two punctures had delayed them so much that they had to leave the car in the public car park until after 16.00. They had got in and set up camp with friends from the Mini club (Brad also has a Mini and Abby's Dad is restoring one for her to use to learn to drive) the previous evening, and brought the 100E onto the stand today. We need to do all we can to encourage youngsters like Brad and Abby to use and appreciate our cars or there will be nobody to look after them when we are gone! I just wish that when I was a teenager I could have found a girlfriend willing to polish my car with me!

We had some prizes again today too. Peter Tinsley was awarded 'Best Sidevalve' for his beautiful Maroon E93A Prefect and the Club stand was awarded first prize in a new category – Best Vehicle Selection. My Dad had a great day, especially taking to Steve about his recently purchased early Model Y. Thanks to Bernard for decorating the stand so effectively, Peter for grass cutting and the rest of the setting up team, to all the members bringing such a wonderful mix of vehicles and to Ron Taylor for bringing all the gear back to my lock up in his E83W van. What a team!

Wiltshire

The year didn't start off very well for Molly. Firstly, I couldn't get her started, which is a problem as her little rented room (garagette) is at the bottom of a steep hill winding up between rented flats. The only way out is under her own steam. Then the wet weather (she leaks) kept her tucked up until July. Finally we made it and together with a young Spanish student we had an evening test drive to the Salisbury Races, but that's when her petrol pump stopped pumping. Good job Spaniards are used to eating late because supper was at 11.30pm that night. The RAC loaded her and drove her to a garage where I left her under her rain cover until the end of the weekend. One thing to mention, though: she only just fitted on the back of the loader as her wheels are so narrow – something I will tell them before they send a rescue vehicle with that concertina loading device in the back in future.

When I phoned the garage on Monday morning the receptionist said, 'When I came around the corner I knew it had to be Molly parked out front because she was wearing her pyjamas' (the rain cover!). Once again, many thanks to Shirley who supplies our Club spares at the speed of light, and of course to Steve.

Since then we have attended two classic car shows in August at Breamore, helpfully close to home. The first was in aid of the Dorset Air Ambulance and Molly was the only Pop. I think she was the only car 'au naturel', complete with rusty places and dust, and it made me notice for the first time that most cars attending shows these days are restored. Molly's perfectly good looks were noticed by the organiser who personally asked us to do a tour of the arena on our own, whilst others were invited in groups.

With this success under the bonnet we emailed the Wiltshire and Hampshire groups (thanks to all those who replied) telling them about the next Breamore Classic Car show on 18th August. This was another lovely day with several Sidevalves attending. I discovered when it rained on the way to the show that my windscreen wipers had packed in – not a hiss to be heard. I have written instructions on how to fix the problem at the end of this article – but thanks to Colin Shepherd who brought his lovely green Prefect to the show, I will have a new wiper motor for next season.

Shame on you Hampshire folk who didn't enter the Concours competition that day! Molly didn't win but did get a mention and a cheer. However, I don't think the man with



Breamore, August 2013

the microphone was all that pleased when he asked us to exit the arena and I handed him my starting handle. Nevertheless he was game and I knew she would start with a quarter turn.

These shows are such gentle fun: the anticipation beforehand, the (surprised) joy of arriving, the wonderful people you meet with time to chat. These are folk who understand the irrational passion and expense, who know about listening to talking engines and the importance of number plates. One day I am sure Molly will arrive 'restored', with her rusty bits, cracked leatherette and, oh that smell of pure old car all fixed and a thing of the past, but even if we could afford it, I don't think either of us would want a face-lift. We'll just keep fit instead, with the occasional joint replacement, and visit to the makeup department to remove our rust.

A 7Y van in Ireland

I was delighted to receive the following email and photograph from Mel Downing:

"We have just returned from holiday in Southern Island and Killarney...and whilst having a mooch, like you do, walked into Quills Irish Heritage Shop and came across ('gob-smacked' being the correct terminology) this very smart and well cared for 7Y van commanding a central position in the shop amongst the goodies for sale.



The lady sales assistant was not sure of the history of the van, other than it had been used for many, many years in the area until

a total professional body refurbishment and parked in its current position. Needless to say, the amount of interest it was generating was amazing and, being the star of the show, justly deserved."

How to fix a vacuum wiper motor on a Pop

- You will need small flathead and small Philips screwdrivers, both included in a sensible penknife (which you will keep in your handbag), some sticky tape (which you will always have because things in Pops have a habit of falling off), and two 2p pieces.
- Unscrew the two screws with your flathead and remove the plate above the steering wheel – you will have to unwind the end of the pull-lever to get the plate off.
- Check that the screw which holds the gasket in place is tight, allowing no air in. In my case the screw/sheath had sheared – I checked this by attempting to screw it back with my trusty little Phillips screwdriver but it wouldn't hold.
- Take your sticky tape and tape it back together allowing the gasket to do its job. Avoid taping up the pull handle.
- Push your two 2p pieces underneath the lever to absolutely fix the gasket/metal together, allowing the vacuum to work efficiently. It should hiss happily by now.
- Replace the outer plate tightly, holding the money in place, and wait for the rain.

See, any girl can do it. Thank you, however, to the men at the show who told me I needed a new one. There is hardly anything on a Pop which can't be solved with a little nail varnish to stick things together, a pair of stockings to add tension, a lipstick to lessen friction and a couple of hamsters (to keep the grandchildren happy while you work).

Regional News

Kent

Richard & Trish G. (100E Prefect)

Show round-up

Not much to report on from Kent this time around, but here's a brief account of our whereabouts since the last issue.

Darling Buds of May

This year the show returned to its former layout, which pleased everybody. Also, the weather was dry, hot and sunny, so all in all a vast improvement on last year. This year we had 14 members in attendance which was rather 100E dominated. We had John Martin and Tony Young along in their Anglias; Keith Barnes and Kevin McGuirk both with Pops; Glen in his Escort; our Prefect; Andy Pitcher and Ray Perkins with their 107Es; and Tony Nash with his 300E Thames. On the Upright front we had John Isaacs in his 103E, Les Harris in his E494A, Bernie Hull in his E493A, Derek Warner with his Model T, and last but not least Bernard Gardiner in his MKII Consul.

All Ford Show (Battlesbridge)

After having a rare weekend off, seven Kent members ventured across the water into Essex for the All Ford Show. We'd arranged to meet up at the Dartford Service Station at 7:45am so as to head off up to Battlesbridge together. Once we had all arrived we set off in convoy towards the Dartford Crossing. It's not very often you see seven old Fords trundling up the M25/A13 nowadays: it certainly attracted a lot of attention with all seven of us managing to stay together for the whole journey. We had a varying range of Fords, the oldest being Mick Davis in his open top Model T. Then there were Rod Janes with his open top Model A; Olive Palmer along with Mike, her driver for the day, in her 103E Pop; Trish and myself in our 100E Prefect; Glen & Tina in their 100E Escort; Ray Perkins in his 107E Prefect; and finally John Farrer with his 400E Dormobile, which doubles up as the canteen on away day trips. On arrival at the showground we met up with fellow Essex members Peter & Joan in their 100E Prefect. Due to Essex not having a Regional Contact we didn't arrange to meet up with any other Essex members, but had we known we could have parked up with former regional contact John Hull and a couple of other Essex members who he was with. Come on, you Essex members, there must be somebody out there who's interested in starting up a group (mentioning no names, Rex). In the future there's no reason why the Kent and Essex groups couldn't meet up at shows as we are only separated by the River Thames.

Of the seven who ventured up from Kent we had 83 year old Olive, for the first time at a show since the early 1980s. She recently had her father's 103E Pop re-commissioned. He bought it new in 1956, then when he passed

away Olive and her ex-husband took it on so it's only had two owners from new. Although Olive no longer drives the Pop, she got her friend and mechanic Mike to bring her along to the show. By all accounts she spent the next two days in bed as she did a bit too much walking and talking. Olive would like to attend more shows, so if any Kent member out there would be interested in driving her, please get in touch with Trish or myself and we will put you in touch with her. Beware if you are a single male, though, as the first time Olive met John "I don't do that" Farrer she was heard to say to him 'are you married?' It was great to see two 80 year olds out and about in their old cars enjoying themselves (see photo 1).



Photo 1

Challock

Last up this time around was the Challock Goose Fayre, which was first held hundreds of years ago, then reintroduced back in the 1980s in its present format. As well as the car show there were many other attractions to look around including arena events, fun fair, dog show, stalls of all kinds: you name it, there was something for all the family. In attendance we had Andy Pitcher and Ray Perkins (107Es), John Martin (100E Anglia), Glen Woolway (100E Escort), Kevin McGuirk (100E Pop), John Isaacs (103E Pop), Bernard Gardiner (MKII Consul), our Prefect, and finally Tony N with his recently acquired early 100E Prefect, which I understand he's bought to use while he does some work on his 300E Thames.

Future events

Unfortunately we only have one event left in Kent this year: Offham End of Year Gathering, which takes place on Sunday 20th October. For all those that haven't been along before, we hope to see you there. It's certainly worth a visit as it's an event like no other: you simply turn up in the middle of the village and park wherever you can find a space. The whole village centre is taken over by anything with an engine, ranging from steam engines to Ferraris, which park up on the village green, verges or roadside – simply wherever there is a space. To top it all, the main road through the village is still open to general traffic, so you can imagine there is a fair bit of congestion throughout the day but it all adds to the atmosphere. There is a burger and hog roast stall set up along the side of the road and the local pub has the customers

spilling out into the road. In the village hall they hold an indoor boot sale, plus tea and cakes are available. For those that fancy a shortish walk (about half a mile) you can stroll down to Spadework's Garden Centre/Nursery to top up on all your gardening needs. If the weather is good, you get a real carnival atmosphere, so make a date in your diary and come along and see for yourself.

Bits and pieces

You may have read in the last magazine that Tina had her eye on a 300E Thames Van. Well, we can now confirm that she has purchased one (see photo 2). By all accounts Glen is going to get it on the road for the 2014 season before giving it a full restoration during the winter of 2014. (Hopefully, if Glen gets his finger out, Tina may have it on the road in time for the Offham event.)



Photo 2

Tony Nash has recently brought a 1955 100E Prefect from fellow Kent member Chris Baxter, so he now has two Sidevalves at his disposal.

John Martin is making slow but steady progress on his Escort, but due to the amount of shows he attends during the summer months he hopes to get on with it during the winter.

Two new members are Ted and Gina Gaywood. It all happened by chance. Gina previously had a Mini which she decided to sell at a local car auction. On dropping off the Mini the day before the auction she noticed a Ford 103E Pop parked up and said she wouldn't mind buying that. The answer was, 'we'll see how much we get for the Mini first'. The next day, with the Mini sold, they set about bidding on the Pop which they brought for money similar to what they sold the Mini for. That same evening Gina emailed us to see about joining the Club. A phone call later, I told her Gina I would pop the forms in the post for her. In conversation I told her we were going to the Darling Buds Show that coming weekend, but she said they had a prior arrangement but would pop in if they had time on the way home. Lo and behold, late afternoon Ted and Gina turned up at the Buds show so they collected the forms in person. I said that Appledore was our next show, the following week: they both came to that and to the next monthly meeting. That's what you call dedication. Welcome aboard, Ted and Gina.

Yorkshire

General information

As you read this, the season will be all but over and we will be able to look back at a decent summer for a change. Now is the time to start thinking about your winter projects, so why not come and discuss them at the Reindeer Inn on the last Tuesday of the month? (See inside cover or the website for further details.)

