

# News



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Sidevalve



## Features this issue

The Scene in France

[www.fsoc.co.uk](http://www.fsoc.co.uk): an Update  
and Plea

Journal of the Ford Sidevalve Owners' Club

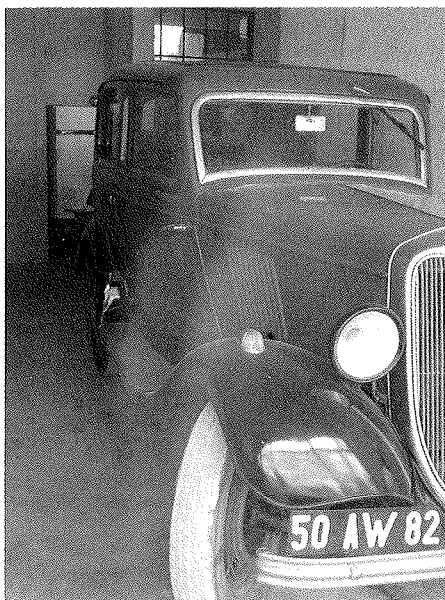
Membership renewal  
form enclosed

[www.fsoc.co.uk](http://www.fsoc.co.uk)

John Porter

## The Scene in France

The classic car motoring scene in France has been growing for some years now. When I first went to France there was little interest and then only in the most obvious exotic examples. Over a period of time the everyday cars from the late 1950s to the 80s have become more commonplace in recreational use during evenings and weekends. The classic car magazine industry is expanding with the publication of monthly multi-marque periodicals and more specialised single marque editions. The latter focus on the popular French cars in preservation: 2CV, DS and 'Maigret'-type Citroens together with the Renault 4CV (like a small VW beetle) and 4 (the highly successful front wheel drive replacement for the 4CV). The Peugeot interest seems to be concentrated on the family size cars like the 203, 304 and 404 from the 1950s and 60s. The three big French manufacturers make up the bulk of the classic car fleet with very few imports seen in the advertisements. The British classic is mainly seen as an MG (and Austin-Healey), Triumph and Jaguar with some interest in the older Land Rovers and original Mini. Not an old Ford to be seen! Well, not exactly. Somewhere near Lauzerte – a 'bastide' in Haute Garonne – I espied the shadowy shape of a Sidevalve in a disused workshop out in the sticks. Unfortunately the place was deserted and I had to cope with taking photographs through the murky glass. Still, it was the first sighting of a Sidevalve in France for all the years that we have holidayed there. Which model was it? It was a Model Y in remarkably good fettle along with the Citroen light truck that was up on stands nearby.



Model Y in an old showroom

The parts situation seems to be well catered for – if you own a Citroen, Renault or Peugeot – but the cost of some re-manufactured parts would make your eyes water! How about £300 plus for a master cylinder for a Renault Estafette van (like the Police used) which is now becoming very much collected and restored? There is a growing number of classic car specialist garages catering mainly for Citroen, Renault and Peugeot but Panhard and some of the less well known makes also get a look in. Prices for the vehicles shown in the advertisements are somewhat higher than the UK, perhaps reflecting the relatively low

*Continued on page 6*

## Membership Renewal for 2011

Enclosed with this issue of *Sidevalve News* is the first renewal reminder notice for your membership renewal for 2011. As you will recall from the AGM the Club has had to put up the membership fee by £1 to enable it to cope with the increased costs of the magazine and the general running of the Club which have occurred over the last couple of years.

Although your membership does not expire until 31st December 2010 it would be greatly appreciated if you would renew as early as possible to take some of the pressure off the membership secretary around the Christmas period. The Club is able to accept cheques, postal orders and credit card payments, or you can use the direct debit form enclosed on page 20. 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 2011 issue of *Sidevalve News* on time you must renew your membership by the 31st December 2010.

Membership cards for 2011 will be sent out with the February 2011 magazine.

There are many advantages in belonging to the Club: spares service, magazine, technical advice, local groups, events, remanufactured items, registrars and free adverts, to name just a few.

The Pop Shopper include 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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Brian Cranswick

The summer months seem to have passed by very quickly and it's now time again to think about going to the indoor shows. The NEC Classic Car Show is always an event that I look forward to visiting and helping out on the club stand.

**24th October, Kent Group Meet, Offham, West Malling.** Details from Richard Greenaway.

**24th October, Restoration Show, NAC, Coventry.** Club stand.

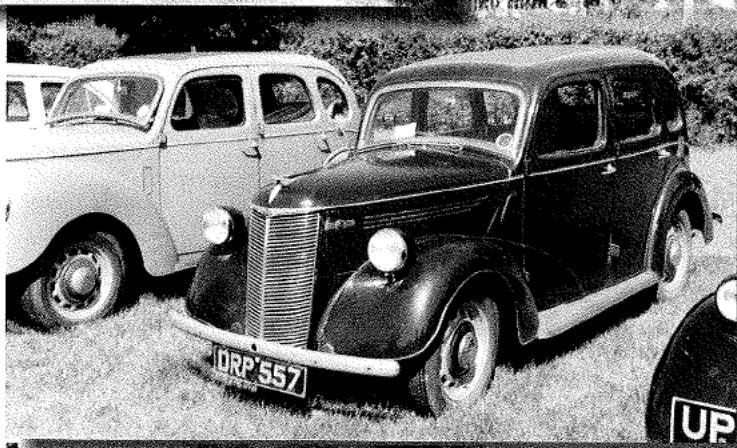
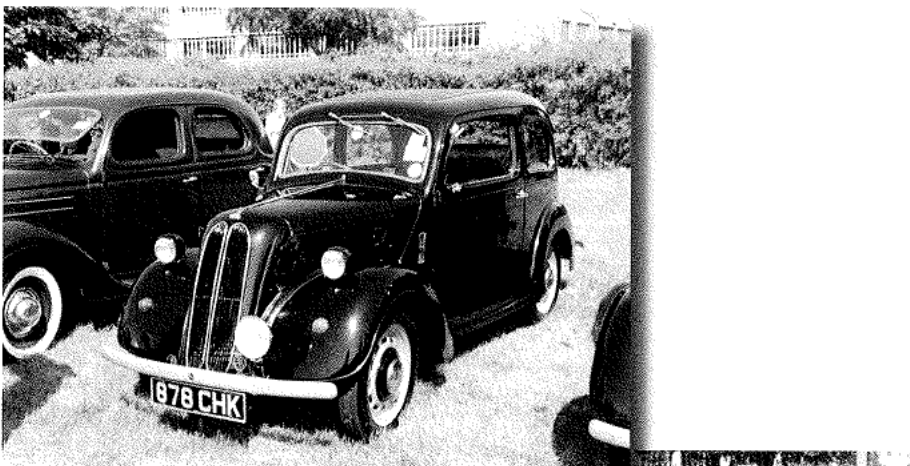
**12th, 13th & 14th November, NEC Classic Car Show.** Club stand. Details from John Porter.

Important :If you are organising a club event or road run, please forward the details

to the events co-ordinator to ensure this is covered under the club's insurance policy.

## Events from the past

These three old photographs were most probably taken in the 80s. Does anyone recognise any of these cars and know where they are now? A black 103E, reg. no. 878 CHK with a very large spot lamp attached to the front bumper: I wonder how bright this would be on a 6 volt system. Also a blue E93A with a Northamptonshire reg. no. DRP 557, and there is another Upright model, reg. no. UPD 223 with just the wing showing in the corner of the picture. Our old club van certainly looks to be in good order in the third photograph.



## Essex

John Hull

Due to other commitments I have not had time to contribute to the last two newsletters. We met at the Huntsman and Hounds on Tuesday 7th September and had a chance to catch up with our news.

The summer started with the Enfield Pageant in May, where Robin and Jennie Thake organised the Club Stand. There was a very good turnout on the Sunday, with members from Essex, Kent and North London, and the weather was kind to us for a change.

In June, Mick, Dennis and I attended a new show at Purleigh in aid of Little Havens Hospice. This was a very enjoyable small show, with some interesting cars and a few very good autojumble stalls, so hopefully this will go from strength to strength in the future.

At the end of June several of us took our Sidevalves to the AGM at Little Hallingbury, which was very well organised by the North London Group. There was a good display of Sidevalves and a delicious buffet lunch. It was good to meet up with members from all over the country and the weather was very kind to us.

In July, Mick and Dennis attended the Matching Green Car show, and Mick won the prize for best classic vehicle with his E83W pick-up. It is nice to see a commercial vehicle given the appreciation it deserves.

Our members have all been busy working on their cars. It was nice to see Paul and Sue Gam's 100E finally up and running at our July meeting, looking really good. Dean has had trouble with his Siva and has had to buy a new engine, so his wife Maggie has to wait a bit longer for her new bathroom! Tony has been working hard on his recently acquired Prefect and has stripped it down ready for restoration. We look forward to seeing the end result. Dennis has been working hard restoring an MG Midget (traitor!).

As for myself, I have been fiddling around with my 103E, fitting a spotlight on the front which Mick kindly gave me (cheers Mick). I am also planning to fit a carb oil bath. I have a problem with knocking from my engine which Mick thinks is a problem with my small end! He has offered to help me look at it when the show season is over: hope we can sort it. In the meantime we are looking forward to our last show of the season at Battlesbridge at the end of September.

If any Essex group members have any news or photos about their cars or any work in progress, you can also email to



## North London

Robin & Jennie Thake

By the time that you read this report most cars will be put away in the garage for the winter. I find that when storing the car over the winter it is best to raise it off the ground to stop flat spots on the tyres. Also, charge the battery up; I have bought a 6 volt smart charger so that it can be left on all the time which should prolong the life of the battery.

This year we have been very busy showing off our cars, with mixed weather from very hot to cool and overcast to very windy at the bank holiday weekend, but we had no shows cancelled due to rain.

We went to Banbury steam show on what turned out to be the hottest day of the year and the car section was right next to a working demonstration with traction engines that produced plenty of smoke and soot from their chimneys; this was not a problem for our black cars but some poor chap near us had recently restored his open-top car, with red with cream upholstery. He was not happy and finished up with his car covered in a tarpaulin after lots of complaining to the organisers.

There was a good turn out of Sidevalves at Hollowell Steam show but as usual the space was very limited. Fortunately Richard and Shirley were there early so they managed to save enough room for us all, close to the toilets! It was our first visit to the Old Ford Rally day at Gaydon which meant a 6.30am start but it was very enjoyable with plenty to see and people to chat to; also, it was sunny and hot. On our homeward journey we decided to go down the A5. This was okay until we got to Dunstable when we joined a long queue of traffic on a hot evening, and yes, the Anglia vaporised so it was rolled off the road and we had to wait for it to cool down. After this incident I decided to change the fuel pump, thinking that it may be getting a bit tired, and I have not had any trouble since although the weather has not been so hot.

Brian Cranswick organised an Eastern Sidevalve day at Peterborough, held at Ferry Meadows. This is a good place for a show because there is lots of space and also it is held in conjunction with the BMC show so there is plenty to see. There was a poor attendance of Sidevalves so I hope another year more members can help support Brian by making an effort to attend.

We had another early start when we went to an air display at Rougham in Suffolk, because we had to be there by 9.00am; a good day's flying of vintage and World War 2 aircraft, and I managed a runner-up prize in the pre-1950 class. The following weekend we went to another flying display at Little Gransden where the conditions were the worst the pilots had ever flown in for a display due to

## Coventry & Midlands

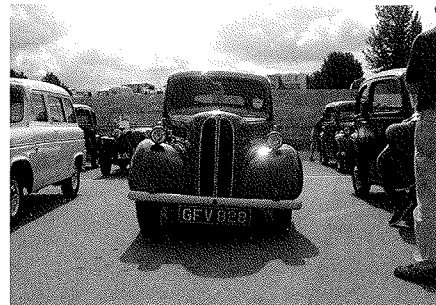
Geoff Hammond

### Old Ford Rally

The Club attended the 2nd Old Ford Rally on the 25th July. We had 20 cars in attendance, slightly down on last year: the usual selection of cars from the family with pride of place going to the two 100E Squires, one early Woody and one late. In all there were over 350 old Fords on display with almost 100 being pre-1940, with everything from Model Ts, Model As, Y&Cs and early V8s. There were even four pre-1910 cars on display – and not just on display but being driven around the parade arena.

Nigel Hilling made a dramatic entrance with the front nearside of his car being

somewhat lower than it should have been. Inspection showed that the Anglia had snapped the front suspension completely off the axle. Nigel's words were. 'Oh, that was what the bang was' and he carried on driving with no suspension. (This is what hill trials can do for you.)