Our December meeting will not be on the last Tuesday as this is New Year's Eve, so we will probably have a gathering on Tuesday 17th December. This has traditionally been a 'bring your own food and drink' gathering at the Electra Cinema in Elsecar with our host Trevor Miller. It may well be again this year - I just haven't organised it yet! If you haven't seen or heard confirmation of the date and venue nearer the time then contact me.

Thornes Park

This event was cancelled last year due to the Park being waterlogged. Not so this year, with wall to wall sunshine for the afternoon and evening. The weather brought out entrants and spectators alike and I've not seen the Park so full for a long time. In and amongst the entry was this Special (photo 1), based on a Prefect chassis with 100E engine and rack and pinion steering owned by Reg Seward, who has come up with a variety of 'new' Sidevalve specials over the years. One of his earlier Specials is in the background but sadly no longer uses a 100E engine. Also in the crowd was this nice E83W pickup (photo 2).

Newby Hall

A bit of early drizzle gave way to a cloudy but warm day for this massive event at Newby Hall near Ripon at which we had a Club stand. We had a good few cars on the entry list but a lower actual turnout due to various unforeseen circumstances, one of which involved a recovery truck! The rest of us had a good day and a good rummage around the large autojumble.

Hebden Bridge

Once again we used this event for Northern Sidevalve Day, with up to 30 Sidevalves from the Merseyside, East Lancs and Yorkshire areas, and beyond. Parked away from the stand was this E83W pickup (photo 3) and a membership form was duly passed over! This is a good event, nicely placed for walking into and around Hebden Bridge. We had one drama on leaving as one of our group had a completely flat battery and we had an almost comical 15 minutes borrowing jump leads and trying three different cars to jump off before

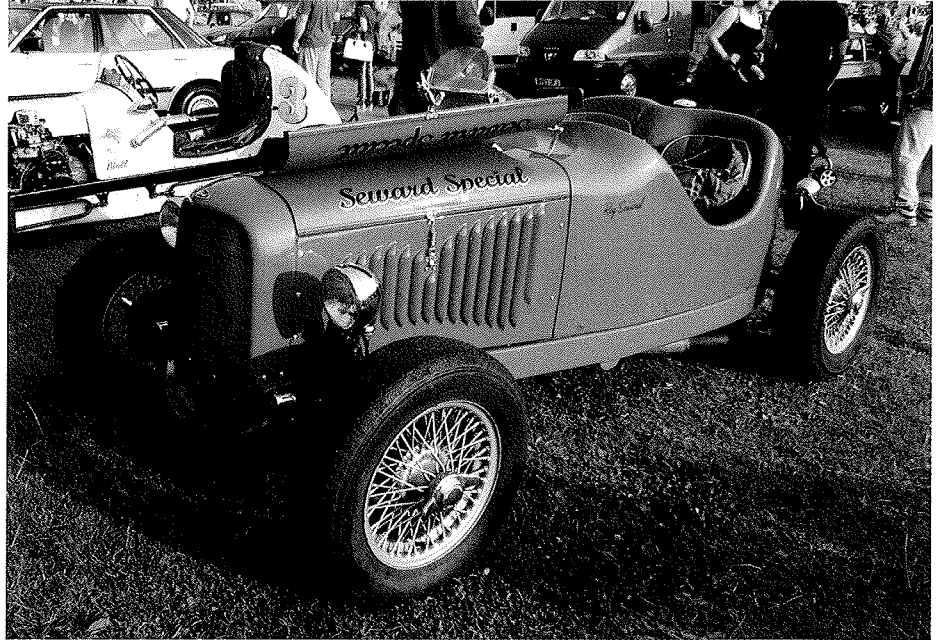


Photo 1



Photo 2

getting the car going. A starting handle is not much good when you have only half a volt in the battery to create a spark. With instructions to keep the revs up so as to be running off the dynamo, the car set off and made a successful journey home.

Tatton Park

A large event with big autojumble and a Club stand organised by the Merseyside branch. I was in an enormous queue to get in on the Sunday but it is always worth the trip. Yorkshire folk are always welcome to cross the Pennines and are always welcome over there!



Photo 3

Regional Report

by Stuart Battersby

NW Midlands and Welsh Borders

I am pleased to confirm that Stuart Battersby is now officially FSOC Regional Contact for the NW Midlands and Welsh Borders Region, his appointment as a non-elected representative of the Club having been endorsed at July's committee meeting. Sincere thanks to him for taking on the role and to John Crowe for initiating the group.

Looking ahead

Over recent years there have been regular requests for members to become Regional Contacts. As personal circumstances have changed, individual members have responded positively and that's great news for the Club. So as another classic car season draws to a close it's time to look ahead to 2014 and again invite members to put themselves forward as Regional Contacts. Being a Regional Contact is not just a one way process: it is two way, for as well as representing the Club on the ground, Regional Contacts are in many ways the voice of the membership and have a direct influence on the Club's future.

A pivotal role

An important aspect of this two way process is the annual Regional Contacts' meeting that, by the time you read this article, has

(hopefully!) just taken place. These purposeful but informal meetings are extremely important, not just because they give Regional Contacts the opportunity to meet each other socially and the chance to discuss common issues but because Regional Contacts are an extremely important link between Club officials and members. If the FSOC is to be truly a 'club' and not just a spares organisation – no matter how important that aspect of its activities is – then this pivotal link is one of the means by which it can be achieved. For example, the notes of the meeting are reported to and discussed by the Committee, which takes into account the thoughts and opinions of Regional Contacts and therefore Regional Group members, when planning the future direction of the Club. The more Regional Contacts and Regional Groups there are throughout the country, the more accurately the views and opinions of the membership are conveyed to those officials charged with the responsibility of managing it.

Maintaining membership

Regional Contacts are also instrumental in ensuring the Club's continued success in another extremely important way. Although new members are increasingly finding the Club through the Internet and/or the excellent FSOC website, large numbers of members are still attracted to joining it at shows and events throughout the year. If the Club is to maintain the same level of support to its members then it is essential that membership numbers do not

fall below their present levels, for not only do new members generate additional revenue in the form of annual subscription fees, they also generate it through the sale of spares. With ever increasing costs facing all clubs, the contribution that Regional Contacts make in recruiting new members is therefore vitally important.

Who can become a Regional Contact?

Any member can put their name forward to become a Regional Contact for the Club. All they have to do is get in touch with me. Obviously they have to be suited to the role and, like Stuart, have their appointment endorsed by the Club Committee, but other than that there are no formal interviews, application forms and so on. It's as painless and easy as that! Thereafter it's entirely up to you how involved you become and how much time you give.

Naturally, it helps if you can get on easily with others and have enthusiasm for what you are doing, but perhaps the most important requirement is a willingness to make a positive contribution to the Club. Surely that's all any voluntary organisation can ask or expect of its officials?

So, if you are a longstanding member, a recently joined one, male or female, of maturing years or with a long future still ahead, please give serious consideration to becoming a Regional Contact. I honestly believe that anyone with a true affection for the FSOC would find it thoroughly enjoyable and extremely rewarding.

Federation Report

by Mike Ingham

I must begin by apologising for the lack of this section from the last *Sidevalve News*, which I put down to my lack of computer skills. I felt sure that I forwarded my report to the editor but I can only assume that it got lost somewhere in the ether.

Way back in March I attended the Federation's Expo event at Gaydon, and had a most informative time being shown various ways of increasing and maintaining membership and improving the service clubs could supply to their members. I am happy to say that we already cover many of the topics under discussion satisfactorily; the new ideas that I picked up will be looked at by the committee and, if thought fit, will be brought into use. The event was far better organised this year and much improved on 2012, with delegates split into groups with a timetable so that nothing was missed; last year was very much a free for all. One thing that was missing this year was the question and answer session at the beginning of the day. This was a disappointment to many delegates, as I discovered in informal conversations I had during coffee and lunch breaks. Quite a number wished to question the whole process of the

MOT exemption which seems to have left us with a situation that satisfies no one. There was concern that the Federation did not seem to have their finger on the pulse and should have made far greater efforts to obtain the opinions of clubs and individual subscribers before reaching a conclusion.

Also raised was the debacle of the ethanol testing process. Blame was levied at the Federation for supplying contaminated samples, testing having to be repeated with costs falling to them. The accounts for the year therefore showed a loss of some £8000. Whilst some grant monies were involved, several delegates related this loss to the equivalent of 10% of member's subscriptions and wondered if resignations should have been the order of the day! The question of ethanol additives rumbles on, although it seems that we will be into 2015 before any final decisions are made. In the meantime, the recommendation to use super unleaded where possible continues.

As far as the MOT exemption for pre-1960 vehicles is concerned there would appear to be an unhappy consequence for the Federation. Their publicity, particularly when dealing with government and other regulating bodies, has

always put great play on the role of the classic car movement in boosting the economy, both in the form of income and employment. Many clubs including our own are now reporting a downturn in the supply of spares, and these in the main are those MOT-necessary replacements relating to brakes, steering and suspension. As a result, clubs that are main suppliers of these items are now downsizing their orders from manufacturers and this is bound to have a material effect on employment.

Also, I discovered on speaking to my local 'classic-friendly' garage, which also carries out MOTs, that their business for pre-1960 cars has reduced considerably, and cars that they have serviced and looked after for years are only coming in for a coat for looking at when they break down. As a result the owner has said that if the situation does not improve by the end of the year, just over 12 months after the change in legislation, he will have to look very carefully at his staffing situation. Is this a case of the Federation shooting itself in the foot? We are due to attend the Federation AGM in October and I hope to give a full report in the next *Sidevalve News*.

Pre-War Register

Registrar's comments

To make room for the AGM report in the last magazine, the Pre-war pages had to be cut back and as a consequence some of the following articles that would have been printed in the August magazine issue will in this issue refer to articles printed in the June magazine.

Regretfully again I have to say that I am not receiving register forms from newer members. I have your application to join but the reason for a register form is to keep records accurate and up to date for surviving vehicles. I have enough work on my plate trying to deal with all forms of queries, establishing a survival record for our cars and derivatives, dealing with DVLA etc. queries and preparing copy for both the Pre-war and E83W registers. So I politely ask members to submit your forms with some history of your vehicle to me. Regretfully, if this situation continues, you may be asked to forward your register form, prior to my answering your email queries and DVLA applications.

Model C pick-ups and vans

Commercial versions of the Model C are rare but trucks and vans were made in Britain; not by the Ford Motor Company, but by the more versatile Ford Agents and Dealerships who knew their customers and their requirements sometimes far better than the Ford Motor Company they served. My C van was initially a car chassis from Dagenham, converted into a truck early in its life in the thirties well prior to the Second World War. It was then used as a War Department vehicle during the war years and the headlamp bulbs still bore the War Department lettering when found derelict in 1980. I was lucky enough to contact the last owner who had purchased the truck just after the war. He informed me that trucks and vans were very difficult to locate and that the vehicle was quite derelict then, as it had taken a lot of punishment during the war years in service. He had refurbished the mechanicals that were shot and installed a later engine. The truck was then converted into a van, although the tailgate from the truck was retained.