The show itself was larger than last year with an increased attendance of auto-jumpers. With the weather holding up, a good day was had by all.



the high gusty winds. Things were also very gusty when Pip and Rob Forth arrived as he had had trouble with the choke cable and was unable to raise the bonnet of his Prefect in the garage as it was parked too far back. They had an 'interesting' start to the day!

We have also been to the Gunpowder Mills, Buckinghamshire Railway, Capel Manor

and an extremely busy evening show at Harpenden.

On the car front, Ken Finch has got his 100E back on the road looking very nice after a respray. All the car vehicles in our group are running nicely at the moment.



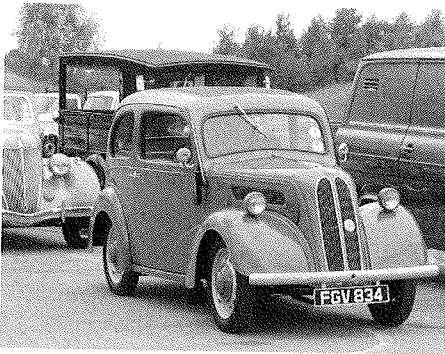
# Regional News

## Bristol

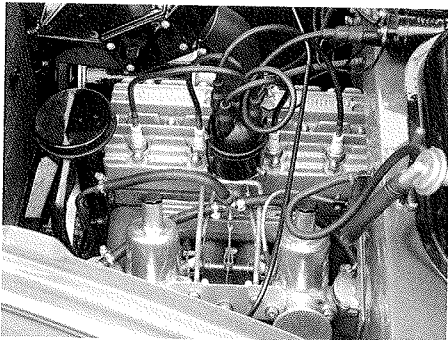
Ivor Bryant

### Old Ford Rally

A good turn out of vehicles.



FGV 834 ...



... and its engine.



Model Ys at the Old Ford Rally (above).

### Intriguing ...

These pictures (right) were taken by a work colleague. The sign in the window is intriguing: if it was bought new in August 1949, and has been in daily use since, and has 22,000 miles on the clock, then it has averaged about 1 mile per day throughout its life!

### Horton Historic Vehicle Club run

The Horton Historic Vehicle Club will be organising a run on Sunday 10th October. Interested parties please phone or e mail me for details.



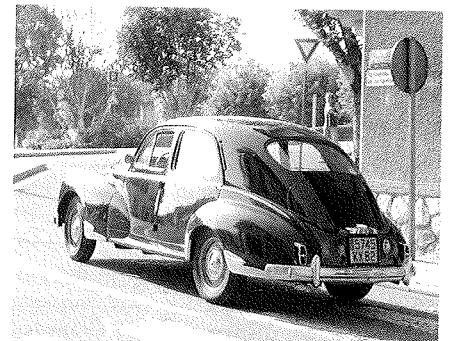
### Editorial

continued from page 1

numbers of survivors. There are clubs and events around the country but of course the distances are much greater between the major conurbations compared with the UK. Having said that, the congestion is nothing like the UK, especially at the weekends, and the state of the roads is generally excellent compared with the potholed surfaces that we endure here.



Panhard awaits refurb



Peugeot 203 out for weekend run

# Regional News

## Cambs, Lincs & Norfolk

Brian Cranswick

### Eastern Sidevalve Day, 1st August

The club meet held at the BL/BMC Rally saw some long queues to get into the Ferry Meadows show field this year. Fortunately no Ford Sidevalves suffered from vaporisation on the day but it may have been a very close thing for some cars. Many thanks to all the members who supported this event. Brian Cranswick (103E), Robin Thake (E04A), Rob Marshall (Model C); all in their 100E Pops, Stuart Cecil, Geoff Hearn, Ken Finch, Trevor Seabridge and Terry Tomlin; Derek Windsor with his 300E which he has owned from new; and Martin Bridgeford in a 107E: this almost represented the full 100E range.

### Ramsey 1940s Weekend, 20/21 August

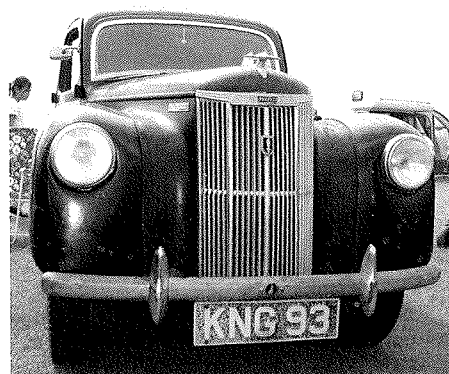
I went along on the Sunday in my 103E, although there was no allocated area for the club. The event is open to later cars and not just restricted to pre-war cars. A number of other members attended: Trevor Kaftan (E494A), Paul Brown (E493A) and Yorkshire member Eric Humbleby with a 1937 Ford 8 Deluxe which he brought along by trailer to the event for the weekend. Apologies to Eric: I deleted the photograph I took of him and his car by mistake from my camera. Bill Buchan attended on the Saturday in his 100E.

### Skylark Country Show, 4/5 September

This show is certainly getting bigger each year. I attended both days in my 103E. Although there was no allocated club parking, on the Sunday we managed by luck to park up four members' cars altogether: myself (103E), Derek Windsor (300E), Pat Swann (E83W) and Norman Wedley (100E Anglia). Bill Buchan (100E Prefect), who only lives less than five minutes up the road, attended on the Saturday. Hopefully with my club recruitment hat on, two new members will be joining up soon. One is the owner of a completely unrestored 1949 E493A, which has just been made roadworthy after being off the road for many years. It has a really good reg. no. of KNG 93 and the car shows a true low mileage of just over 20,000. The other is a former club member who is the owner of a lovely 1955 black 100E Prefect, reg. 922 DMY. His car looked absolutely immaculate after its recent respray. I also spotted at the show a couple of smart looking Model Ys, and a small convoy of 100Es went around the arena headed up by Norman in EFL 318 (see photos).



Above: photos from Eastern Sidevalve Day



Skylark County Show: KNG 93



Skylark County Show: 922 DMY



Skylark County Show: We've got a Sidevalve convoy ...

# Regional News

## Kent

Richard & Trish Greenaway

### Last Event of the Year

It seems a long time since we wrote the last article in early summer, and now by the time this magazine comes out we shall be well into autumn and the show season will virtually be over. The only event left in Kent that I know about is Ofham near West Malling which takes place on October 24th. We have never been before but we have been told it creates a great atmosphere in the village as any old vehicle just turns up as and when during the day and parks up in and around the village, where you are able to purchase something to eat from the BBQ and grab a drink from the pub, as well as having a look around before heading off home as and when you like. Several of the locals are planning to attend so it would be great to see as many Kent members out for the last local event of the year. (For more details please contact us: details on page 2.)

### Polhill Garden Centre, 5th July

The Polhill event was held on a Monday evening, which certainly didn't affect the attendance as there were around 500 vehicles and a huge crowd which all enjoyed a lovely July evening. Representing the club we had Glen in his 100E Escort, John Isaacs out for the first time in his newly acquired 103E Pop, Rod in his Model Y and Terry who bought along Rod's Upright Anglia, as well as ourselves in Patrick.

### Darling Buds of May, 11th July

I don't know what it is about this show but it's always one that a lot of people look forward to each year. Other than the fact that it's held at the farm where the TV series was filmed it's simply a car show with a small funfair and a selection of stalls to look around, but every year it seems to attract around 800 vehicles and gets a huge amount of paying public. For this reason we decided to hold a club stand: only trouble was I didn't book enough spaces as we had 14 cars and only 12 spaces booked so unfortunately the last two in had to park up in the main field. The twelve cars on the stand were Rod Janes in his Model Y; Steve Bond in his 7Y; Glen Woolway with his Escort 100E; Kevin Thornton, John Whyman and Andrew Pitcher in their 107Es; John King and Kevin McGuirk with 100E Pops; ourselves in our Prefect 100E; and John Gowar and Les Harris as well as visitors Martin and Kate Doughty down from Surrey all with their 103E Pops. The two parked in the main field were Keith Barnes and John Martin (new member), both in their 100Es (need to remember next year to book at least 15 spaces).

### White Cliffs Vintage Vehicle Rally, 18th July (held at Dover Transport Museum)

As this event took place in the far south east of the county we decided to organise another club stand so as hopefully to encourage a few of the members from that part of the county who we don't normally see around our area and also to support the few who do make the effort to venture into central Kent. We had eight sidevalves in total: three regulars from east Kent - John Gowar, Andrew Pitcher and Bernard Gardiner - as well as first timer Greg Pryce were joined by four from central Kent - Glen, Andy Main, John Isaacs and ourselves. In addition to the car show there was the museum to look round, as well as a return journey from the museum/Eythorne/ Shepherdswell Train Station which we did on a Routemaster open top bus/steam train. All in all a great day was had by all.

### Coolings Garden Centre (Knockholt), 7th August

Although the day started damp and drizzly, by mid morning the sun was out. We had six Sidevalves in attendance: Tony Young, Sylvia Rolfe and ourselves in 100Es, John Farrer in his 300E, and Bill Headde and Ian Hazon in their Uprights. Also along for the first time was Vic Watts but unfortunately not in his 103E as he was having trouble with his insurance so didn't want to risk bringing his car out.

### Southern Sidevalve Day, Leeds Castle, 14/15th August

The weekend started on Friday afternoon when Glen and I went to put up the marquee: a simple task you may think but with only two people putting up a 30'x 10' garden marquee isn't easy, especially when the rain starts to come down. Never mind: four hours later we made it, albeit a little damp.

Saturday started bright. With mother-in-laws in tow Glen, Tina and we arrived bright and early so the in-laws could get the tea/coffee and bacon rolls on the go ready for the 8:30am rush of hungry Sidevalvers. Whilst we left the old folk in charge of the cooking Glen and myself took on the job of parking attendants and Trish had the job of handing out badges to all those who attended. Many people thought the badges were a good idea as there were several people there who didn't know each other. By 10 o'clock and breakfast over we had 18 vehicles parked up on the stand ready for the day's event: this would have been 19 but unfortunately Bill Headde's car packed up on him after only 100 yards from home, so he had to do a quick change and bring his road car along instead, as he was supplying one of the gas cookers. Of the 18 in attendance John Martin, Andy Main, Tony Young, Keith Barnes, Sylvia Rolfe, Kevin

McGuirk, Glen Woolway and ourselves were in 100Es, John Farrer and Mike Scott in 300Es, and Kevin Thornton and Andrew Pitcher in 107Es; along with five uprights in the shape of Ted Corbin and John Gowar in 103Es, Steve Bond in his 7Y, Ian Armstrong in his four seater Tourer Siva Edwardian and finally Mike Jillions and Angela Hume down from Surrey with their E493A Prefect and E93A Prefect respectively. During the afternoon we did get a hefty shower which lasted for about 30mins so the time spent putting up the marquee was well appreciated by many members. This was a good excuse to have another tea/coffee (even more special as it was made by Mr Bond) and one of Sylvia's lovely chocolate cookies which she bought along to go with the afternoon cuppa.

Sunday followed a similar pattern apart from the fact we had a completely dry day and a slightly lower car count. Of the 12 cars in attendance six returned from the previous day (John M, Glen, Steve, Kevin Mc, Ian and ourselves) along with seven fresh vehicles which included Martin Doughty down from Surrey, John Isaacs and Bernard Gardiner all in 103E Pops, Steve Bigg (Sussex), Peter Hartley (Essex) and John King with their 100Es and finally Gary Haward in his E83W Gown Van. All in all a very good weekend with 25 different vehicles in attendance: the majority went away saying what a friendly social get together it was.

Finally can we give a big thank you to all those who came along and supported the event and to those who helped out by donating items to make it a really special day.

### Hawkenbury Classic Car Show, 29/30th August

This has taken the place of the show which was last year held at Folkestone Racecourse in late September. Although not as large a show as they were hoping for it certainly has the potential to get bigger over the coming years. Although we only attended on the Saturday where there were about 100 cars, I was told there were a few more on the Sunday. With regards to Saturday, four of the Kent regulars were joined by a couple from Tonbridge who brought a 100E the previous Saturday and who only joined the club on the Tuesday. (Sorry, didn't get your names.)

### The Grand Old Timers Rally (Folkestone), 30th August

The following day Steve Bond in his Model Y, Glen Woolway in his Escort 100E and us in Patrick ventured down to Folkestone where we enjoyed a pleasant day on the Lees overlooking the English Channel with France visible in the distance. This is certainly the place to go for reasonably priced ice creams as we lost count how many Steve and Glen got through during the course of the day! We even managed to get



Steve to drive all the way home up the M20 in his Model Y closely followed by the two 100Es. How often do you see three Sidevalves in convoy up a busy motorway?

### Spares Day, 4th September

Five members from the Kent group took a trip up to Abingdon for the spares day and came back with a boot full of spares and near empty wallets. A couple of the purchases involved a long distance phone call to a Kent member who was in Wales for the weekend to check if they were still looking for a couple of items we spotted in the stores. After leaving a message on their answer phone they just managed to call us back within minutes of us leaving, so we had to go back in and make the purchase for them.

### Bits and Pieces

Only a few things to mention this time around. Firstly, a warm welcome to Kevin McGuirk who has rejoined the club now that there is an active Kent group up and running; John Martin who recently sold his 105E and has now gone back to owning a 100E which he says he much prefers (he had several before going over to the 105E); Ian Armstrong with his four seater Tourer Siva Edwardian; and also any other members who have joined the club recently that we have not yet met up with.

I hope all you Kent members out there who have internet access have taken the time to check out the Kent Regional News Page of the FSOC website which is now up and running. This can be found in the members area: the username/password can be found down the spine of the inside back cover of this issue but don't forget it changes every time a new magazine comes out. Although it's early days, hopefully over time we can build on this and turn it into an interesting site for all to enjoy. If anybody out there has any ideas of things they would like to see on the site please get in touch and we will see what we can do. One item which we are in the process of organising is our Christmas meal but unfortunately at time of writing this article we haven't decided on a venue/date so either keep your eyes peeled on the website or give us a ring (details on page 2) during October if you are interested in coming along.

### Change of Monthly Meeting Venue

We are now meeting at The Early Bird Pub, Grove Green, Maidstone (full address on page 2 of magazine) on the third Wednesday of every month.

## Surrey

Mike Jillians

First and foremost, thank you to all those who participated in the club stands which I organised for the Capel Show and also for the Cranleigh show last August.

There was a good attendance and we welcomed newcomers Fred Tutt with his wife Gill who brought along their recently finished 1953 103E Pop. Another welcome goes to Peter Burton whose 1946 E93A Prefect was driven in by Peter McDonald. A welcome also to Colin Beddoes who has a recently restored car but was unfortunately unable to attend either event.



The stand at Capel (most of it shown in the photo) sported 8 cars in total: 3 Populars, 3 Prefects, 1 Anglia and Stan Bilous's Sidevalve Morgan – all Uprights apart from the Morgan! (Are there any 100Es or 107Es out there?) The line-up of cars varied from those with an 'aged patina' to those which had been restored: so, please don't feel your car has to be bright and shiny in order to participate on a future club stand. The more the merrier! We are a friendly bunch and are certainly not snobby about our cars.

For the purpose of arranging possible events for the Surrey area, I took on the role of Surrey contact late in the year and appreciate that people need good notice of proposed events due to planning holidays, work patterns etc. I therefore will endeavour to outline proposed events for 2011 ready for the December and/or February issue of *Sidevalve News*, with repeats/confirmations for the April/June issues.

Although I have a list of Surrey members, I have found that when I have sent e-mails, a good number of them have failed. If anyone wishes to be kept informed of any proposed events etc. please e-mail me, whereby I will then have a correct e-mail address to add to

my 'group' list. If you don't have e-mail, call me and I can add you to my phone list. Don't worry, nobody will be badgered into attending any events!

Events for 'Surrey' members do not have to be confined to Surrey boundaries. After all, some people will live close to a county boundary and will find it easier to attend an event held by another group, or would wish myself to arrange a club stand at a show local to them. Let me know! There are many shows around and it is always possible to link regional areas into one club stand – after all, it is all about the FSOC, not regional cliques. Indeed, my wife and I recently went to a show at the Bluebell Railway (Sussex) – which incidentally would be a good venue

for a 'Surrey' event (something for everyone) – and we also went to the Kent group's event at Leeds Castle (thank you Richard & Trish for the teas and bacon rolls – oh! and for shelter!).

By the time this piece is published we would have been to two shows in September; one near Farnham and one just over the Surrey boundary with Sussex: mainly just for our pleasure but also to determine whether to line them up for the 2011 season. I'll let you know in the December issue.

Anyway, I can propose venues for events, but if anyone has any venues/preferences in mind, please just let me know. All proposals can be investigated and brought to fruition if there is sufficient uptake.

I'll leave you with some food for thought. I'm not the architect of this plan, but there is talk of a Southern Sidevalve Day (I assume Kent, Surrey, Sussex, Hampshire – and anyone else who wants to join in). Imagine; possibly 50 or so? 100 or so? Or even more? Sidevalves in one place? It would surely warrant coverage from local press and various motoring magazines. Maybe the national press/TV could be influenced ...?

# Regional News

## Gloucester, Hereford & Worcester

Len Shorthouse

I took Molly, my 103E Pop, to the Gloucester motor show held at Highnam Hall and met up with one of our 'isolated' regional members, Richard Thornhill. Richard, who lives in Gloucester, would need to travel well in excess of 80 miles round trip to attend any of our monthly meetings. Whilst Richard has a green 1956 Ford Popular 103E, for this show he brought along his 1950 2½ litre Riley RMB. He has recently obtained a 1952 E83W flatbed van for restoration. (I wrote of Highnam Hall in a previous article: built in 1658 and part destroyed in the Civil War, it was the home of Thomas Gambier-Parry in the 1840s. Research him to find out what a full life he had in the art world and domestically!)

Jon Simpson and I attended the Mansel Lacy Soap Box derby event: a splendid day. Not a fun event – people from across the country came with very sophisticated, well engineered carts. Jon's E04C van and my Pop took part in the grand parade up the track at a sedate pace whilst the more sporty types showed what speeds can be obtained over 300 metres from a standing start.

For a club meeting night we had an evening run of around 30 miles with the cars as illustrated in the photograph: Mike Whitworth, Jon, myself and Derek Powell. We were fortunate as the roads were quite clear: some good hills, a number of potholes to avoid and long straights for a 40mph blast. We finished off with enjoyable refreshments at the Last Stop hostelry. The weather was kind and we were able to sit outside for discussion on our current vehicle problems, a few reminiscences on the Ford 'uprightness' on cornering and the state of the country. What bliss!

John Pole attended this run as a passenger with another regular meeting attendee, Dave

Prosser (ex FSOC member and still a Ford car owner) who brought along his Mini. John, as you may be aware, some time ago took possession for restoration of a 1948 E93A Prefect UML 206. Whilst a lot of work has still to be done the vehicle is generally back together with the engine fitted, bulkhead painted and primer painting in progress. John hopes to have this vehicle on the road this time next year

A point to ponder at FSOC monthly meetings is that we in our region have non-FSOC members coming and we find this has resulted in an enhanced interest to attend a meeting with the non-members contributing greatly to our informal discussions. After all, you know what they say about the same 'old' faces.

Jon took his E04C van to the Under Milk Wood road run starting at Bracelet Bay, Mumbles along the coast road to finish at Laugharne Castle. An impressive turn out of cars and commercials, and his van appeared to be the only Sidevalve present. A round trip of over 200 miles which the van dealt with faultlessly.

The following day Derek took his E493A Prefect to the National Transport Festival of Wales. This show had over 450 entries on display: good weather and well organised. All entrants had a free bus ride into Swansea which must have been very educational for the other British nationalities that attended. Although eight other Sidevalve Fords were identified, they had all been converted into Hot Rods. Another long day with a round trip of 200 miles.

I took the Pop to the Lister Tyndale Steam Rally at Berkeley Castle along with Phil Birch who brought his 1938 Ford Ten '7W' Tourer. I parked up alongside another 103E Pop: there was no info on the window, it was not identified in the show programme and nobody visited the car all the time I was present. A note was left on the window to contact Ivor Bryant. A lovely 1934 Ford Y Tudor owned by

a Mr Wookey was the only other Sidevalve on display.

Brian with his Model Y and myself and the Pop along with our wives attended Bromyard Gala. This show, second only to the Welland show, was an outstanding success with over 12,000 visitors. Surprisingly we were the only two classic Fords present. Brian has also been using his E493A Prefect in its capacity as an ex-Herefordshire police car, attending the Help the Heroes show at Thork Morton airfield, and Webb's of Wychbold with the police club.

Derek took his E83W van to Six Ashes, Bridgenorth on the same weekend, where there were over 200 vehicles present. As Derek said, it was a very relaxing and informal affair

For the Welland Steam and Country Rally I took my Pop, Molly, Brian B his 1937 Model Y and Phil Birch his Vauxhall 17 hp Cadet. Dave Sheldon has his passport stamped at the border with his 1954 5cwt van. A big surprise was Tony Mather and wife with his EO4A Anglia, now running and at its first major outing of the year. The 'best' Ford on display for me was the 1929 Ford Model AA Motor Caravan, owners Mr & Mrs Tucker of Thaxted, Essex. Now that was a long way to come!

Finally, Kington Village Show was blessed with fair weather after experiencing weather extremes in the past two years. Brian B and I attended along with Jon Simpson and Derek Powell and their vans. A lovely part of the country.

July is the month for shows in our region with Bromyard, Much Marcle (the same weekend as Stourport on Severn), Rally in the Valley, Bridgnorth and finally Welland at the end of the month. All shows are worth a visit. Why not make a 2011 resolution to visit at least one show out with your region through the appropriate FSOC regional contact?

The weather lately has been good and may the sun continue to shine for the remainder of the year on all FSOC members.



# Regional News

## Yorkshire

Nigel Hilling

### Area News

We were a little short on numbers at the Electra Cinema in July. I hope I managed to inform everyone who normally turns up at the Black Bull of the change in venue. We shall be returning to the Electra for a Christmas do on Tuesday 14th December (there will be no meeting on the 28th December) so make a note now.

We should have had a few cars joining the East Lancs Group on a run up to the British Commercial Museum at Leyland by the time you read this. We are then intending to do a Yorkshire Dales Run on the weekend of either October 16/17th or 23/24th. If you feel you are hearing about events too late to participate then either e-mail me, and I will add you to my mailing list, or telephone and I will let you know of additional events.

The season closer is usually the event at the National Mining Museum at Caphouse Colliery, Wakefield on Sunday 31st October. No entry forms are required – just turn up on the day.

### Newby Hall

We only had seven vehicles on the FSOC stand but there were many more in and amongst the other clubs and other parking areas. Please feel free to come and join us. There was a very nice E83W parked in the commercial section (photo 1) and we had our own commercial in the form of Alan Goodall's E494C van on the stand (photo 2). Despite having an F4 Morgan and Sift Special on the stand the exhibit getting the most attention was Denis Matthewman's Prefect in army drab with camouflage netting (photo 3).

### Old Ford Rally, Gaydon

On leaving Leicester Forest East Services I crossed a drainage gully in the road and there was a loud bang as if I had gone down a large pothole. That was what I thought must have happened as there was no obvious problem with the running of the car. I continued on the remaining 40 miles to Gaydon, only noticing that the car was making a little more noise than usual going over bumps in the road and

Photo 5 below

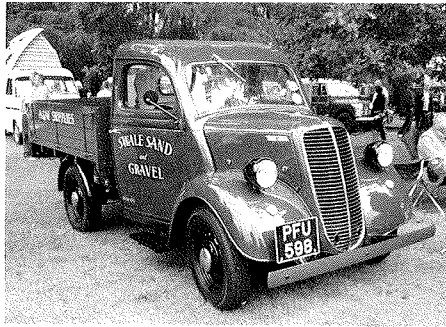


Photo 1

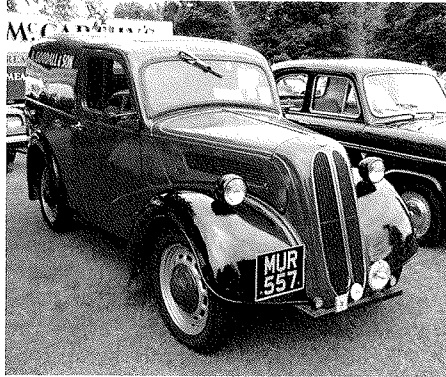


Photo 2

thinking I must investigate further. On arrival Geoff Hammond asked why the car was sitting very low at the front nearside (photo 4) and inspection showed that the bottom leaf of the front spring had broken through and the axle was sitting on the bump stop of the chassis at that side. After a few minutes consideration I decided that if I could drive 40 motorway miles without a problem then the 130 mile return journey shouldn't be a problem either. I therefore enjoyed the day at Gaydon and drove home that evening. The motorway driving was fine although the last few miles on Kirklees's pot-holed roads was a bit bone-jarring, but the resilience of an old Ford was once again proven.