Dagenham Motors and other dealerships provided a number of commercial types, and because of rust and the major usage none have survived in their original guise. (Photos 1 and 2)

Weights

Other than chassis and body numbers, weights have never been identified by Ford on their vehicles. Dagenham did not bother but at least some information was given in the hand manuals and road tests by journalists who, not surprisingly, had more insight on weight in relation to maximum speed and acceleration of the car they were testing. Yet it was usually

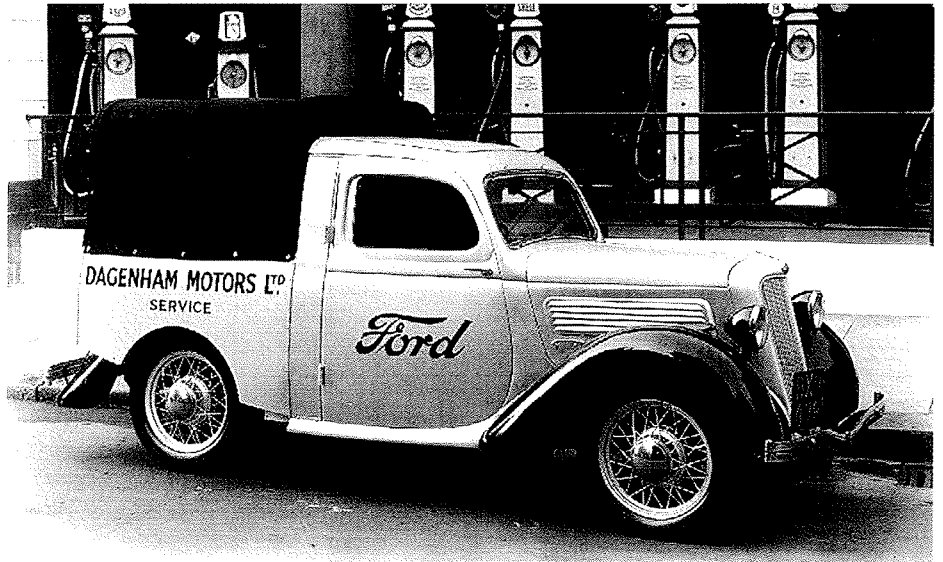


Photo 1

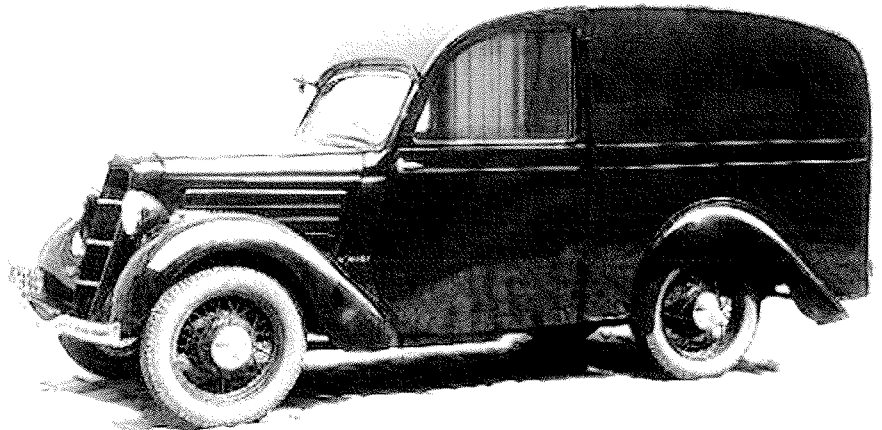


Photo 2

European countries who demanded to identify the weight of the vehicle in reference to the chassis and body number, as can be seen in the weight detail in the badging on a Danish registered German import roadster or tourer (photo 2). Here you see on the left side of the batch the word 'Vaegt' and then the number '700'. 'Vaegt' is the Danish for 'weight'. The new German owner of the CX Tourer recalled that the previous Danish owner had mentioned that the car had been delivered to the Danish air raid defence during the thirties (photo 3).

Straight and kinked drag links

Ford were well aware that when their pre-1937 vehicles were operated over rough surfaces and unmade roads, there was a tendency for steering wander or front wheel wobble to develop. (This trait was noted on all Sidevalve Fords.) When the wheel spindles were modified (cranked) during 1938, midway during the production of the Dagenham designed 7W and 7Y, then besides having this same tendency to wander, this same straight drag link was found to foul the radius rod on the rebound of the front spring. A Ford service

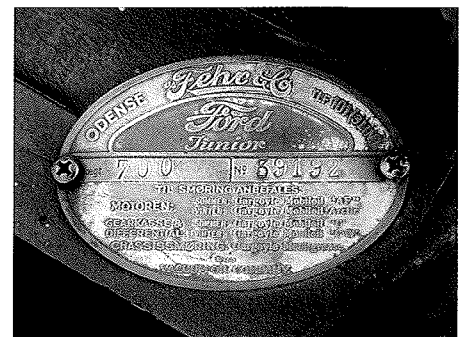


Photo 3

letter refers to this problem. To eliminate both the tendency to wander and to stop the fouling of the radius rod, a change was made from the pre-war type straight drag link to the cranked type of drag link fitting now noted on all Dagenham designed 'Sit up and Beg' models, with only those early 7Ys and 7Ws being the exception, providing they are still fitted with the straight or non-cranked wheel spindles.

Tuning a Sidevalve engine

The 8hp engine is probably the least likely engine to play up when tuning. Why? Because

Pre-War Register contd

for a start both pre-war or post-war cylinder heads on these models from 1932-53 are basically identical in volume, to give a uniform compression ratio of 6.3 to 1, bar the very early Model Y (6.2). The 10hp motor had similar pre-war and post-war cylinder heads, but where they differ from the 8hp heads is that there was far more variation in cylinder head volume and it is this characteristic that sometimes makes the 'Ten' more obstinate when starting, running and tuning. We read in the workshop manual that the 10hp has a compression ratio of 6.16 with the cylinder head volume rated at 47.5 to 49.5 cc. This is really only from the latter part of 1945 when the platform head to hold the dynamo was fully introduced.

Pre-war wise, the original Model C cylinder head was initiated to give a 6.6 compression. This was lowered on the next model, the CX, when the head volume was reduced to 50cc. The next 10hp vehicle, the 7W, met a further reduction, down to a 6.03 compression ratio. From the introduction of the Prefect E93A and the transition from skew gear to chain, and use of the higher engine block, the compression ratio varied from as high as 6.2 to as low as 5.9-1. Regrettably there is further confusion for we have to take into account the 10 cwt commercial E83W cylinder head that gave an engine compression ratio of 6.06 in 1938 – the highest compression that could be satisfactorily be used with commercially graded fuel.

The commercial grade E83W head was continued after the war years as 'pool' petrol was still around and in use. We should also not forget that when the heavy duty industrial 10 engines were being prepared from 1935, lower volume heads from standard (probably seconds) were used. So it is not surprising that not all 10hp engines start up, run and can be tuned in the same manner as another. Always take your 10hp engine as being slightly different unless it conforms to the standard Ford tuning procedures, and tweak it differently, if necessary. If you wish to check the volume of your cylinder head, go ahead: you may find some interesting results to the standard requirement as set out in the workshop manual.

Handbrake mechanisms

Can you remember back to the register article on upgrading the handbrake mechanism on pre-war 7Ys, 7Ws and early E93As to that of the post-45 Prefect and E04A? Well, Peter Tinsley dropped me a line soon after on doing just that to his 7W. Peter gives some idea of how easy it was as follows:

"A few months ago, after discussion with the register, I found the upgrade a very easy and successful job to do, and with very little adjustment necessary to the brake rods. The spring and terminals at the end of the handbrake cable were incorrect on my car and difficult to determine from parts books, so



Photo 4



Photo 5

fitting the similar but heavier duty post-war brakes provided a total improvement. The later compensation tube has better adjustment and is far more robust."

Peter replaced his rear axle with a spare at the same time, including a rear wheel bearing repair kit and spring silent-bloc bushes from Shirley. The car is now back on the road and everything seems to be working okay.

Prefect E93A Coupe

Keith Dewhurst: I am pleased to report that on 17th May 2013 my Ford Prefect Coupe passed its MoT and was returned to the road. It ran perfectly on its first journey, as it should, as from what I have discovered it seems that its

recorded mileage of 17,723 miles is its true mileage from new! As you know, I bought the car in 2009. I am told it was laid up in the mid 50s by its first owner, a lady from North Essex. So it is over 50 years since it was last on the road and it had never had an MoT before or even the Ten Year Test! It has been a huge labour to get it all back together and into original order. Many small parts have had to be made and often chrome plated, at huge cost! But the effort is so very worthwhile, especially as I feel that only six or so of these cars now survive, and the only other that I am aware for sure is on the road is in Switzerland. They are such lovely cars; I am really happy to have put this car back in to good order and to be able to enjoy it at long last. (Photos 4 and 5)

E83W Register

7/04/2013

Registrar's comments

Again, as per the Pre-war register, the E83W register in the last issue had to give way to the AGM report and Roger Little's piece below on NTX 135 will refer to the earlier article on the vehicle history of NTX 135 as mentioned in June.

Regretfully, because some of you are not sending in your register forms, I will require this with all information on your vehicle if you wish to ask for DVLA applications etc. Although it is fine to send photos via the Internet, I do need proper photos for our archives and records.

During the period I was asked to help with a problem that Andy Neal had with his E83W. Andy asked if he should have the early type screw-in rad cap, especially as he had two of these caps but not the 'threaded neck' section radiator. Andy had been to Browns in Tunbridge Wells, who are known to the motoring fraternity for the refurbishment of radiators, but the company did not have a threaded neck radiator or parts available. If anyone out there has a scrap rad with the higher type screw fitting, I can drop a line to Andy. Hopefully, Andy has obtained a scrap one and had his radiator made up to take the screw cap type.

NTX 135 correction

Roger Little: Under 'Now for some trucks' you included some notes on NTX 135, first registered by RJ Brown of Pontypridd. I lived in that area until about 60 years ago and I am reasonably sure that business was R J Bown, not Brown. Searching websites has shown that the business no longer exists and I cannot find any account of it becoming absorbed by another business, so I cannot be certain that my memory of the name is correct. My father had an E93A Prefect on which I learned to drive, and I believe our dealings with that garage included having an engine replaced under the Ford exchange system. Happy days. (Yes, Roger is correct and R J Bown is the correct name for the original owning company – Yvon.)

From Canada

Les Foster: Every once in a while I stumble across a period photo of E83Ws at work in Canada. I found this one (photo 1) in a copy of a New Westminster, B.C. 'Active Living Guide' which happened to have a local history article on its back cover to promote an exhibit at the New Westminster Museum. The article described the history of the now-defunct *Columbian* newspaper, which was the longest running B.C. newspaper, and its predecessors. One of the photos in the article pictures two of the *Columbian* newspaper delivery vehicles, circa 1950. The vehicle in the



Photo 1

foreground is a Chevrolet Sedan Delivery and behind is a Thames E83W van. Both are about 1950 models and are nicely liveried and sign-written. Given that newspapers are heavy and New Westminster would rival San Francisco for hills, the E83W must have worked hard indeed.

Health and Safety

As your Registrar I feel I must first advise those newer members and those members about to attempt a total (body off) rebuild. Without wishing to discourage you, I would ask all to make sure that you at least have access to, and the use and knowledge of, certain types of garage and engineering equipment, and small or medium range lifting or jacking equipment. The safety aspect is particularly important when attempting to lift engines, gearboxes, and complete axles and suspension units, or even complete bodies. Never tie a granny knot in a length of rope, however new, when you can firmly bolt on a suitable length of chain to hold such items. Always use large repair washers to prevent the bolts from pulling through the links. Never climb under a vehicle supported solely on a hydraulic or screw jack without positioning stout axle or chassis stands, not bricks or lumps of wood. Should the vehicle be supported in such a manner via a trolley jack for many months, the seals of a hydraulic jack will just not stand up to it.

Another point worth mentioning, if you are working in an old barn, etc. and the vehicle is to be supported on axle stands, is to make sure that the floor of the building is solid and not rotten, soft or soggy. The support could penetrate the floor and the vehicle topple over, perhaps on top of yourself.