### Northern Sidevalve Day, Hebden Bridge

We had an excellent turnout of about 22 vehicles from the Merseyside, East Lancs, and Yorkshire Groups (and possibly beyond) at Hebden Bridge for Northern Sidevalve Day (photo 5). The weather was reasonable with just a few light showers which didn't spoil the enjoyment of a very pleasant setting alongside the Rochdale Canal and within easy walking distance of Hebden Bridge, once a Packhorse and Mill town but now very touristy. This venue is relatively



Photo 3



Photo 4

central for the three local groups and so it may be worth using this for Northern Sidevalve Day again next year. Please let me have some feedback or alternative suggestions.

### Kirkstall Abbey

I couldn't make this event but I understand it was a good day and the organiser Steve Waldenberg raised £1160 for St Gemma's Hospice. Photo 6 shows Steve McKenna's very nice Aquaplaned Pop alongside a Jowett Javelin in some very picturesque surroundings.



Photo 6





# Regional News

## Merseyside

Joe Wheatley

During the summer of 2010 members of the Merseyside group will have attended around 30 events. Reporting on these will take far more space than can fit in one edition of *Sidevalve News* so I will spread out our reports over the next three or four editions.

### Sidevalves in India

An FSOC member from India has emailed me:

I am Bipin Pole, a member of FSOC (membership number 761, Car M). I would like to know the history of small Ford cars in India as there was no Ford manufacturing plant in India. So I want to know if these cars were exported to India fully assembled or whether they were assembled in India with parts exported to India. Best regards, Bipin.

If anybody can answer Bipin's questions re Sidevalves in India I have his email address and will pass them on.

### Kelsall Steam Fair, 26- 27 June

We were a small group on the Saturday with Jill and I, Bernard Ellicott (100E), Julian Charles (E493A) and Peter Tinsley (E494A). A huge number of commercials, mainly ERFs but with most other makes included. There was a nice E83W pick-up on display but I did not get to meet the owner.



E83W at Kelsall

### Shaw & Crompton Vehicle Rally, 27 June

This is an unusual event held in the main street of this small town on the outskirts of Oldham. The Market Street is closed to all traffic apart from the classics. Bernard Ellicott and Frank Wells with their 100Es; Julian and Neil with both of Julian's E493As; Dave Rothwell, Tony Woostenhulme (Tony's wife Deborah in his Capri Laser) and new boy Geoff Pogeson all with 103Es. Geoff bought his black Pop from Dave R back in February and we hoped to see him out again later this year. Also further

down the street was Ken Riley and family with his 107E.



Jillian Charles's Prefects at Shaw

### Westhead Carnival, 3 July

This is a small village fete with added car show. It was rained off last year and I had not got any paperwork but Dave R, Bernard and Bill Moore (105E) were intending to go so Jill and I took a chance and just turned up. The Carnival does not officially start until 12 but we were there by 10am to find Bernard and Dave there ahead of us. Bernard had arranged with Dave to pop over to use Dave's two post lift to facilitate changing the tail shaft oil seal and prop shaft on Bernard's four-speed gearbox conversion (as described in the August edition of *Sidevalve News*). The nose of the prop shaft was damaged causing the seal to fail after only a few miles. According to Dave, Bernard was at his door at 05.30 so they had plenty of time to fettle Bernard's Pop and be at the show by 09.00! Dave came in a new acquisition purchased from an auction in Norfolk this week: a 1932 short rad Model Y, excellent mechanically with a new interior. I don't know how he finds them!

### St Helens Festival & Car Show, 3 & 4 July

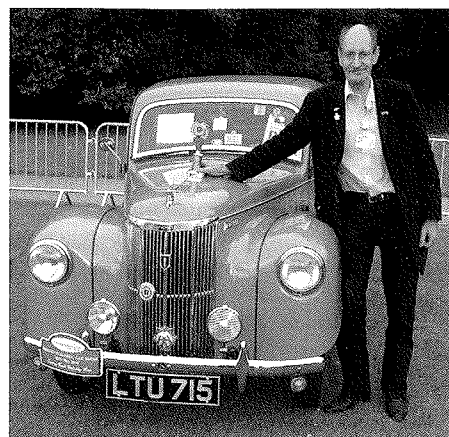
This was the first time I have made this event. Arthur Speakman (Falcon Caribbean) and Dave Broad (300E Van) were here on the Saturday and on Sunday these were joined by Freddy and I, Bernard (100E), Dave Rothwell (black 103E which he sold this afternoon so Bernard had to give him a lift home!) and Julian Charles in his green E493A.



St Helens. L-R: Arthur Speakman's Falcon Caribbean (Best Sports Car); Dave Broad's 300E van (Best Commercial); Freddy, my E493A; Bernard Ellicott's 100E Pop; Julian Charles's Prefect (Best 1950s Saloon).

The turnout of cars was disappointing, and the area reserved for the car display was several hundred yards from the main festival area so we had few visitors. However, we did well for prizes. Arthur received the prize

for Best Sports Car, Dave Broad for Best Commercial and Julian for Best 50s Saloon.



Julian with car & trophy

After the 15.30 prizegiving the council's bouncers were now insisting that no vehicle movements were allowed until 18.00! This was madness as we were close to a public car park and could see the punters leaving while we argued our case. Eventually common sense prevailed and we were allowed to depart. However the low number of cars, odd location and silly rules mean we will probably avoid this do next year, despite all the prizes.

Sadly, this was the last show for Dave Broad's 300E van. Dave has a hankering for something older and open topped so the van has moved to a new home in Birmingham. We still speak to him, though ...

### Cheshire Steam Fair, 10 & 11 July

Dave R arrived in yet another acquisition, this time a black 300E van again purchased from an auction the previous week. It had side windows fitted at some time but these had been removed and side panels welded back in (quite a neat job) though a small bench seat was still fitted in the back. This was only suitable for children due to the lack of headroom. Interestingly the van had used all its water on the way from Southport to Daresbury and did the same on the way home. This was traced to an incorrect radiator cap at a later date.



Dave Rothwell's recently acquired 300E van

The show had the usual eclectic mix of vehicles; a good mix of stalls and the weather was great.

# Regional Report

John Duckenfield

## Northern Sidevalve Day

What an enjoyable day it was! I'm referring to the Northern Sidevalve Day held at Hebden Bridge on 1st August 2010. Enjoyable, not just because several Lancastrians ventured into their neighbouring county on 'Yorkshire Day' and had to suffer the strains of the unofficial White Rose County Anthem, 'On Ilkla Moor Baht 'at', drifting across the showground but mainly because it brought together three FSOC Regional Groups who between them put on a wonderful stand of twenty one Sidevalves at this popular classic car show (photo, right).



## Southern Sidevalve Day

The southern Regional Groups of Kent, Sussex and Surrey met at Leeds Castle near Maidstone in Kent on 14th and 15th of August (photo, below). The weather forecast was not particularly good and this put off one or two possible attendees. Nevertheless, 18 sidevalves made it for the Saturday show and 13 on the Sunday. As six members attended on both days this made a grand total of 25 different Sidevalve owners attending over the two days.

## Eastern Sidevalve Day

Members from the Nottinghamshire, London North, and Cambridgeshire, Lincolnshire and Norfolk Regional Groups gathered together at the BMC/BL Rally and Autojumble, Ferry Meadows, Peterborough on 1st August. There was a good turn-out but with not quite as many Sidevalves on display as in previous years, largely due to the fact that a nearby event attracted several would-be attendees. It was, nevertheless an enjoyable occasion for those who did attend.

For those attending the various Sidevalve Days, that's what being a member of the FSOC is about: getting together with fellow enthusiasts and meeting interesting characters to exchange ideas, tips and experiences of owning and running Ford Sidevalve cars.

## A New Regional Contact

For me, though, there was an added bonus at the Northern Sidevalve Day. A longstanding

member of the Club volunteered (yes, honestly!) to become a Regional Contact. Hopefully I shall be able to provide members with full details in the December issue of the magazine, once the formalities of his appointment have been completed. It's not a complicated or difficult procedure, but the next committee meeting is not until 25th September and articles for the magazine have to be with the editor long before then for publication in October.

## Becoming an FSOC Regional Contact

I believe it is fair to say two things. Firstly, the person concerned was pleasantly surprised how easy it is to become a Regional Contact and secondly, truth told, he was pleased to be asked. He has been a member of the FSOC for over 30 years and sees it as an opportunity to 'put something back' into the Club. Having been involved with a regional group that folded some years ago, largely through a lack of interest by members in the area, he asked if initially he could be a Regional Contact without organising a regional group. If there is enough interest and support in the area then he might consider arranging a regular meeting with fellow enthusiasts sometime in the future. That's quite acceptable! To have over 30 years of sidevalving experience available for Club members in the area to draw on is invaluable. A Regional Group would be a bonus.

## More Regional Contacts Wanted

I'm sure many members would also volunteer to become Regional Contacts if they were approached personally and asked. Indeed, one recently appointed Regional Contact told me that if he hadn't been asked, in all probability he wouldn't have put his name forward and yet he thoroughly enjoys being involved with the Club in this way. Yes, there is some work involved and, yes, it's frustrating at times trying to motivate and encourage members to become involved but the rewards are there for those prepared to make the effort. So, what does it involve and who can become one?

Quite simply, any member (once endorsed by the Club Committee) can be a Regional Contact and it involves doing as much or as little as you are able to manage. There is no pressure put on you at all. The Club acknowledges the great contribution these unelected representatives do for its members and supports them as much as possible. An annual meeting is arranged but attendance is entirely voluntary. Various items for use at shows are also available for any Regional Contact requesting such things, but here again, if a Regional Contact doesn't want them, that's fine.

## What's involved?

Broadly speaking there are two levels of involvement. Several Regional Contacts have offered to be an unelected representative of

*Continued on page 30*





# Pre-War Register

Yvon Precieux

01475 529267

## Registrar's Comments

I cannot complain too much this year about the Summer up here in Scotland as we've had a fair number of good hot days during May, June, August and September, although quite wet in July. Let's hope next year will be a bumper summer? On the register front, certainly quieter this year, although the recession etc. is probably not helping. We do still have a number of new members joining with some interesting vehicles that are certainly new to me.

The Ayrshire Vintage tractor and Machinery rally at Irvine country park was just the one rally this year, a fine venue and a great place to see all types of tractors besides many examples of different makes of car. This year I espied a Model Y, a Prefect and a number of 100Es. Regretfully the Scottish Ford Day was a total washout with heavy downpours literally all day with just the odd respite. Again, a good selection of Uprights and 100E models including vans and estates.

## Footman James

On the issue on Footman James, I had just one email from Roger Steel who commented: *'Having read the article on Footman James, I find the opposite! I have had excellent service for over 10 years with 8 classic cars insured with FJ fully comprehensive at a reasonable cost for them all. I have not put FJ to the acid test – a large claim – and hope I never will, but our son had a write-off claim which was paid. I don't contact them by e-mail but by phone and don't have too long a wait.'* I eat my words from the last issue. Roger has an interesting vehicle and an article is intended in the near future.

## 7Y Roadster

David Barry is renovating a tourer and his car is now very well advanced. He has had some problems with the engine, an early type that was devoid of one piston. For the time being a later unit is being installed. Attention to the tourer's bodywork has been meticulous with a back to bare metal job in a friend's bodyshop. Priming and painting is now completed. What

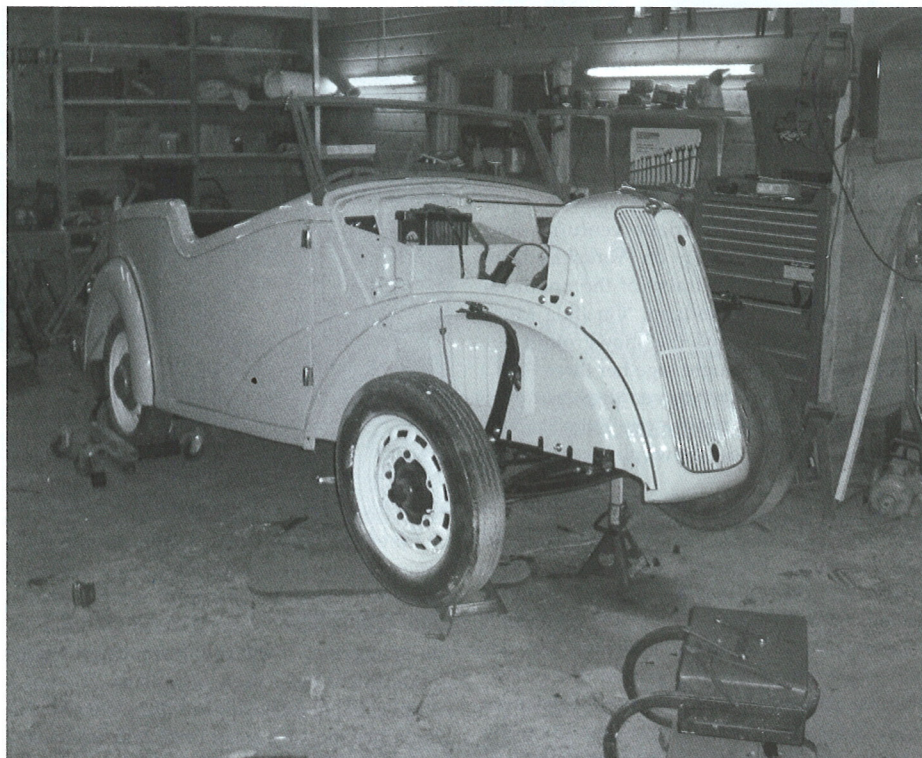
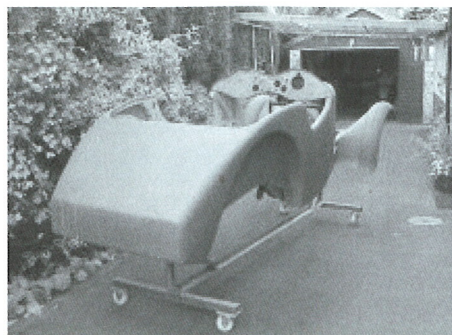
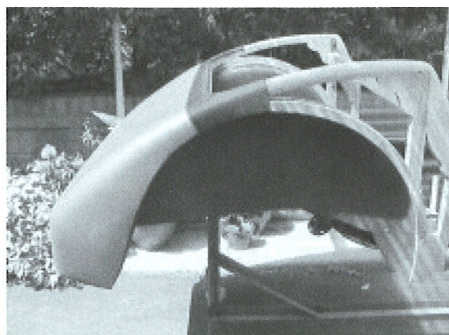


Photo 1

minimal rust was present on the car was soon sorted inside a day, the body shop guys in Dave's own words 'not mucking around in the intention to turning out a beautiful work.' They also kept telephoning with a barrage of questions that with this register's help were answered. Unlike some bodyshops the owner wanted to get things right and to the correct spec, which is good to hear these days. The owner of the premises is a friend of Dave's who has several Model T's restored to museum standard. (Photo 1)

Talking about stock cars in the last two editions, did anyone see the Diana Dor's 1949 Delahaye Roadster, which some have dubbed the most beautiful car in the world? (See <http://www.bbc.co.uk/news/world-us-canada-10975531>.) Dors, who was seen as the British Marilyn Monroe, died in 1984 aged 52. She became known as a 1950s blonde sex symbol but was also well respected for her acting skills. The sky blue car was given to Dors when she was 17 and was described by RM auctioneers as 'extravagant and outrageous – a rolling sculpture, curvaceous, sexy and

Photo 3

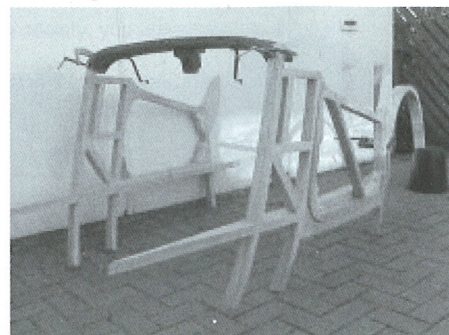


flamboyant, just like its former owner.' It was expected to sell for up to \$6m but went for \$3m plus a buyer's premium of 10%. I wonder what the same auctioneer would identify as an apt description for one of our cars for auction?

## Bessant Special, by Terry Mortiboy

As requested in the Club magazine, I have at last got round to writing a few notes about my involvement with the Bezzant (photos 2-6). I first heard of the Bezzant Special (built and trialled by Jack Bezzant, the famous racing driver and mechanic of the 1930s) when I was on holiday in Ireland with the Y&C Register in 2002. Bob Wilkinson lent me his Club magazine and in it there was an article about the Bezzant that had been recently found in the south of England. By the time I was reading the article it had already been bought by John Griffiths of Ewloe, North Wales. About a month later I was approached by John to see if I was interested in doing some restoration work on the body and I agreed to go and have a look at it.

Photo 4





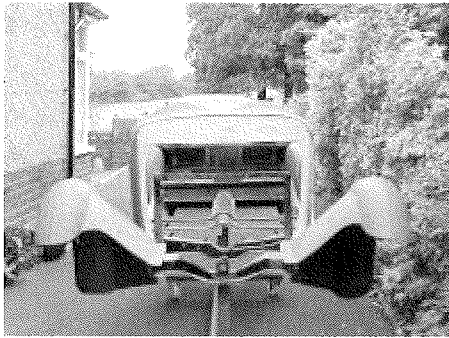


Photo 5

The car was then moved up to Blackburn for a full assessment. First I removed all the metalwork from the ash frame. This was found to be so full of rot and woodworm that it was unusable. A friend of mine, who is a retired wood machinist, agreed to make a new frame with me helping him as labourer. The car only had one door, which was on the passenger side. There was a boot lid in the back but John decided that he didn't want the boot lid, so it was re-made without it. The chassis was badly bent and looked like it had been in a front end collision. All four wings were badly damaged and corroded. These were straightened and repaired, then a new front valance was made and the bonnet and front grille repaired. That just left the body to sort out. I made all new panels by hand but retained as much of the old metal as possible. I also made a new dashboard. All the parts were painted in primer and assembled. With my part of the restoration finished the car then went back to John. That was at the end of 2003, but no further work has been done since and the car is now starting to deteriorate.

**Registrar comments:** Jack Bessant was a former racing driver and Aston Martin mechanic who worked at the Povey Cross Motor company in Horley, Surrey. Like most good engineers, he saw for himself the qualities of the Ford mechanicals, the basis for some of his Specials being the Ford Model Y chassis fitted with open top bodywork. Substantial work was undertaken on the Ford 8 engines with twin SUs, an electrical petrol pump, increased compression, machining of the inlet and exhaust manifolds, balancing of components, stronger valve springs and tuning the silencer. Also included was a Scintilla magneto, oil, rev counter, temperature gauges, a much thicker core to the radiator and a spring spoke steering wheel etc. When new the Bessant Ford was costed at £190 either in the form of a two-seater or as a semi-four-seater. For £210 independent front springing, probably from the Leslie Bellamy outlet could also be obtained. This gave better cornering and more precision to the steering characteristics of the small Ford. Maximum speed was in the region of 68mph. Jack Bessant's expertise was present in the Le Mans private entry of a modified model CX tourer with its detuned 1098cc 7W 10hp engine. The tourer came in 14th, second

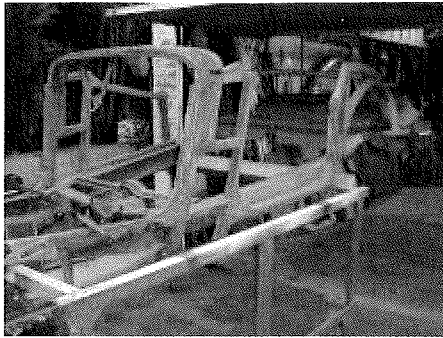


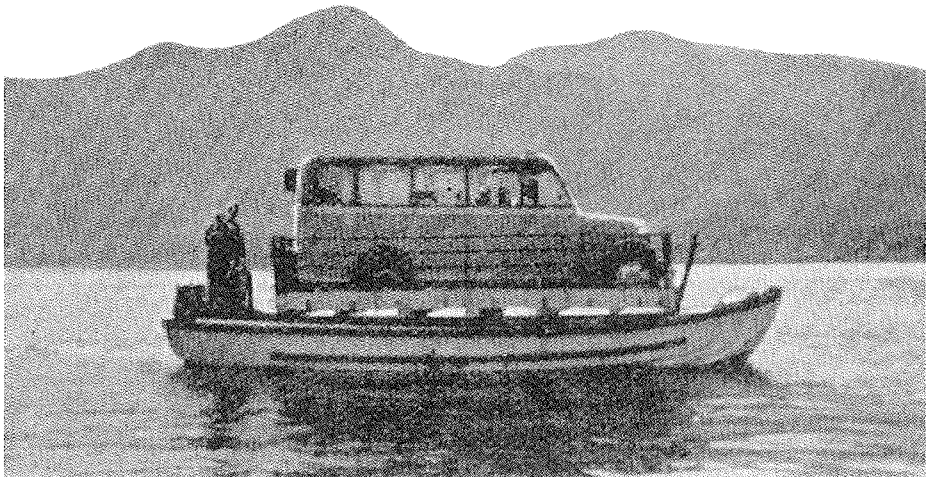
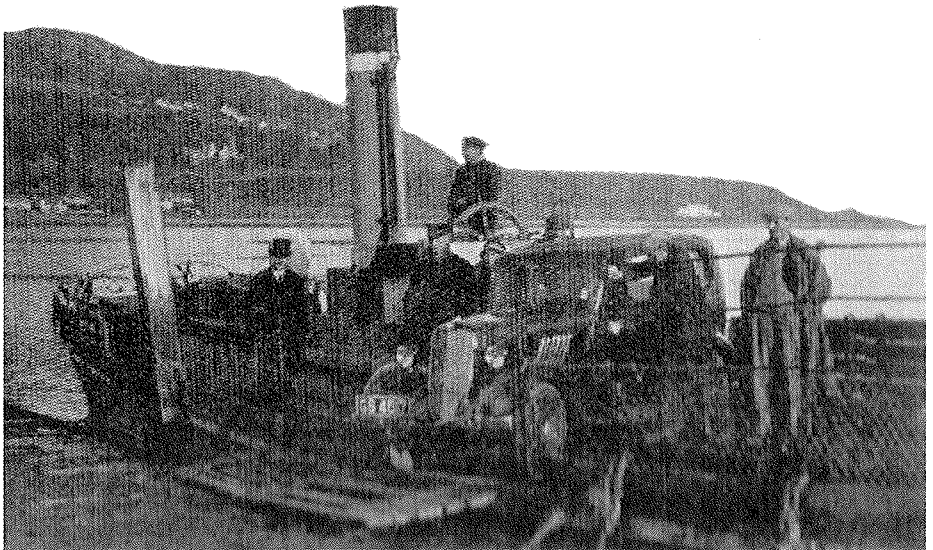
Photo 6

overall and second in its class from a starting grid of nearly 60 cars in 1937.

### New Members

Welcome to Stephen Bond from Leeds with his Model 7Y, and to John Beddoes of Croydon in Surrey and David Gregory from Cheltenham, Gloucestershire with further 7Ys. The initial two vehicles are of 1938 vintage and the third 1937. Also included in this month's membership is Brian Hughes from Weymouth, Dorset who makes up this month's new register members with a 7W. Funnily enough I was travelling down to Devon/ Dorset in July and did see a white Ford travelling at some

Photo 7 (top) / Photo 8 (bottom)



speed in the opposite direction: probably a rodded vehicle but looking quite standard. I would politely ask if all new members could please supply full details of your vehicles so that an up-to-date record can be kept. Also, it is well worthwhile contacting your area group.

### Vehicles and Ferries

Nowadays we don't think twice about getting on a ferry with a car whether it be to cross a river, sea or ocean. Once upon a time up here in Scotland, to get to the various islands a couple of planks of wood and a couple of oars was the best means besides the boat to get one's vehicle across the water. Motorised boats with more space eventually took over and today we have the Caledonian Macbrayne ferries and other independent operators plying their services and taking all sorts of transport across in safety. To give you a reasonable idea of a more perilous crossing, photo 7 depicts a Model Y being ferried across Beaully Firth, Inverness with photo 8 showing Stan Bilous (South East London Group) and his motor home taking the more perilous and cheaper route from the Kyle of Lochalsh to get to Streatham, London. *(Not necessarily true - Ed.)*



# E83W Register

Yvon Precieux

## Registrar's comments

A bit quieter than last year but membership is still on the increase and for those of you who don't know what spare parts are available, have a good look at the spares form and keep Shirley happy by ordering E83W spare parts from the store. New E83W members are still swelling the numbers and John Crowe from Shropshire is the latest to have joined us with an E83W van. History to date is that it was owned by a blacksmith from new, who used it to hold a portable forge: I guess you could call it a 'Hot Rod'. Hopefully we will have a photo and I can include more detail on the vehicle in the next issue. For new members, our contact groups are well worth dropping a line to.