Most E83Ws these days are found in a form of kit consisting of the chassis, frame and numerous boxes and containers full of parts. The E83W chassis is heavy enough to be sandblasted and several coats of red oxide and two coats of a high gloss protective gloss such as Humbrol black should suffice. The rear axle and the gearbox can be similarly painted with the latter in the Ford colour. Road springs can be re-tempered, and there is a place just at the

back of Pentonville prison in London where they have been mending springs from the time cars were introduced onto the roads.

Shackles and bushes usually are completely shot and should be replaced. Great care has to be taken fitting the one piece bush and pin assemblies. You have to position the road spring to the axle as it would be on the road in the normal unladen position, and use a spring spreader to splay out the spring and de-tension the shackles before removal. Undo the shackle spindle nut and remove the shackle plates. Drift out the spindle, leaving the bush in place. Using a suitably-sized drift – not an old socket – knock out the bush. Clean up the spring eyelet and axle boss until spotless with emery cloth or an extremely fine cut file, taking care not to enlarge the diameter of the eyelet. Bolt one shackle plate loosely to two of the new spindle and bush assemblies. Carefully and evenly tap the two spindles into their corresponding eyelet with a suitably sized tube which fits over the spindle nuts, and butts up against the shackle plate. When both spindles have been tapped through far enough, fit the other shackle plate over the spindles and loosely bolt together. When both sides have received similar attention, release the spring spreader and make sure that the gaps between all of the spring shackle plates and spring/axle eyelets are the same, and tighten the spindle nuts. If the new bushes will not tap into position with reasonable ease, then the eyelets have not been cleaned up sufficiently, resulting in damage to the new bush and the possibility of bending the bracket on the axle casing.

Dropside trucks

Sadly Howard Stenning, a well known vehicle enthusiast and our initial E83W registrar (1980s) died recently (*see Obituary on page 21*). Here I would like to refer to one of his initial articles as registrar of E83Ws during that period. Regretfully the two initial pictures in the original are too grainy to be able to identify some of the features Howard mentions properly, and no original photos of these pictures exist in our archives.

E83W Register contd

Howard Stenning: If there is one thing you learn from writing the odd note on old vehicles, it is that you only have to suggest that a particular model is rare these days, and lo and behold! You will hear from owners of dozens of the damn things! Since writing about the steel-bodied pick-ups a couple of issues back they have been turning up all over the place and I thought we'd take a look at the development of the wooden-bodied dropside truck that is so well-known today. Although the E83W was first produced in 1938 in van form only, it is fairly obvious that the Ford Motor Co. were thinking about a truck version from quite early on. Our first photograph (photo 2) is a heavily re-touched publicity shot, and as you can see it is of a pretty early vehicle. The headlights, for example, are of the long type fitted from 1938 to 1942 only. The truck has obviously been built up from a chassis/scuttle, and there has been no attempt to conceal the roof joint just above the windscreen. The roof-line then runs up at a much steeper angle than we are used to. Note too the clumsy fabricated door – not a pretty sight! A real vehicle, or an artist's dream? Ford's post war leaflets list this body style as a 'builder's truck' built by Messers Sully, Blackford & Hawkey Ltd. Ford-approved special body builders, who must have knocked them out by the thousand. The same company, incidentally, were also responsible for a high-topped square-rigged laundry van on the same chassis.

The second picture (photo 3) is of a vehicle which, to judge by the white-painted bumper, and the 'shelter' sign in the background, is of the wartime period, or very shortly thereafter. There is no doubt that this one certainly did

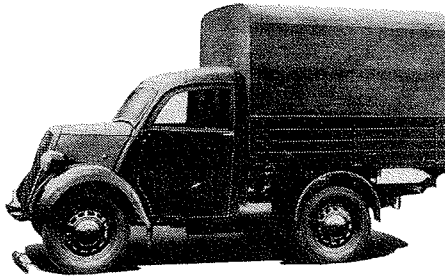


Photo 2



Photo 3

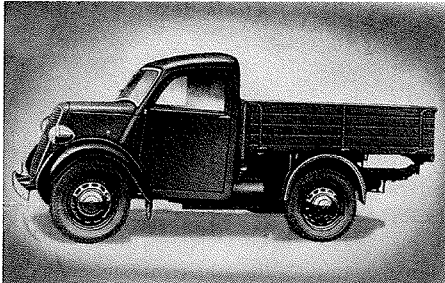


Photo 4

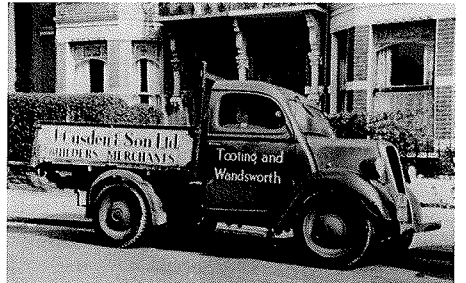


Photo 5

exist. It is very utilitarian in appearance – even the door handle is painted rather than chromed. Note the small 1942-47 style headlights, and the quaintly mounted external trafficators. There are still an awful lot of these useful little trucks around of course, many of them still working for a living. And there are still a few 'new' ones appearing, as some restorers find the rear section of their vans too far gone to rebuild, and decide to convert to truck form. (I have also included two further archive photos of the pick-up version: photos 4 and 5 – Yvon.)

Own an E83W?

Want to be more involved?

How about volunteering to take over the E83W Register from Yvon Precieux?

Yvon has been looking after the Pre-War Register and the E83W Register for some time now, and as both registers are becoming more busy he would like some assistance with the E83W Register. If you would like to learn more, please contact Yvon on prewregister@yahoo.co.uk.

Obituary: Howard Stenning

John Skinner

I was saddened to hear news of the sudden and untimely death of Howard Stenning on 4th July. Our very first E83W Registrar from 1981 to 1983, Howard was born in Maidstone in 1950 and embarked on a teaching career before his interest in old vehicles led to a change of direction. Many Club members will remember Howard at Amberley Museum in West Sussex, from its early days when it was called Amberley Chalk Pits Museum, where he worked tirelessly as Education Officer from 1981 until leaving as Museum Director in 2008.

I first met Howard over thirty years ago when I was first involved with the FSOC as *Club News* editor and, although leading a very busy working life, Howard quite often used to deliver E83W Register copy material for our

magazine directly to my home in Worthing on his way to the printers in town, in order to meet the press date for the museum magazine! Delving into the FSOC Archives of August 1981 I discovered how Howard became the first FSOC E83W Registrar when he wrote,

"Our tale begins with a friendly debate as to just how many E83Ws there are left. The club vehicle records show 18 – but this figure obviously represents no more than a fraction of the survivors. Next, as yours truly battled with his tatty Utilecon, he wondered how best to get in touch with owners of similar vehicles. Finally, came the realisation that the E83W is the only model not catered for by the FSOC and when this was pointed out to Bruce Palmer, he immediately suggested the inevitable: start an E83W Register!"

Over the years our old vehicle interests met when Howard used to invite me with my E494C 5cwt van to The Cobweb Run at Amberley in the Spring and the Autumn Gathering in early October. My two children grew up with these twice-yearly visits to the museum and Howard's cheery greetings as we arrived.

Walking around showgrounds across the south of England, we didn't need to wonder who was commentating with such authority and intimate knowledge about traction engines, lorries, vans, buses, cars, motorcycles and even bicycles, because Howard's distinctive voice was instantly recognisable to all. Without Howard's commentary the arrival of historic commercials on Madeira Drive at the end of the HVCS London to Brighton Run each May will never be quite the same again.

100E Register

Two pedals or three?

As part of the facelift for the 100E in October 1957, an option was given for a Two Pedal Control System. This was in line with most manufacturers at the time. Whether Ford opted for this as part of the current trend or whether they felt it was a genuine feature that they could pursue, I do not know. There were, I think, two versions available. One was called Newtondrive and the other Manumatic. Both were based on the same concept and were basically similar. Ford opted for the Newtondrive system, although they never called it this in their sales literature: it was always Two Pedal Control. In their spares lists it was always called the Semi-automatic Clutch.

In the late 1950s there were no automatic gearboxes for the smaller range of cars. Lanchester and Armstrong Siddeley had their pre-select gearboxes but there was nothing that you could call automatic. These semi-automatic systems were an attempt to simplify driving technique by using only two pedals. The basic premise of the system was to dispense with the clutch pedal and operate the clutch by some other means, in this case the vacuum created in the inlet manifold when the engine is running. You still had to change gear manually by using the gearstick.

There were four main components: a vacuum servo; a solenoid valve; a switch incorporated into the gearstick; and a centrifugal clutch.

The vacuum servo actually operated the clutch. The solenoid valve controlled the vacuum servo. The switch controlled the solenoid valve. The centrifugal clutch was necessary for moving off from stationary.

So, to start from rest, gently press on the accelerator and as the revs rise, the centrifugal clutch begins to bite and away we go. Once on the move, to change gear, lift foot off the accelerator and at the same time operate the switch on the gearstick. This operates the solenoid valve and allows vacuum into the servo which operates the clutch. Move the gearstick to the next gear position. Release the switch on the gearstick and operate accelerator. This destroys the vacuum in the servo which releases the clutch and we are now in the next gear.



That in essence is the Newtondrive system. There were a couple of refinements. A switch was on the gearbox housing to prevent starting in gear: a T-handle which could be used to lock the clutch for tow or push starting.

The system was never very popular, either with the motoring public or the mechanics that serviced the cars. Although ostensibly it was available from October 1957 to October 1958, it was allowed to fade into obscurity long before the year was up. All of the surviving cars fitted with the system are low mileage examples and have all had a long period in their lives where they were in storage.

AGM 2013

Well done to Brian Cranswick for organising the AGM this year. A great venue for the meeting, a nice lunch, great people and lovely weather. What more could you ask? Especially pleasing was the array of Sidevalves which included an old friend of mine in the shape of 100E Prefect UJN 626. Known by everybody as Ujeen, its present owner is John Duckenfield.

This 100E Prefect used to be owned by John Howe and is well known to me. I have spent many a happy hour in its company, going to shows or even sheltering in it from the rain!

More old friends in the shape of David and Wendy Clarke. Dave was a stalwart of the Essex area local group for many years until he and Wendy moved to Norfolk a few years ago. It was great to catch up.

I also met a couple from Saffron Walden, Peter and Jane Cowper, and their 100E Popular. They have owned this car for over 40 years. Great stuff!

100E Buyers Guide

A 100E buyers guide will appear in the November issue of *Retro Ford* magazine. It is by Jim Norman so should make good reading anybody who has an interest in the 100E.

Anglia, Prefect & Pop Register

Registrar's comments

Driving a Sidevalve, one is used to three gears forward and one reverse. I recently visited two privately owned stations that last saw a British Rail passenger and goods service many years ago. Both stations had a few hundred yards of track and offered a ride along it in a Wickham Type 27 Gang and Inspection trolley, both Ford Sidevalve powered: one with an E93A engine from a Prefect, the other 100E. Not only was it a great pleasure to be riding on standard gauge track in a Ford Sidevalve powered vehicle, but a very different experience in reverse using the three gears.

Whilst on holiday I visited the Pembrokeshire Motor Museum with over 50 vehicles in various conditions on display. A large number came from the marque of pre- and post-BMC days but there were three Fords, one being a white 1959 100E Anglia which was for sale at £800. Rear interior panels were removed but what it was like under the bonnet/boot is unknown.

Dartford Tunnel fiftieth anniversary

The tunnel opened on Monday 18th November 1963 at a cost of £11 million, linking the A2 in Kent and the A13 in Essex. In 1799 an Act of Parliament was passed for a tunnel to be provided between Tilbury Fort and Gravesend. Boreholes were drilled but abandoned in 1803 due to finance being exhausted. In 1924 the Tilbury-Gravesend route was rejected in favour of a Dartford tunnel and a Bill for the construction was promoted in 1929, but was deferred due to the financial crisis of 1931. In 1936 the construction of a pilot tunnel was authorised and completed but the Second World War caused construction to cease. The pilot tunnel was reopened in 1955. Excavation of the main tunnel began in 1956. On opening the toll was 6s for a heavy lorry (not that heavy when compared with today's heavy lorry), 2s 6d for a car and 6d for a cyclist. Cycles were transported through the tunnel on special Ford Thames Trader double decker buses, with the cycles stowed on the lower level and the cyclist sitting upstairs. The service, however, did not last long.

Later another tunnel was built which was then followed by the Queen Elizabeth II bridge. Road tolls, now called congestion charges, cost £2 for a car.

103E Popular sixtieth anniversary

We celebrate this month the Diamond Jubilee of the first 103E Popular being produced at the Ford Motor Company, Dagenham, Essex plant on Wednesday 7th October 1953.

At the Earls Court Motor Show held in October that year, Ford announced the new Popular saloon and six facelift models, following close on from the announcement of the new Anglia and Prefect models: a range of Ford cars of different prices and for different motoring needs.

Ford's Motor Show surprise (according to the *Ford Mail*) was the Popular, selling at £275 plus £115 14s 2d purchase tax: the lowest priced car in the world, and the only family saloon with an all-in price below £400.

Now freed from the horse power tax, the lively, reliable former Prefect engine was fitted to the former Anglia. The *Ford Mail* described "being able to sell the Popular at this sensational price because the model has recovered its initial tooling charges when pricing up a new model, and secondly the methods of quality and quantity production at Dagenham enabled tremendous savings to be made. As usual, Ford pass on the benefit to the customer".

To produce the economy Popular, it was only supplied with the minimum of ancillary equipment and sold at £85 cheaper than the next cheapest British car. Adding extras has been in vogue almost as long as motoring itself, and through the Ford dealership a wide range of accessories bearing the trade name EnFo could be purchased.

So what was available through the dealerships?

	£	s.	d.
Assist cords		10	0
Chrome bumpers	4	5	6
Draught excluders	4	10	0
Dual windscreen wipers	2	9	6
Dual Windtone horns	4	7	6
Exhaust deflector		12	9
Exterior mirrors (two)	1	12	6
Fog lamp	3	8	0
Hand lamp		12	0
Heater	13	0	0
Long range driving lamp	3	8	0
Moquette seat covers	10	10	0
Oil bath air cleaner	2	10	0
Oil filter	2	2	0
Overriders	2	8	0
Parcel tray		12	6
Petrol locking cap	1	0	0
Radiator blind	3	5	0
Reversing lamp	1	10	0
Rubber link mats	4	10	0
Screen washer	1	10	0
Steering wheel grip (cover)		7	6
Sun visor – cloth		12	0
– plastic		16	6
Trafficators	2	16	6
Twin rear lamps and reflectors	1	16	0
Vanity mirror	1	11	1
Total	£76	12	10

So, with all the accessories the Popular was still cheaper than any other car on the British market. Looking back now, the list looks very antiquated when compared with what comes as standard on new 2013 models. Also, a number of other non EnFo accessories could have been purchased. What accessories Mr Average 103E owner purchased would have depended on any spare cash and perhaps trying to impress the neighbours.

At the Ardingly rally in July I saw a rusty parcel shelf for sale at £30. The same trader was at Hellingly in August with the same various panels for different cars but no parcel shelf. Perhaps he did not bring it along, or perhaps he had sold it?

So what was it like in 1953? Sir Winston Churchill was prime minister, well over two-thirds rented their homes, and the average house price was £2,000. The average weekly gross wage of a male manual worker was £9.5/11d (£5.0/2d for a woman) who worked an average of 45 hours a week, and paid 47.5% basic income tax. Guy Mitchell was number 1 in the singles chart with 'Look at that Girl'. Sweet rationing had ended eight months earlier in February but it was not until the following year that all food rationing ended. Petrol cost 4s 2d a gallon.

A pound bought you 16 pints of beer, or 15 portions of fish and chips, or 39 large loaves of bread or enough stamps to send 96 letters.

The founding registrar of the *Popular Register*, as it was originally called, writing on the 30th anniversary of the 103E Popular looked at the previous 30 years and to the future. In his paragraph 'Popular Tomorrow?' he wrote: 'Let us hope that in 2013 there will be an owners' club to celebrate 60 years of the Ford Popular. By then the present committee will be drawing their old age pensions and hopefully will be still driving their cars, but equally hopefully not having to run the Ford Sidevalve Owner's Club and the *Popular Register*'!

Thirty years later, in 2013 (where did all those years go too?), we still have four surviving committee members: Jim Norman, then and now as 100E and 107E Technical Advisor; Tony Young then and now as Treasurer; Yvon Precieux, Club Books and Regalia and now Pre-War and E83W Registrar; and myself, Remanufactured Parts and now Anglia, Prefect and Popular Registrar. I cannot comment on behalf of Jim, Tony or Yvon but in 2043 I will not be registrar or a committee member and do not know if I will still be around to read the registrar's comments on the 90th anniversary.

Also, 30 years later two surviving area organisers are Mick Crouch (Hampshire) and Martin Hatfield (North Yorkshire and Teesside), with Danny Moody (Northamptonshire) only recently stepping down. One International Contact surviving these 30 years is Gordon Cowley from Australia.

Register 25 Years Ago – Sidevalve News, August 1988

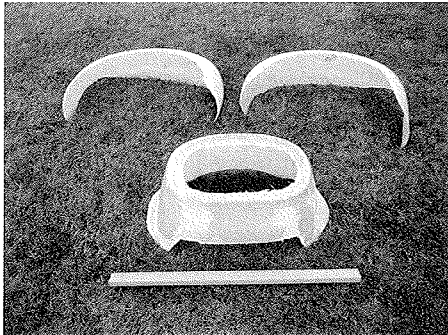
Roger Burston's Prefect restoration was completed over 14 months to the MOT with the total cost being £1435 10p, a great deal more than originally expected. Roger described the satisfaction of preserving part of our heritage, and looked on his Prefect as more than just a car – it's sweat, cold, patience, late nights, dirty hands, disappointments, happiness and satisfaction.

Continued on page 26

Specials Register

Cotswold Wildlife Park Historic Sports Car Day

This yearly event must be the largest collection of Specials in one place, with people travelling from all over the country to attend. From Plymouth, Alan Mansel brought remanufactured wings and a nose cone to pass on, for a Super Two being restored in Cambridgeshire.



Super 2 nose + wings

There was an excellent selection of about 44 cars including 7 Bucklers, 3 Turners, 6 Rochdales, 2 Ashleys, 2 Austin Specials, 2 Fairthorpes, a Falcon, Dellow, Tornado, EB60, Super Two, Nickri Spyder and Hamblin Cadet. Particularly well represented this year was a fine display of eight Lotuses, mainly Mk6 with one Mk9. It's over 60 years since Colin Chapman introduced his first 'production' car, the Lotus 6, in 1952, which was available in kit form. Various engines were used in the Mk 6: some had M.G. units, others Ford Consul, but most were equipped with the 1172cc Ford engine, and with this the car was virtually unbeatable in its racing class for two years. As only about 200 Lotus Mk 6s were produced it's great to see so many of these fine cars still around after all these years.

Thank you to the Fairthorpe Owners Club for organising this successful event.

Fifty-one years owner builder – is that a record?

Whilst at the Historic Specials Day I met Arthur Speakman. Arthur's car is a Falcon Caribbean Mk IV, which took him about 18 months to build between January 1962 and July 1963. Arthur used a boxed Ford 7ft 6in chassis to which he fitted an L M Ballamy lightweight swing axle front suspension with wide (48in) track. The rear end got a Panhard rod to keep it in check and lightweight 15in Ballamy wheels were fitted complete with chrome



Historic Specials Day



51 years with Falcon Caribbean

hubcaps. A 4.4:1 crownwheel and pinion were fitted to give the car gearing to suit its wheels and performance, the latter taken care of by shaving 30 thou off the cylinder head of the 10hp E93A-type engine. Converting to a 12 volt electrics system enabled better headlights to be fitted, and a Les Leston steering wheel gave the right finish to the black-trimmed interior.

After finishing the Falcon, its first outing, back in 1963, was a round trip of 550 miles – a holiday from Merseyside to St Ives in Cornwall. Approximately 31 years after building the Special Arthur decided to strip the car down to the chassis, clean and repaint etc; then he re-built it to its original specification.

Can you better Arthur's 51 years?

Specials Website

I mentioned in June's *Sidevalve News* that I've received some enquires from members about

what has happened to the 1950sspecials website and asking if the site could be resurrected.

I've started generating a website that incorporates most of the original information and hope to get it incorporated into the FSOC site. The website address may change so I won't publish it at this stage. If you would like a preview, send me an email and I will forward a link to the site.

This is my first attempt at website design so I still have an awful lot to learn.

If you have any documents or pictures that can be used on this site, please send them to me. I particularly need information on the less well known makes like Conversion Car Bodies, Hepworth Brothers, Nordec Engine & Panel Co, Paramount, Peel and Westpole Motors.

Jim Norman

'Tales of...' has been missing for a few issues; as in previous such cases, there were no tales to relate other than 'Went to work and back each day, 38.4 miles round trip,' which does get a bit monotonous after a while. There is a bit to tell this issue.

I don't normally go away on holiday but just take days out, sometimes staying overnight, and such cases mileages can build substantially as the 'days out' can be far ranging. Apart from normal, local use, these are the destinations and mileages from home travelled over the summer:

- Huntingdon (FSOC AGM): 165.1+165.1 = 230.2
- Barrow-in-Furness, on to Ambleside: 92.3+31+75.7 = 199
- Skipton: 51+51 = 102
- Bridgnorth (Severn Valley Railway): 98.8+98.8 = 197.6
- Hitchin: 176.6+176.6 = 353.2
- Hawes (car meeting): 88.7+88.7 = 177.4
- Bridgnorth (again): 98.8+98.8 = 197.6
- Cleobury Mortimer (Worcestershire), on to Hay-on-Wye: 104.3+45.9+45.9+104.3 = 300.4
- Bridgnorth (yet again!): 98.8+98.8 = 197.6
- Total: 1,954.1

From the MoT on 7th May to today (8th September), mileage covered came to 5,687, so I'm still getting my money's worth from the car!

Only one problem arose over this period: it started on 12th July and coincided with the start of the very hot weather. After a period of running, the engine would begin to falter and eventually cut out completely, restarting after a ten minutes or so break, i.e. all the symptoms of vaporisation. Problem: 107Es don't suffer from it, but with modern fuels... Anyway, I had no time to investigate, but filled the tank to the brim as I had to go to Llandudno the following day, hoping that the pressure head would force fuel through. It didn't. The misfiring began as soon as we got on the M6, but the engine continued to run, so we exited at the next junction and found a lay-by. Disconnecting the feed pipe into the lift pump should have caused a huge pool of fuel, but nothing emerged: so, a blockage in the pipe or tank. Using a piece of plastic hose (I carry *everything!*) to blow back to the tank dislodged it and we returned home without incident, but the blockage was still in the tank so would eventually return.