## Armada to Aquila – The History of Vehicle Manufacturing in Hillingdon

Motor cars, lorries, buses, taxis, vans, motorcycles, fire engines, tankers, caravans, bicycles, dumper trucks and even Daleks have been made in the London Borough of Hillingdon and author Tony Beadle chronicles all this, together with over 100 companies that include Anthony Hoists Ltd, the company that made the all steel pick-up body for the E83W. Softbound with some 140 pages and 200 illustrations, the book is priced at £16.90 inclusive of postage and packaging from Panic Button Press, 55 Howletts Lane, Ruislip, Middlesex, HA4 7SA. As a matter of fact bodywork exhibited at the Anthony Hoists stand at Earls Court, stand 98, included a hydraulic tailboard loader with the tailboard in magnesium alloy fitted to a Guy Vixen chassis, a fixed sided all-steel body with hoist on a

## Armada to Aquila

The History of Vehicle Manufacturing in Hillingdon

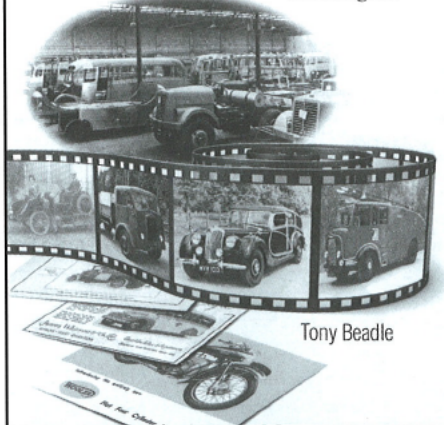


Photo 1

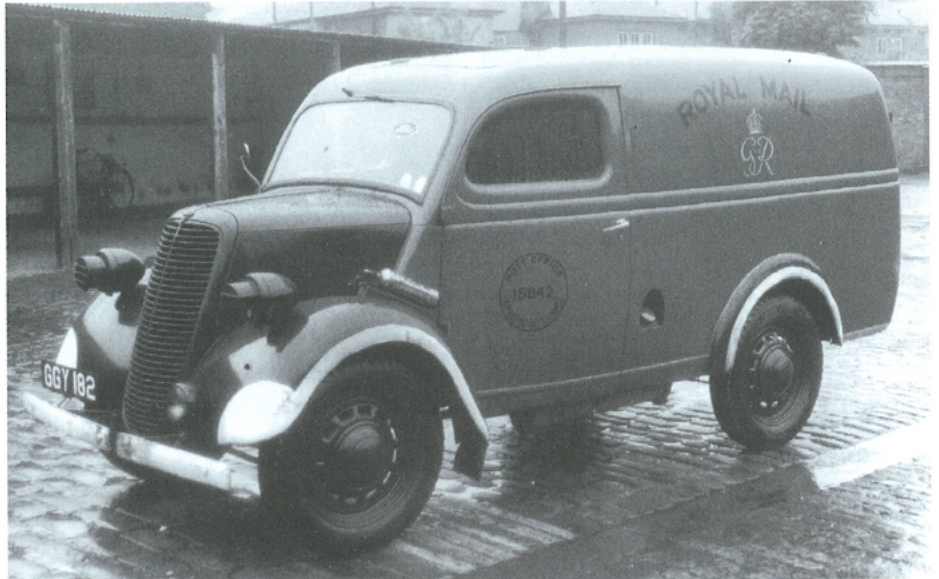


Photo 2, Photo 3

Fordson Thames, a further type of hoist on a Thornycroft Sturdy, and last but not least the special all steel bodywork on the 10 cwt Ford E83W. (Photo 1)

## E83W Queries

Radiator badges tend to generate the most number of queries, with some having the Fordson and others the Thames. This is certainly a good way to date your vehicle. Strictly speaking the Fordson name on the E83W range finally came to an end in August 1952 at chassis number C [redacted]. The change of badging also brought in a new bonnet badge identifying the new range of E83Ws as a Ford Product. Interestingly engine plates can also be seen with this wording although it is more likely to have been established earlier. The later type bonnet plate is similar to the post-war Prefect E493A range. Another change in November 1952 was the use of chrome plated top rings at engine number C [redacted].

The Ford Motor Company's use of chrome was to prolong the life of the piston

ring. Chrome has also been used to coat the combustion chambers of the Ford cast iron cylinder head, initially by copper plating then chroming. This was the thing to do in the late sixties and early seventies for those owners who could not afford an aluminium cylinder head for their special. In June 1953, 10 leaves instead of 13 was provided for the rear spring. Probably better metallurgy and some further economics in their manufacture is nearer the truth. In 1954 twin lamps were fitted as standard as required by the new laws passed. Earlier vehicles were fitted with just the one lamp but were then required to fit either the extra unit or another two depending on where the original was fitted.

## Royal Mail

I mentioned Royal Mail E83Ws in a number of guises a fair number of issues ago. Depicted in photos 2 and 3 are a war version with white painted areas of the wings and special deflector lamps. Note the small fire extinguisher and its attachment affixed to the wing of GGY 182.



## Bodies for Specialised Trade

After the war years the E83W workhorse proved to be the mainstay of many builders and tradesmen throughout the country. Even as late as 1950 Ford were still pushing the specialized bodies that could easily be mounted on the E83W chassis, aimed at builders, decorators, painters, launderers, packaging companies, removers and other small companies besides the major utilities such as the Post Office, rail, road transport and even bus companies as fleet vehicles. Purposely, vehicle publicity was aimed at the use of the E83W chassis to supply small, medium and large body work with the simplified maintenance required on the mechanics. The E83W was aptly designed for all forms of customer abuse that could be identified on a hard working commercial vehicle. Its huge brakes ensured high efficiency for long periods with the clutch requiring little to no attention at similar long periods without adjustment other than checking pedal clearance from time to time. Most important of all was the service facilities provided by the Ford dealerships and Ford organisation throughout the country that were available to all operators at all times. You did not need a salesman, just the facilities, and the fact that so many E83W's in all forms of bodywork are around to this day proves the E83W sold itself to the masses extremely well (Photos 4-5).

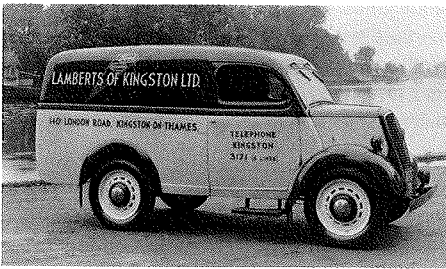


Photo 4

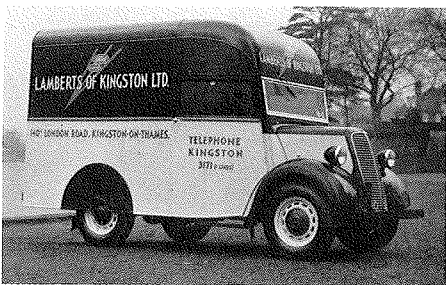


Photo 5

## Wood Green Animal Shelter

This continuing animal shelter has been in the business of caring for animals for some good 86 years and E83Ws have served a fair service. First based at Wood Green, a suburb of London, it has now branched out to other areas of the country. The first Wood Green ambulance is seen in photo 6 and was obtained via subscriptions from animal lovers. Note the rear lettering where it states 'Animals received for painless destruction'. Today this would be more diplomatically put. Note the board also on top of the van roof as it identifies a radio telephone

accessory. This was most unusual and a quite expensive item for a van to be so equipped.

## Snippets

David Locke's E83W pick-up is now up and running. David has had some fun and games with his engine earlier this year, but all matters are now in order and as you can see it is restored to excellent condition. (Photo 7)

## Practical Classics

In September the senior writer on *Practical Classics Magazine*, Neil Campbell, wrote up the restoration story of previous owner Pat Russell's E83W Briggs-bodied builder's pick-up: the magazine should be in all the shops and newsagents. At the time in August, Neil did not have knowledge of the overall weight of the vehicle with this bodywork. He had found the carrying capacity but not the actual weight of the vehicle. In addition he needed to identify how much a vehicle like this would have cost

in 1957. The closest he had identified was the 1949 cost price of £271, with the assumption that the price in '57 would have been slightly different. He promised to credit the Ford Sidevalve Owners Club in the piece, with the comment that the company avidly read every issue of the brilliant *Sidevalve News* and to pass on the editor's regards to whoever was responsible for the hard work in producing such a publication that so often goes without thanks (*I blush but I'm still leaving this bit in – Ed*), so I have obliged. For anyone who has not purchased the magazine and who would like to know the detail, payload is 1,120lbs; unladen weight less fuel, oil, water and spares is 2,044lbs. Maximum gross weight with load, fuel, water, oil and spares is 3,640lbs. Turning circle is 36ft. The price in 1957 was a lot higher than in 1949 (retail in primer) at £372 and total price was more of a shock to the system with the dreaded purchase tax bringing the total price to £436.14s.7p. Despite the cost increase in eight years, this was still a lot less than the E83W's competitors.



Photo 6

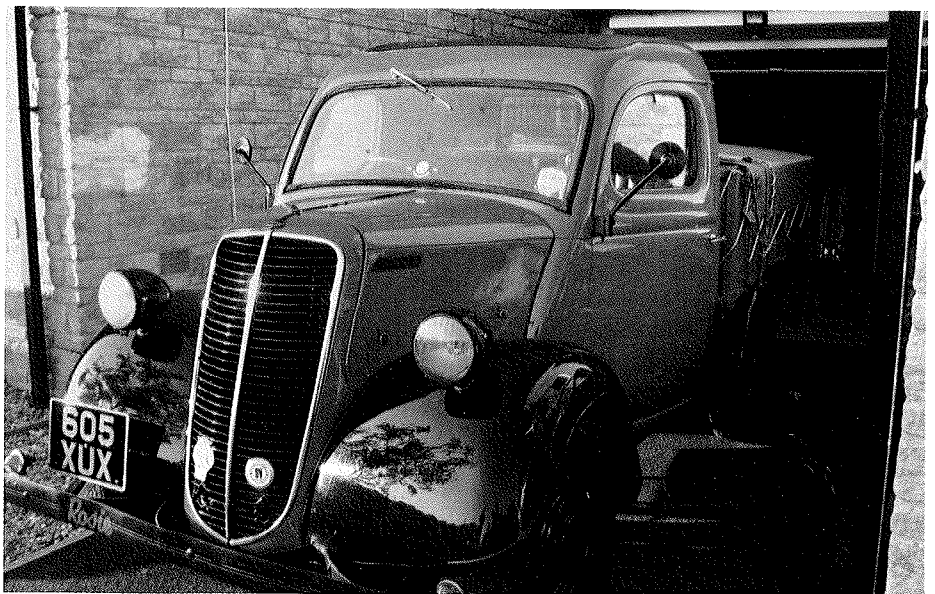


Photo 7



# Anglia, Prefect & Pop Register

Andy Main

## Registrar's Comment

Founder member number 5, John Farrer, is the longest serving club member and perhaps oldest? John is a keen supporter of his local branch, Sidevalve holidays and weekend rally attendance. I have enjoyed many a banter over his 300E with its more mod cons. Rally attendance may also be in his 1964 Ford Thames 400E Dormobile owned since 1966. A freshly made cuppa is always offered and advice/information freely given. I gave John a lift around the arena in my 100E Anglia and on sitting down remarked about the hardness of the original Anglia seats and the reason he changed those on his 300E, for a more comfortable pair from a more modern motor: memories indeed.

## Memories 2: Alderney Anglia

Here is the Alderney story, as mentioned in the last edition, told to me by a man at a rally. Initially he, his wife, young son and mother in law walked past the car, spoke briefly and walked on; a few minutes later he returned on his own. He told me that he had owned a 100E Anglia, and when I enquired where it was he reported the island of Alderney. I told him that I had visited the island for the day the previous year but had not seen the car, having walked around most of the island. Alderney is 3 miles long by 1½ miles wide with a total land area of 3 square miles and only a few miles of roads. The population is 2,400 and it lies 10 miles off the coast of France.

The main town is St Anne and in this town the story unfolds. He bought the 100E Anglia as a young man as his first car and one day had too many pints in the pub. The landlord said he was not to drive home and if he did he would call the police. So he got in the Anglia and set off, soon followed by a policeman. He ran out of road so jumped out of the Anglia and started running down the beach towards the water but was brought down by the chasing policeman. The book was thrown at him, being charged with a number of motoring offences. The fine was beyond his means and his parents would not assist him so the only way was to sell the Anglia. It has been garaged since by the new owner and not used for years. He would now like to buy it back and ship it over. He said that he had never told his wife/son/mother in law the story. I gave him my address and asked for a photograph of the car but as so often happens I have heard nothing. I do not know if the Anglia is still on Alderney but I guess it is?

I asked him what would have happened on the beach if the policeman had not caught you? He replied, 'I was determined to get away and was going to swim to France! I was young, foolish and stupid.'