The hardest part of removing the tank was draining out seven gallons of fuel, but with the

tank out, the culprit was soon found. At some stage, a locking fuel cap had been forced off and parts of it had dropped inside. I suspect it was the screw head (the 20 pence in the picture is for size comparison) that was the cause: this would be drawn into the pick-up pipe by suction from the pump, thereby blocking it. With the engine stopped, pump vacuum would only slowly decay, so the screw head would fall away, allowing fuel to flow, until the next time it was drawn up. Apart from this easily sorted problem, all has run very well indeed.



Blockage

The three trips to Bridgnorth were to work in the locomotive depot, and the last was to remove the driven bolts from the industrial Manning Wardle No 2047's, now named *Warwickshire*, front buffer beam. These bolts, between ¾" and 1" diameter, are made slightly larger than the holes to ensure that there is no play and so are *very* tight. Methods suggested to remove them involved burning off as low as possible, then drilling out in ever increasing bit sizes until they are free. Since there were sixteen of them, this would take some time. I decided on a quicker method, although finding the 14lb sledge hammer took a little time. Suffice to say that within a few hours all bolts were out. I'm sure Laurie Menear, previous Editor of this journal, will be reassured to know that some things never change!



Cartoon by Laurie Menear

Anglia, Prefect & Pop Register

Continued from page 24

A Middle East 1946 E04A Anglia was found in a field by Alon Zlotnik, who lived in Jerusalem. Alon described it as in a terrible state, with every part welded together by rust. He then dismantled it, and the engine was started up at the end of last year. Alon described it as humming like a pussy cat. Was the restoration ever completed?

Mr Bramfield from Dover, Kent had just sold his 100E Squire and 103E Popular and was now a non-Sidevalve owner. Around 1970 he had owned another 103E, RKT 841, with the following parts fitted: Leslie Ballamy split axle, independent front suspension, telescopic shock absorber conversion all round, modified 100E steering box, panhard rods front and rear, close ratio gearbox and Wooler remote control, high ratio rear axle, Leslie Ballamy rear brake drums with built in spacers, 15" Leslie Ballamy wheels and radials, Bendix hydraulic brakes, 12 volt electrics, 100E engine with Willment overhead inlet valves. Two photographs showed the the twin SUs, four branch exhaust and the Willment inlet valve conversion.

Mr Bramfield carried out most of the work between 1966-69 before selling around 1970 to a chap in Ninfield near Hastings, and had never seen it since – a real mean machine.

(Registrar's comment, I asked then and now ask again, does RKT 841 still exist, or what became of all those parts?)

'Know your regalia' finished off this popular series with these items: 13 accelerator pedal ; 14 window regulator handle; 15 weatherstrip floor edging; 16 screen rubber for the opening Prefect and 5cwt van if fitted; 17 bonnet spoon badge.

There was a reminder not to forget to order your radiator muff before winter comes and we sell out.

(This was held over from the August edition due to a lack of space.)

Register 25 Years Ago – Sidevalve News, October 1988

To celebrate the 50th anniversary of the E93A Prefect being launched, a local Kent member's Prefect was featured which had been totally restored – the only two items not dismantled being the vacuum and petrol tanks.

An A53A-67 Australian Ute was featured languishing in a scrap yard in New South Wales. The body only featured on a trailer at Tilbury Docks, Essex. I just had to join in the 50th anniversary by purchasing it, and it is still in the same unrestored condition now. The chassis was left behind as it had been badly damaged.

As an anniversary memento we proposed a cast bronze car badge depicting the Prefect head on: it was sized 4" x 4" overall, star shaped with fixing holes, and would cost £14. I believe we never produced them due to the minimum order not being reached.

Letters & Emails

SVN Editor,

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

A point about re-roofing

Dear Sidevalve,

Greetings from a Club old timer!

I read *Sidevalve News* every issue which comes to me and I am happy to know that the Club I joined way back in 1973 is still going strong. The article about re-covering the roof missed one important point.

Many years ago, the late Chris Rogers and I rescued an E83W Utilecon from Papplewick Pumping Station. We got it restored and running, and then had to replace the roof which had blown off on the M1 when we trailered it back to Leeds. Mick Cassidy eventually gave it a really good paint job. I think its chassis fell in two some years later.

However, to the point, the roof job should be done on a *hot* day so that the material, usually expanded vinyl, will become taut when it cools. If it is done cold, then it may sag or ripple on hot days.

All the best to you all,

Steve Waldenberg

KUV 41: a missing sentence

Dear Sidevalve,

Thank you for printing in the June 2013 *Sidevalve News* my email about Peter MacDonald and my Prefect. Unfortunately the first part of the second sentence has disappeared, leaving the reader puzzled about the relevance of the photo of the converted E83W (KUV 41).

I hope that you will be able to publish the first part of that sentence to solve the mystery:

"He [Peter MacDonald] clearly started to learn about Ford Sidevalves at a very early age as his father used to hire in South West London a converted E83W (I think) for his holidays in the mid-1950s – I enclose a photo of KUV 41..."

Many thanks,

Peter Burton

Ethanol in fuel

Dear Sidevalve,

I was disturbed to read the various comments in the last *Sidevalve News* concerning ethanol in fuel, as discussed at our AGM.

I feel I should do my best to dispel as much of the misinformation that is being spread around on the subject.

Regarding my qualifications to comment on the subject, I would stress the facts as follows: I have been running sidevalve Fords for almost 50 years and over 200,000 miles in my 1936 Morgan F4. During this time I have stripped and re-built E93A engines many times and observed their internal condition. I am an industrial chemist with a similar experience in handling industrial solvents by the bucketful and who is well aware of their properties.

The facts, as confirmed by several of my industrial chemist colleagues, are simply stated as follows:

1. Ethanol is one of the least aggressive of the industrial solvents in regular use; certainly no more aggressive than the petroleum spirit, with which it is blended. Its effect on such items as cork and neoprene seals, rubber and plastic hoses is negligible.
2. Ethanol is not corrosive, or hygroscopic.
3. All fuels contain a small percentage of water. Ethanol has the effect of dispersing this water, rather than allowing it to sink to the bottom of float bowls or fuel tanks where it can cause corrosion.
4. Ethanol has been added to petrol since the 1930s in such blends as 'Cleveland Discol', where its advantages were claimed to promote cooler running with none of the widely promoted detrimental effects we hear about today.

5. Ethanol has the advantage of preventing carburettor icing in cold weather in simple engines such as ours with no heated inlet tract. In such places as the northern territories of Canada, it is added regularly to similar simple engines such as chainsaws, skidoos, etc.
6. Ethanol has a similar boiling point and volatility to petroleum spirit, so has little effect on vapour locks with overheated engines.

The best advice that can be given with E5, E10 or even E15 fuel is therefore:

"PUT IT IN THE TANK AND DRIVE THE CAR."

Do not use any additives: their sole purpose is to relieve you of more money.

For the older vehicle, the best advice on additives is to add 0.1% of a good two-stroke oil, which helps with valve guide lubrication and reduces carbon build-up in the combustion chambers.

A previous article (with photographs) by me on this subject has appeared within these pages.

Any member wishing for further clarification on any of the points above, please feel free to contact me.

Hope all this helps.

After a happy day sidevalving, consumption of ethanol in the bar of your local will help you relax and stop worrying about ethanol in your tank. The ethanol blends I am talking about come in several forms: beer, spirits and wine for example. A whole range of additives can also be found behind the bar: tonic, soda, ice and lemon.

The effects of these items are well documented and are well known.

Regards,

Nev. Lear

Village green turn-out

Dear Sidevalve,

This was taken at a gathering on the village green at Twynning near Tewkesbury on Sunday 21st April. The 1958 Ford 100E belongs to a member of the local FSV.

Mike Knight of Retromarques was the organiser of the event, which was well attended with many unusual and well turned-out cars. Later there was a run to the Malvern hills for the brave.

Yours,

Maurice Wilby

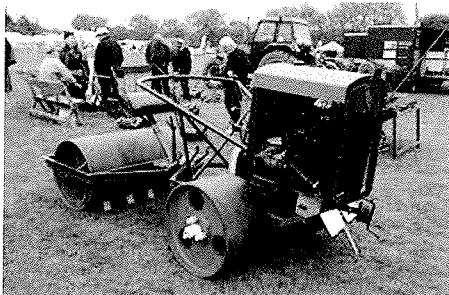


Pattisson Tractor

There was a great turnout of sidevalves this year at the AGM near Peterborough. Among the Uprights and 100Es was a more unusual Sidevalve – a Pattisson tractor belonging to Robert Boddington. The Pattisson was made and marketed by a company of the same name that specialised in equipment for the groundsman. This articulated tractor was of the type that enjoyed popularity pre and post Second World War. They were not for agriculture but for the horticultural and grounds trade. These tractors usually were sold with many attachments such as ploughs, mowers and rotorvators to take out back breaking work that was part of working in these industries.



A good number of these tractors were set up as rollers for cricket grounds around the country and served the groundsmen well for many years. The Pattisson utilised the Ford engine, gearbox and radiator from the Uprights of the period. The rest of the transmission consisted of a change drive to the axle which was from an obsolete Ford, probably the Model T as the final drive is by a worm gear.



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The rest of the tractor is fabricated from readily available ironwork. I was able to have a short drive, first gear only, and it really is a different experience as the steering is by a large bar like a tiller on a narrowboat. The braking

system has a brake for each front wheel: Robert has found these to be potentially dangerous and has locked them together.

Keeping Your Upright Upright

John Porter

This advice is in response to a member from Holland whose Prefect now leans to the offside. We have not had any reports of any similar issues here in the UK. If the car did not lean before then I would recommend that you:

1. Disconnect the Panhard rods at the centre brackets by removing the bolts.
- If the car is still leaning:
2. Disconnect the damper arms to test that you do not have a seized damper.
 3. Slacken off the centre U-bolts and check if the car returns to the 'upright' position. Give it a gentle rock to settle the car.

If the car returns to the correct position, evenly retighten the U-bolts while making

sure that the square end of the centre spring clamping bolt is in the square socket of the cross-members. Re-attach the damper arms. This can apply even if your Upright does not have Panhard rods fitted.

4. If the car is sitting correctly, check that the two Panhard rods can be re-installed without any tension or pre-load. There should be no tension on the Panhard rods when installed. If they do not fit easily then adjust the length until they easily bolt into position.

Finding a Fordson Van

CHIT CHAT

The Fordson van search is finally over.