## Memories 3: Extra Front Seat

A woman looking inside my 100E spoke of a little wooden seat that was fitted between the front two seats: 'I was very young and when we all went out I sat on this seat.' When I asked her how the handbrake could be operated with the seat above it she could not remember but thought that it had quite a short base for her to sit on as she was very small at the time. We agreed that this method of seating would no longer be acceptable.

## DVLA Update

The V55/5 form, which is used for the initial registration of a used vehicle, has been revised to comply with an EU Directive. The revised form is still a 'dual sheet' form but without the carbon paper being visible. The date code of the revised V55/5 form is 2/10. The old V55/5 dated 9/05 is no longer accepted. The guide to filling in the V55/5 form is the V355/5 explanation sheet. They are not available for download but are available at DVLA Local Offices which are only open Monday to Friday.

## Pedestal Prefect

Dave Frost from Essex completed the restoration of his E493A Prefect in May. Nearby to Dave's son's house, where I inspected the Prefect as part of the process to retain the original registration in Wickford, is Wick-Ford Spares which has a black E493A Prefect as its advertisement (below).

Dave called at Wick-Ford Spares as his Prefect was missing one of the bonnet side badges and theirs had a pair intact. Unfortunately, and contrary to the advertising, the Prefect is not for breaking and Dave left empty handed. However, Dave was pleased they were not breaking it as the Prefect is a good advert for his business and also for the

Sidevalve Ford car. From the photograph the doors are missing glass along with the rear window. Whether the owner would swap it for a more modern Ford is unknown. Also unknown is how long the Prefect has been there, but the STD code pre-dates the phoneday number change of 1995.

Are there any other Ford Sidevalves used as advertisements for breakers? Back in the 1960s, and I expect earlier, there was a sports car located on a high pole in a scrap yard beside the A20 at Kingsdown in Kent but this is now long gone. I expect there were others mounted as such throughout the country.

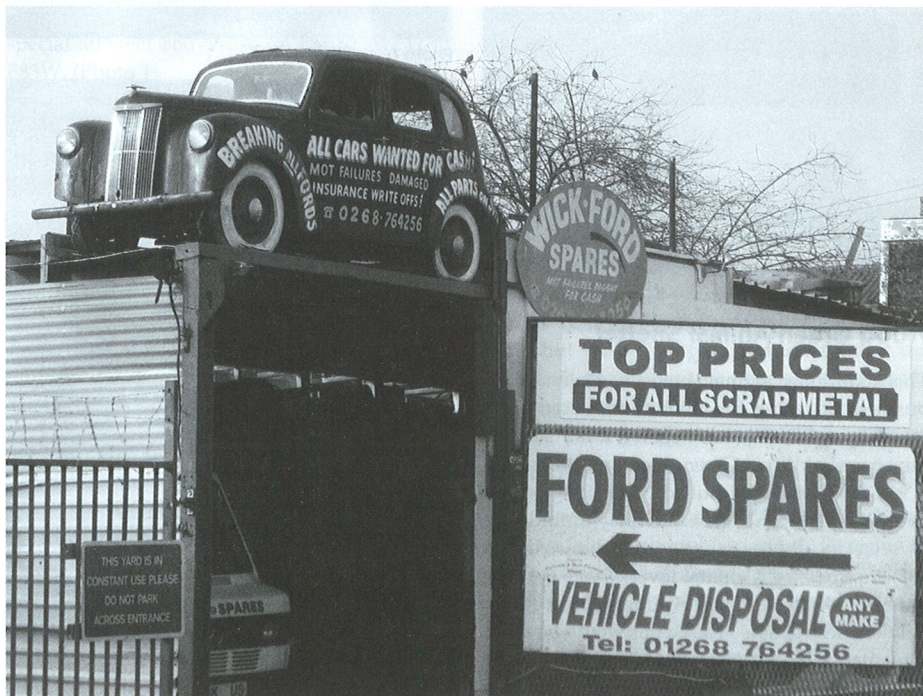
## Registrar 25 Years Ago – Sidevalve News, October 1985

How much should you pay for a 103E Pop? One member had purchased one built in 1958 that had been sold at a farm sale to a local scrap man who was persuaded to sell it for £30. An E494A Anglia in pretty poor condition but with only 13,800 miles was bought for £50.

The BBC in Bristol produced a series called *Big Jim & The Figaro Club*, featuring an E83W 10cwt pick-up and an E493A Prefect MXJ 553 which was in reasonable condition despite its exploits when used in the series: at one stage it was dropped 10ft on a platform. Does MXJ 553 still exist and does anyone have a copy of the series?

Two 5cwt vans were featured: an E04C that had stood in a field in Malvern for 22 years and an E494C which was still working for a living and had recently been taken to Holland for a rally.

Whilst on remanufactured spares the initial batch of stainless steel exhaust systems were sold out within days of the August *Sidevalve News* appearing. Very few radiator muffers were left in stock.





# 100E Register 107E Register

Rob Goodland

Firstly, I would like to say many thanks to John Duckenfield for his series of articles. It is always interesting to hear a different perspective on 100E ownership. I only have limited experience and limited time to work with 100Es so it is great to get a little balance when other people contribute! UJN 626 has been undergoing a little cosmetic work recently, so hopefully some lovely shiny new photographs soon.

It was lovely to see quite a collection of 100E vehicles at the AGM – at least one of each model, in fact. All of the vehicles looked fantastic, clean, shiny, cared for – all except mine! It really is time to start tidying my car up. The problem is that I still use it as a 'normal' car. It has always been a very dependable car and seems to be able to bail me out any time that more modern transport fails me. I use it regularly as a daily car and in some ways I am reluctant to take it off the road.

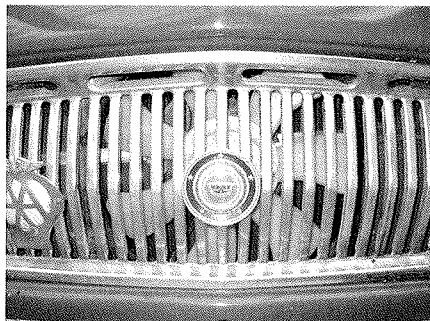
With this in mind, I thought that it was time to look at the other 100E (a green, 1959 standard Prefect), maybe with a view to swapping them over for a while so that the Anglia could get some much deserved attention. I have been slowly trying to put the Prefect back together over the summer. It now has an engine and gearbox in it! My brother happened to be on hand with a camera to witness me doing some work on it. The main problem at the moment is that I took it to pieces so long ago now that I am struggling to find all of the parts. Where the radiator hoses have been stored, for example, is currently beyond me! Parts get cleaned up, one by one, painted and refitted to the engine bay. When it is done, it should look pretty smart...

I try to get things done on it when I can. The next job is a little bit of bodywork, where the front panel joins the wing. Fortunately I have a template of what the flange should look like, so I should be able to cut a new one and make it fit properly. I need to find all the bolts for the wings, too. I am not sure exactly where they are, either. I have started to tidy my garage up, and not before time! I now have a clear bench, ready for some serious sidevalving! The first task is to make the Prefect roadworthy. This should not be too far off. Once I have got an MOT on it, I can start to smarten it up a bit. I have new windscreen rubbers and will fit them as soon as the paint is sorted out. It is essentially a solid car and I am hoping that it will be an enjoyable car to drive!

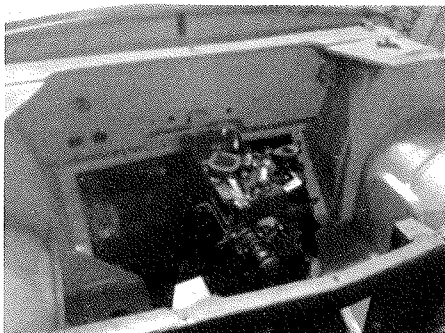
I am hoping to get it on the road soon and start using it gently to find any teething troubles before I need to rely on it. There are so many things to do and not a great amount of time to devote to them. If you have been spending some time with your 100E over the summer, either using it or working on it, then do let me know. I am looking forward to catching up with all the jobs I have to do and spending a bit more time on the register.

Rob Goodland

I have been using my 107E a bit more lately and I am starting to increase my confidence in the vehicle. It is hard to compare it to the 100E, as it is a different creature altogether, but once you are used to having to drive in a 'revvy' way you do tend to get used to it! I need to replace the seals in the clutch master cylinder, I think, as occasionally I get in the car (usually in the morning) and the pedal drops effortlessly to the floor. The fluid just seems to disappear. It could be the slave cylinder, I suppose, but I have replaced the seal in that within the last year. I need to investigate, but for now I keep a bottle of brake fluid in the car at all times, as sometimes I need to top up the master cylinder and pump the pedal vigorously in order to restore clutch operation! I normally have a spare seal kit around but unfortunately this is not currently the case. I have stripped and cleaned up an old master cylinder, in readiness for the new seals, so I am hoping that the swap should be as painless as possible.



I am in the process of making a number of alterations, or maybe improvements, the most significant of which has been the addition of an electric cooling fan. This car *does not* like waiting in traffic, despite a rebuilt radiator, heater matrix and fitting an electronic fuel pump. The temperature gauge just creeps up and up, then the old girl starts to get grumpy ... The fan that I fitted was found on a Toyota at the scrap yard and cost me £3 or £4. It is nice and thin, fits splendidly between the grille and radiator, and is controlled by a toggle switch to the right of the dash. It reassuringly returns the needle of the temperature gauge to just below the N mark, even in the heaviest traffic on a hot day. I really was amazed at how effective this

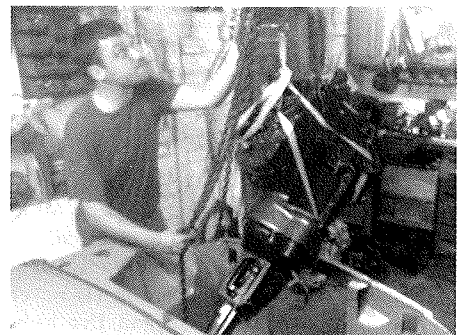


was. I can now use the car without fear of overheating, even in standing traffic. I have retained the standard 2 blade fan also, so I can turn the electric fan off when it is not required.



The original fuel pump was leaking oil so I have taken it off. I guess it needed renovation but the diaphragm kits for the vacuum pump and the fuel pump, although available, I consider to be rather expensive. The only reason that I had retained the original pump unit was for the windscreen wipers, having fitted an electronic fuel pump some time ago. I have therefore temporarily connected the wiper motor directly to the manifold vacuum. The vacuum pump must have been in very poor condition as it really made little difference to the operation of the wipers – they aren't very good currently! I have a plan, though. I bought a vacuum reservoir from the Internet. Not a 100E type, as my washer bottle occupies the shelf where that would fit: this one is from a Ford Ten. It is a lovely rounded oval shape and fits beautifully just underneath the nearside wing. I need to make a mounting bracket for it and to drill a hole to fit the 100E type union/valve unit through the bulkhead. As for the original fuel pump mounting, I have cut an aluminium blanking plate and bolted it over the hole on the engine block.

I bought some micro bore copper tube on the weekend. Now I need to re-route the fuel line under the car to bring the fuel up the nearside of the vehicle. This should help keep things a little cooler and provide a more direct route for the petrol to get to the fuel pump. It is all work in progress really, I am afraid, but nothing that is currently stopping me from using and enjoying the car on a daily basis!





# Specials Register

Rob Daniels

The Shirley has again passed its MOT with no problems apart from a front wheel bearing which needed tightening; this is despite a different inspector doing the test this year. I still haven't got the new garage built, or even the study, so my car files are still packed. Good news is the kitchen is nearly complete, so Mrs Daniels is happyish.

Six new members this month. Gareth Cushworth has joined us with his Siva Roadster, which is the more unusual two seater version. Paul Shadbolt has joined us with a Falcon Caribbean and Michael O'Carroll has joined us with his Ford Transit Special, built by the Transit Company of Cork to compete in the Cork 20 Rally, which it won in 1951/52. It was registered for the road in 1953. Chris Rowland has purchased a 103E chassis for his Autobodies Mk2 body featured a few months ago and has now joined. Cyril Surridge has joined with his very rare series Two Morgan 4/4 from 1959 and Ian Armstrong has joined us with his Siva Edwardian. If these new members would like to send me some pictures of their cars and a short description I will publish them in these pages.

## Unknown Special

Malcolm McKay sent me this picture of an unknown special: it could be based on a Model Y but neither he nor I have any record of it. If anyone has any info on it please forward it to me.



I have received the attached photo from a lady whose father Mr Ernest See was a Marshal at Brands Hatch in the 1950s and he owned many specials including a Rochdale. This photo is the only one she has found so far: do you know what it is? it looks ugly but well built specially the hood. She thinks it is a 'Kent Special'. She is hoping to find a photo of the Rochdale.