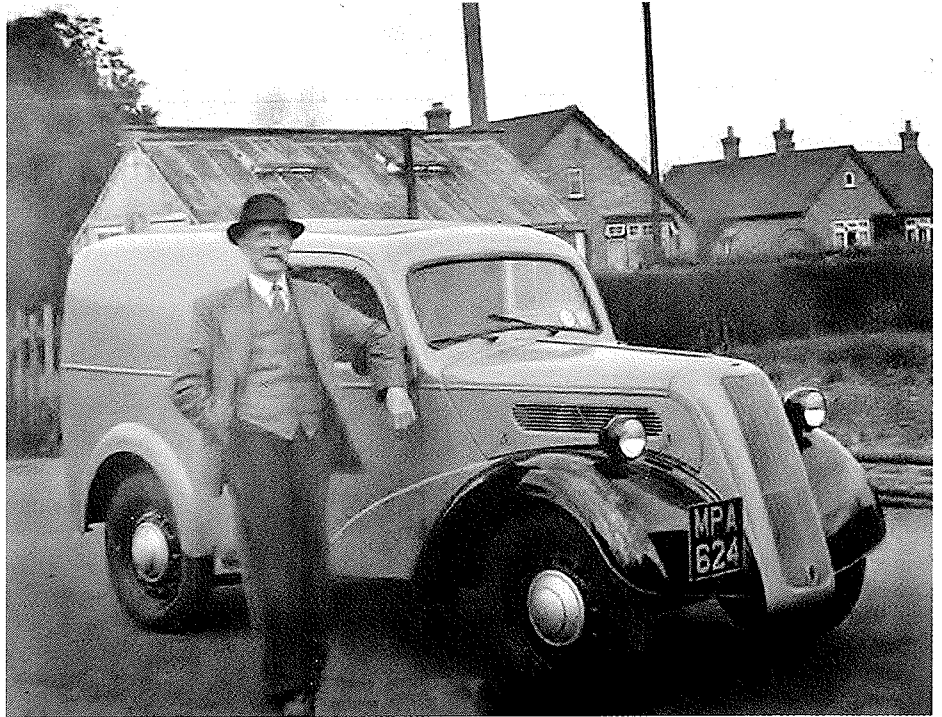
We have a glasshouse nursery (Lindum Nurseries) in Hampshire, bought by my grandfather in 1946 when he retired for something to do. The first van he bought was a 1948 EO4C Fordson. I remember on a trip delivering some funeral wreaths, I was sitting on my Gran's knee (yes, he paid extra for a passenger seat). When my mother hit some ice and put van on its side, she climbed out and opened the rear door. I can still see my Gran crawling out and laughing, surrounded with flowers. A couple of blokes stopped and pushed the van back on its wheels, and we drove back to the nursery. My grandfather re-made the wreaths and mother went back carefully and delivered them. Can you imagine that happening in the UK today? I was probably only four years old at the time but I remember the event so clearly in my mind.

I have a photo of my grandfather standing proudly with his new van, so I decided to get one as a tribute to him. I would paint it up with the name of the nursery and the photo of him with the old van on the side, and a bit of script.

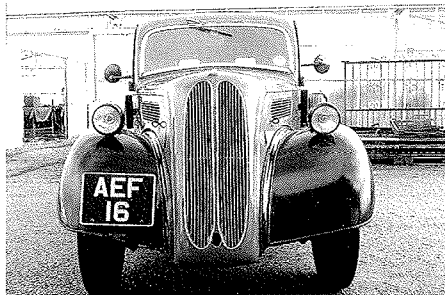
That should be easy ... Well, finding an EO4C in any condition was proving difficult. Most have been scrapped, or made into pickups or incredible hot rods. In *Classic Car Buyer* I noticed an auction at D T Mathewson's in Thornton le Dale, featuring the star of the show, the actual Fordson van used by Corgi for the graphics of one of their limited models, including the number plate. This was not an EO4C but a later 1951 model E494C with the 103E Pop grille, but I felt it was near enough and decided to have a go at it. The estimate was £5,000-£7,000. The story of the Corgi connection appeared to be mentioned everywhere in a lot of local newspapers, online, and in car magazines, and the auction was on the I-Bidder website. People were saying it was worth £14,000! I assumed it would be expensive and decided not to bother to go to the auction, but do a phone bid, just in case.

I contacted DT Mathewson's and spoke to top man Derek, who was really helpful and told me all about the van. A deposit of £500 was needed for the phone bid process. On the day of the auction, David Mathewson phoned me early in the day to see if I was still interested. I was watching the online auction on the I-Bidder web site (which is really good) showing a view of the audience.

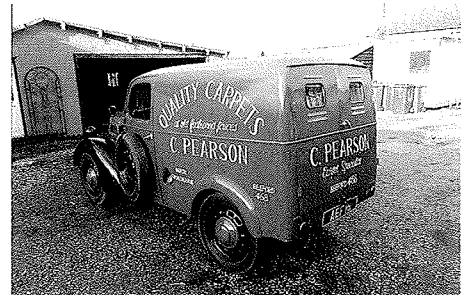
The lot number of the van was 60. David phoned at lot 58 and my heart started beating faster! When lot 60 came up we were away. Derek was the auctioneer and dismissed any bids under £5,000. On my behalf David came in at £6,200 and went up to £7,400. The other bidder gave up and I bought the van. There was a small ripple of applause. The commission with VAT was £666, so total price £8,066.



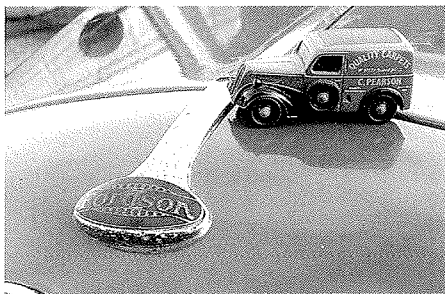
Father and van



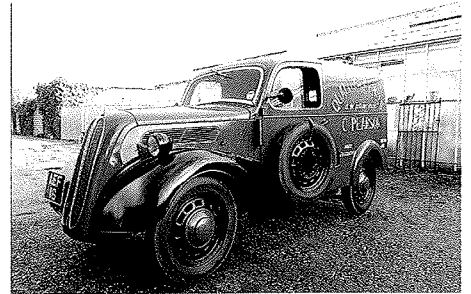
Full frontal



Tidy rear end



Little'n'large



Three quarter view

My wife and I spent a couple of days around Thornton-le-Dale when we collected the van. We met the original purchaser, Mr Shields and his wife, who had many stories and photos to show us of the journeys of the van. All the people at D T Mathewson's are really helpful and nice, and they have a car museum well worth visiting.

On arriving home and parking the van on the sales area of our nursery, I was amazed at the interest and kind comments the little Corgi van has caused. I intend to get magnetic signs to put on one side of the van with my grandfather's picture and name of our nursery, rather than painting or wrapping, as the original paintwork needs to be preserved.



Nice workshop!

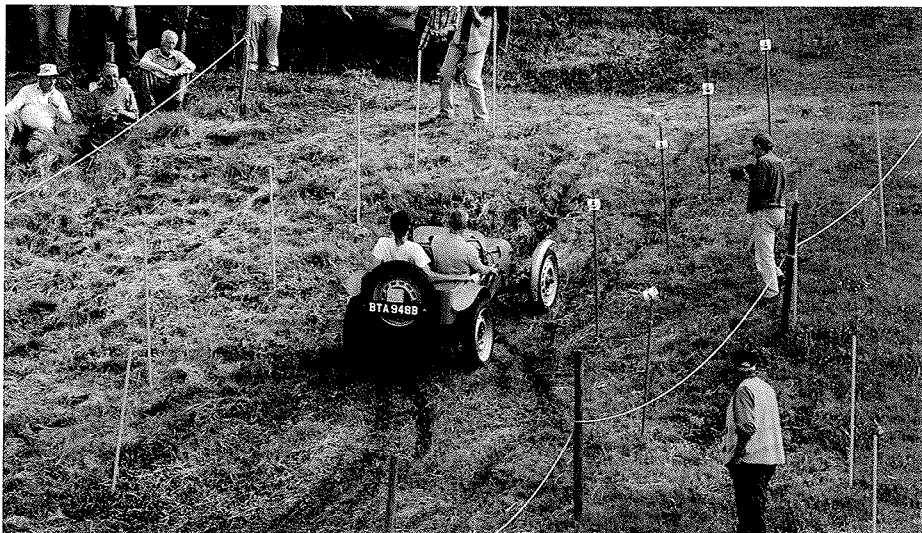
1172 Power Beats All Comers

The first Gordon Jackson Historic Sporting Trial was held at Sallywood Park, Horsley, Glos on Saturday 29th June 2013, organised by the newly formed Golden Valley Historic Light Car Club. Gordon is the only man to win both the British motorcycle trials championship and the British sporting trials car championship, and was present to watch the action.

The trial formed part of a two-day pre-65 motorcycle trial and scramble known as the British Bike Bonanza, an event that has been run for the last 30 years by Adrian Moss. Adrian, who competed in his beautifully restored Cannon, was instrumental in organising the car trial as part of the entertainment for the bike competitors who were camping overnight.

A large crowd of spectators gathered by the two steepest hills and they gave resounding cheers to anyone who reached the top of the hills. Twenty competitors started. New faces included the current MSA Trials Committee Chairman, Nick Pollitt, who was having his first outing in a historic sporting trial car loaned by Ian Wright. Roger Anderson, who is normally seen in modern sporting trials, was also having his first taste of historic trials by sharing the car with Nick. Andy Wilks, another modern sporting trials competitor arrived with a genuine old Cannon that had not been used for many years.

Seven excellent hills had been set out on the side of the valley by Clerk of the Course



Ian Veale tackles the gradient on Hill 6

Martin Grindrod. The ground was very hard but the sections varied between open grassy hills to twisty climbs through trees and over Cotswold stone. All were wide enough to be enjoyed by everyone.

The overall winner was, yet again, Ian Veale in the Class A 1172cc IRH2 who drove superbly and finished the trial on 0. Not to lose a single mark in a trial is a rare achievement but to do that after having to undergo a heart operation within the last six weeks is all the more remarkable.

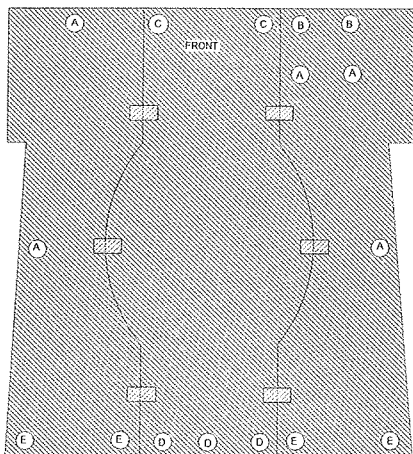
First in Class A (1172 engines, 18" rear wheels and cross ply tyres) was Monty Peters in a Cannon on 6 marks. Best in Class B (cars on 15" rear wheels and radial tyres) was Neville Collett on 12 marks while Class B1 (no fiddle brakes) was won by the current Stroud Motor Club Chairman Josh Moss who lost 8 marks all afternoon.

Interestingly, in the dry conditions some of the early Class A cars with the 1172cc Sidevalve Ford engines and running on 18" rear wheels with cross-ply tyres beat the later cars with bigger engines and running on radial tyres.

Specification of the Flooring Screws on all Upright Models

John Cole and Mark the Bull

Most Uprights have one or more screws loose or missing that hold down the front floor plates. If you have found this to be the case then below is a list of the different screws that hold everything down.



Location	Thread	Head Type	Length	Number Required
A)	No 12*—24	Slotted Countersunk	1/2"	5
B)	No 12*—24	Slotted Countersunk	3/4"	2
C)	No 12*—24	Slotted Roundhead	3/4"	2
D)	1/4" UNF	Slotted Roundhead	5/8"	3
E)	1/4" UNF	Slotted Countersunk	5/8"	4

Note: * No 12 is Unified Fine (UNF) NOT BA. Indian and Harley Davidson motorcycles use these fixings.

Overheating Sidevalve

Recently I had a problem with my 100E. I had a big-end failure. (Almost all of the below is also applicable to Uprights as well, so you Upright owners can also continue reading.)

The work entailed an engine out, strip down, engine re-build and re-installed engine.

When it came to getting the engine running, the distributor was put in place and just fiddled with, and that was that.

After a few days (just a few miles running), I checked oil and water, and found that the radiator header tank was empty, so re-filled it. A couple of days later, the same was observed. It turned out to be an overheating engine boiling up. The thermostat was then removed and the boiling up seemed to be cured, so perhaps the new thermostat had been faulty.

Then the hot weather came.

The car suddenly stopped one day, and wouldn't go again. Typically fuel starvation. And things were very hot under the bonnet. My petrol pump has a primer on it (it has at some stage come from an Upright engine), so I pumped petrol through and the car started running again for a few seconds, but not long enough to start driving. This said to me 'vapour lock', which is a known problem with Ford sidevalve engines. Just wait for it all to cool down and away you go again.

However, one day, after waiting by the roadside for over an hour for it to cool down, it still would not run, so this time I suspected the diaphragm in the fuel pump. The car was towed back home and a fuel pump repair kit purchased and installed, but it still did not cure the overheating.

An email to Jim Norman and John Porter brought back some advice to check the cooling system for blockages, check the tuning of the vehicle, and consider fitting a heat shield to the fuel pump.

The known problem with overheating is that heat from the exhaust manifold and exhaust pipe heat the fuel pump until some of the lower fractions in the petrol boil. This leaves some small bubbles in the pump, so that when it operates the bubbles simply expand and compress, rather than fuel being pumped.

The top and bottom hoses were duly removed, the cooling system was fully flushed out, and then hoses replaced and system re-filled.

Next I tried to set the ignition timing. I borrowed a strobe light, painted a spot of typing correction fluid on the timing mark near the crankshaft pulley and on the timing notch in the crankshaft pulley, connected up the strobe, and started the engine running.

The strobe showed that the timing was a long way out. At tickover, the two marks

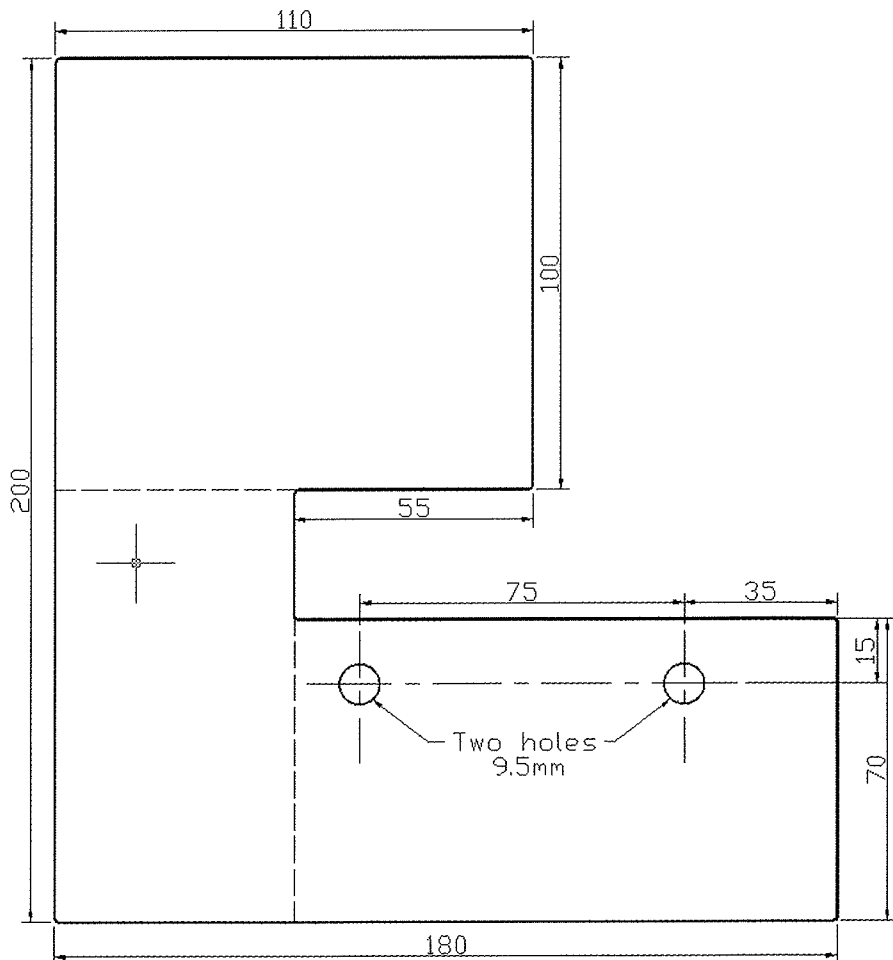


Photo 1

should be in line. In my case, it was about 18 to 25 degrees before TDC (about 1" to 1½" before the timing mark). How the engine had been running with a timing error of that much, I don't know. So the timing was then correctly adjusted.

Next I 'designed' and manufactured a heat shield, initially as a cardboard template, and then in aluminium. I installed the heat shield and took the car for a test drive. I live in east Lancashire, on the edge of the Pennines, so the test drive on a hot afternoon was about 20 miles of urban driving (no high speed to cool engine with air flow) but included as many second gear hills as possible, as well as a 10 minute bonnet-closed stop at the top of a hill. Result: no problems.

The heat shield design is shown in photo 1. Requirements:

- 1 piece of aluminium sheet (0.5 to 1.0mm thick) 200mm x 180mm
- 2 x M8 bolts or 5/16" UNF bolts 75mm (3") long plus 6 nuts (and maybe 2 spring washers) to suit.

Cut the aluminium to the shape shown in photo 1. (0.5mm aluminium can just be cut with some good scissors.)

Round the sharp corners off and fold 90° to shape along dotted lines (see photo 2, viewed from clamp side).

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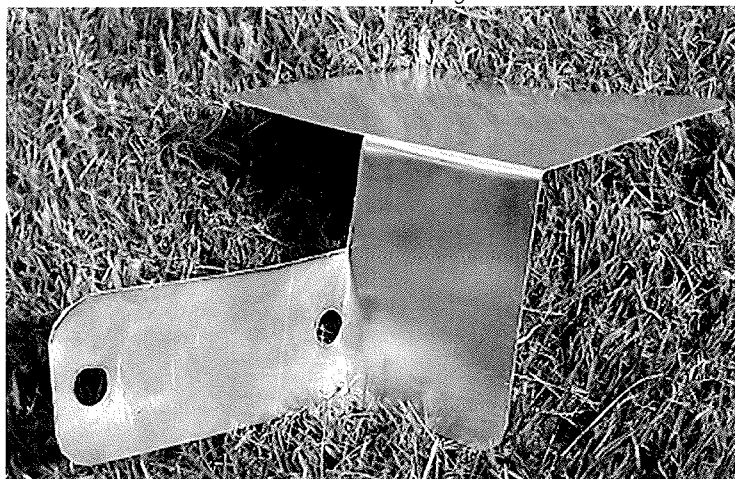


Photo 2

Getting Your Sidevalve Registered

Most Sidevalves are now MoT exempt except for the last 100Es and most of the 107Es plus the relevant vans. All very straightforward, even if the date of registration might be 1978 when DVLA started to issue the new V5s. Please note that if you need the recorded date of manufacture to be corrected then you should contact your model registrar. However, a little known group are the Sidevalve-powered Specials, of which most are based on the chassis and parts from the 7Y through to the last of the Populars (1937-59). During the 1960s, it appears that it was common practice in some counties to re-register the Special with a new number and in some cases to amend the Ford chassis number with a prefix. In the case of the Nickri the Model Y chassis number had SCC (Surrey County Council) added to the Y12345 in the logbook and the car was re-registered in 1961 when the Special builder finished the car. This is despite the fact that the car uses the original Ford chassis with the correct Ford chassis number stamped in the frame. We have also come across Specials registered in Kent with a KENT (plus some digits) chassis number. As you can imagine, this can cause some difficulties in dating a Special that has lost its registration and all the FSOC has to work from is KENT12, for example. It also means that most Specials will still need an annual MoT as they may well have been built in the early sixties.

In these more enlightened times, more emphasis is put on the original chassis number, especially when the Special uses the Ford chassis. This makes it very straightforward for the FSOC to date the car accurately for DVLA and registration purposes. Specials with chassis from, say, Halifax, Buckler or Bowden which have lost their registration may well be in a

position of the Club only being able to date the Ford running gear to between 1951 and 1959. This, of course, is not accurate enough for a date of manufacture for the purpose of an age related application to DVLA. The engine will in most cases be a replacement and will not help to date the car. So, if saving a Ford-based Special from a 30 year slumber in a dusty barn, please bear this in mind. Obviously, if the car comes with any provenance in the way of photos, magazine cuttings and letters then that may ease matters. However the DVLA will normally only accept an old tax disc, MoT or green/brown logbook for the purpose of retaining the original number (what is called a V765 application). To get an age-related registration then we do need to provide that essential date of manufacture which can only come from the chassis number.

Vehicle identity is the name of the game, and enthusiastically chopping up the rusty chassis and welding up a new one could lead you down the IVA path to a Q registration. Repairing the chassis is fine as it does not affect the vehicle's identity.

While on the subject, if your Special is registered as an Anglia or a Popular or even a Prefect four seater saloon then it is wise to get it corrected. Getting the Special registered as an Ashley or Rochdale may be difficult these days if it was not done when the car was originally built in the 1960s. My Nickri is registered as a 'Ford Two Seater Sports' and the Siva as a 'Ford Four Seater Sports'...

The best advice if you have saved a Ford based Special is to contact the Specials Registrar, Ian Woodrow, *before* you contact DVLA or your local office (if it hasn't closed!) and before you reduce the beast to a pile of parts!

You may think that the above is of no concern if you own or buy a factory Upright saloon, but we regularly inspect cars that have

no chassis number (some pre-war and wartime cars were not stamped) and the bulkhead plate is missing. Some cars were fitted with a new chassis due to an accident, and then the new chassis or chassis/body was not stamped. Had the repairers bothered to stamp the chassis then the script would be other than the Ford script. Sometimes they did not transfer the bulkhead plates either! If you buy one of those then some of the above definitely does apply! When the old Ford was a cheap banger, it was common practice to buy an MoT'd car and transfer the bulkhead and registration plates to your other old Ford. I have inspected a number of Uprights where the chassis number does not match the bulkhead plate and/or the old logbook. At the end of the day, the FSOC and DVLA would have to go with the Ford stamped chassis number where present. As I am sure you know, the chassis stamp style is unique to Ford and cannot be copied, which is why we as a Club will always refer to that number.

Don't think that as you have a 100E or 107E, then all is well with the world! On both of these cars the chassis number is stamped on the offside turret top. If someone has welded a plate over a rusty turret top then you could be in difficulty, especially if the identity plate has also disappeared from the inner wing/bulkhead. The FSOC often has a car presented with all of these numbers missing or non-matching old style logbook. As said earlier, we are then in the difficult position of not being able to date the vehicle correctly. As before, please don't do anything until you have got advice from the 100E/107E Registrar, Tony Lloyd.

One useful thing that we can all do is to register our cars with the relevant registrar and give the engine, chassis and, importantly, the Briggs body number (this applies to all Uprights and 100E/107E).

Overheating Sidevalve

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The shield is mounted on the exhaust to manifold clamp.

If you are fortunate, as I was, then the clamp will have long bolts, and the bolts will have heads towards the engine and the screwed threads towards the near-side wheel. If not, you will need to fit longer bolts as described. Before starting, place a jack under the exhaust pipe under the bulkhead, but do not jack it high, just enough to support the pipe. Release the bolts holding the clamp in place and replace the clamp with longer bolts pointing in the right direction. Don't forget to remove the jack after this stage.

Now you can either fit spacer tubes of a suitable length, or a nut onto each



bolt. Fit the heat shield up to these nuts, and then fit the other two nuts to lock in place.

You may need to bend the outside edge up a little to avoid it rattling on the vacuum reservoir.

Dimensions may need a little adjustment to make it fit better, especially the spacing between the holes.

The author still has some pieces of aluminium available for sale (£5.00 each inc postage) if other members wish to make one themselves, as my local DIY store only had sheets 1m x 0.5m at £27.00. Email for availability and address for payment: G.hands142@btinternet.com.