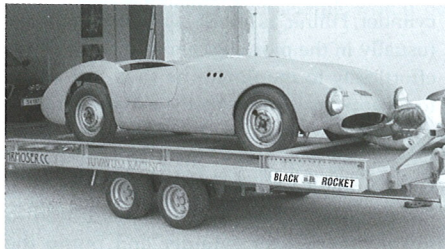
It looks similar to a Peel to me, but can anyone give a true identification?

## The first Falcon?

I've recently been offered a Falcon Mk 1 body w/ original but unidentified chassis from a friend who bought the car a few years ago, intending restore it. He never found the time to do so and I've been

looking for a restoration project to get started in the classic car hobby so it all just clicked into place.

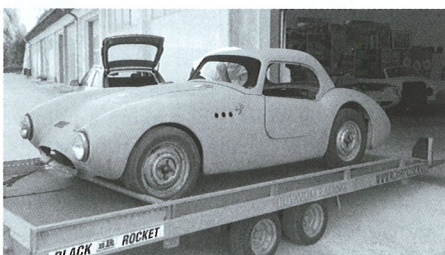
The person that originally found the car years ago in a barn swears that it is 'one of the first Falcon Mk 1 ever built', but since I have zero documentation on the car I can't prove or dispute this claim. What are your thoughts on this?



It is worth noting that the car has a fitting 'Gran Turismo' hardtop.

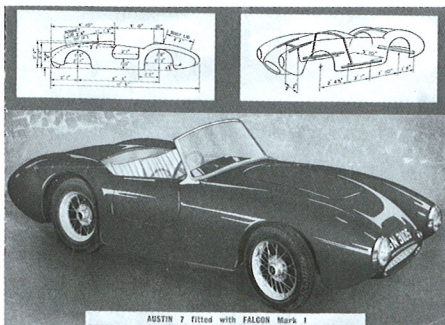
Going through the various Ashley/Falcon advertisements in different issues of the 1957 *Motor Sports* magazine I couldn't find a single one where Falcon mentioned a Hardtop for the Mk 1 but at least two advertisements where Ashley announced a 'GT hardtop' for their 750. They planned gull-wing doors for it but appear to have scrapped that idea after testing. I could scan these advertisements if you are interested in putting them on your page.

Clemens



This is either an Ashley or a Falcon: we can never be 100% as both short and long w/ base moulds were used by Ashley and just the short w/base by Falcon. The gullwing h/tops were made and also those with conventional side screens. There was an early Falcon Mk1 in the south of England a few years ago. This had the remains of the reg number that was used in some of the early publicity.

Thanks for the offer, but I have nearly all of the period ads and all of the Falcon/early Ashley brochures.



If you could send some photos of the chassis, I will try and identify it for you. What engine has it?

Hello Rob,

I picked up the car last night and was finally able to inspect the chassis a bit closer. When comparing it with pictures of Ford 10 and Austin 7 chassis, I really can't find any resemblance.

There is a chassis number stamped in the engine compartment, hopefully that will aid me in identifying what it is (or was): 5L5/14201404

Most of it seems quite custom to me, it even has a double wishbone front suspension.

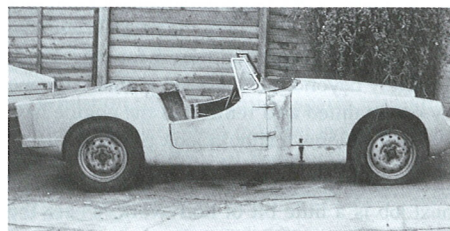
Thanks for the help,

Clemens

It looks a very nice car. The chassis is certainly very modified and has possibly Ford Ten side rails: it could even be a Reliant Fox chassis. I only live two miles from the Reliant factory but know nothing about them, sorry.

## Up for sale

Another interesting car that has come up for sale recently is this TWM. By the time you read this, hopefully it will be back in the hands of Clive Wrenn whose brother made the shell originally.



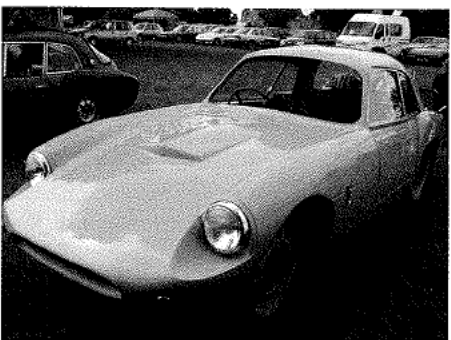
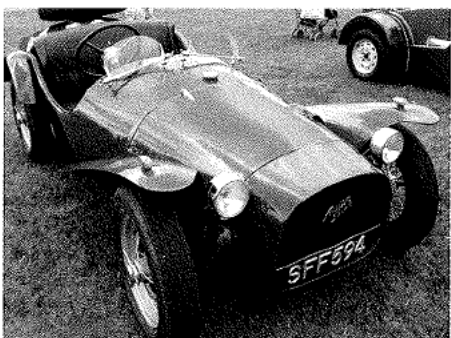
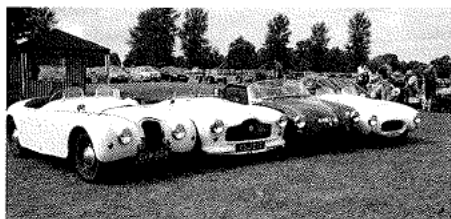
## Events

The Old Ford Show at Gaydon had a poor showing of Register cars with only a Dellow and the Shirleys of Geoff Hammond and yours truly making an appearance. Unfortunately I didn't take any photos.

This year's Historic Specials Day was as good as ever and it still amazes me that even after 20 years new cars to the show still appear. The highlight for me this year was one of the few remaining 1172 racers from the Irish formula of the fifties. We had two AKS together there for the first time as well, one being on a rare Watling chassis and the other being the very same one which was built by *Sports Car* illustrated magazine back in 1960. We had a great turnout of Bucklers including Peter Silverthorne's newly restored Mk10. Notable absentees were models of Siva and early models of Rochdale and Tornado. Very surprisingly I came away with the award for best Ford Ten based car, credit for which I cannot claim as the exterior and interior of the



car is exactly as I acquired it from the estate of Roy Frost who had restored it 20 years ago.



Mark Bradbury

It is now nearly two years since the new look FSOC website went live, and it continues to attract new members and provide a repository and gathering mechanism for classified adverts. In the members-only area it also provides a place for FSOC news, event reports, technical pages, a members' vehicles section and local group specific events, news and reports (accessible by all members).

The website also serves as a perfect vehicle for broadcasting and circulating information that is either too voluminous for *Sidevalve News* or only would be of interest to a minority of members. Another benefit of the Internet is that we can respond very quickly – daily almost, if necessary – which can be very useful if, for example, the date or venue of an event changes.

Whilst the website and its content are ambling along quite nicely, and indeed the local group-specific pages are a brand new facility currently adopted by just a couple of areas, we really need lots more stuff to publish and feedback from the members.

This is where you, the members, come in!

We are desperately short of members' vehicles articles (and what a perfect way it

is to show off your car whether it's a box of bits, a show winning car or just somewhere in between?), technical articles (come on you technical representatives!) and event reports from members – possibly that event that very few members go to but which proved to be very worthwhile, or is situated at a fabulous venue. What about that something Sidevalve related – period stuff perhaps – that you feel needs showing to a wider audience?

It would also be good to get more feedback from you, our audience. We have received a number of comments, mostly good, but would like to hear more and hear more ideas for where we ought to focus our attention on the site's development. Would a forum be of interest, perhaps, or other areas of Sidevalve interest that currently remain untapped? Please let us know either by post at the Pop Shopper address, or more easily by email at [redacted]

We apologise if you have no interest in the Internet but have simply read this as part of the magazine whilst *Eastenders* is on, but to these members we urge them to give the thing a try (the Internet, not the East End London soap). These days most public libraries provide free access to the worldwide web and there'll be someone on hand to help you. Come on in, the water's fine!

The Ford Sidevalve Owners Club Home Page - The Club for the Ford Anglia E494A, Ford Prefect E93 - Windows Internet Explorer

http://www.fsoc.co.uk

Windows Live Ring | What's New | Profile | Mail | Photos | Calendar | RSS | Share | Sign on

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The Ford Sidevalve Owners Club Home Page - Th...

Page | Safety | Tools

## Ford Sidevalve Owners' Club

The best club for small British Fords from 1932 to 1962

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### Welcome to the Ford Sidevalve Owners' Club!

The Ford Sidevalve Owners' Club (the 'FSOC') caters for over 20 different basic models of small Ford Cars produced primarily in the UK between 1932 and 1962, and powered by the 8Hp, 10Hp or the later 100E 4-cylinder Ford side-valve engine.

The early "Upright" cars range from the pre-war Ford Model Y, Ford Model C, Ford 7Y, Ford 7W, Ford Anglia E04A and Ford Prefect E93A, and then the post-war Ford Anglia E494A, Ford Prefect E493A and probably the most well-known of the lot, the Ford Popular 103E - plus various convertible and commercial derivatives (including Fordson) of course.

Into the fifties and the models covered include the all-metal bodied 100E range; the Ford Anglia 100E, Ford Prefect 100E, Ford Popular 100E, plus the overhead-valve engined Ford Prefect 107E - and don't forget their estate and commercial derivatives of course; Ford Thames 300E, Ford EB3W, Ford Escort, Ford Square, and so on.

This automatic sequence of photos shows examples of some of the many vehicles covered by the Ford Sidevalve Owners' Club.

© Internet | Protected Mode | On | 100%

# Tales of BLC

Jim Norman

The troubles outlined last issue were cured as reported, but were overtaken by another set of problems which took a lot of finding. In fairness, they were to a certain extent self-inflicted.

I mentioned some time ago that I wished to replace the engine with the one that came with the car, but which had suffered piston damage soon after purchase. I didn't rush into it because there was nothing wrong with the engine in the car; it was running well and quietly, but by July it had done something over 70,000 miles, and in my experience these engines are good for about 80-90,000 thousand miles. With the rate I use the car, that meant it most likely would be in need of attention within the next year, and I'd prefer to do the job at a time of my choosing rather than have it forced on me. Besides, it's better to strip and rebuild an undamaged and running engine than one needing serious work. What's more, the new engine was now fitted with a Mk II Escort camshaft, very similar to the pre-crossflow GT one, so should prove a better runner.

The new engine had been test run for over an hour on the garage floor and was found to be performing well on a standard manifold system and original Solex carburettor, so no problems were anticipated on fitting. Since we would be using the car on a touring holiday less than two weeks later, this was important. It went in without a struggle but, when started, refused to tick over. Cleaning out the carb did not effect an improvement and on the road, even within the constraints of running in, the engine obviously wasn't happy – a situation which became worse as the it warmed up.

The ignition system was fine, as were the compressions, so the Nikki carburettor was the obvious suspect despite their claim that there is no such thing as a faulty Nikki carburettor (I have to admit, carburettors don't come much simpler; there's nothing inside to go wrong!). Cleaning it out made no difference, nor did fitting one of the spare ones bought for parts, nor did the one I built up from parts from all three spares. And eventually, the time came to depart on holiday.

To cut a long story short, the situation deteriorated. Even with the throttle stop screwed right in, the engine struggled to tick over and the general running got worse. After a particularly bad day, I noticed that it was running on only three cylinders and removing

## Regional Report

*Continued from page 21*

the Club in an area and basically will help members if a request for help or information is made. In addition, they promote the Club locally by, for example, attending local shows and talking to interested parties or by handing out various leaflets supplied by the Club.



The AA weren't needed, despite the problems.

the rocker cover showed that the tappets had closed up, no. 3 to the point where it wasn't closing at all. With these reset, things improved but were still a long way from right. What's more, a bolt securing the water pump had been hanging on by only a few threads. These gave up at the B&B, so a stop to put in three pints of water every hour had to be made.

By the time we reached home, after over 800 miles in the week, the running had deteriorated again as the tappet clearances had again disappeared. With the valves receding at that pace, I decided to fit the head from the previous engine, which restored the status quo. I had decided that I would have to fit the standard manifolds and carb, but first tried the spare(!) Nikki manifold. It didn't fit.

The standard manifolds are bolted together and fitted as a unit but the Nikki alloy one and RHG flowed exhaust manifold were separate items, so the exhaust manifold was still on the engine. The inlet was in position but the rear bolt wouldn't enter its hole in the cylinder head. Careful inspection revealed that the rear branch of the inlet was impinging on its exhaust counterpart, causing it to rock. The first manifold must have been slightly thinner, allowing the bolt to enter, but as it pulled the manifold up it also tilted it upwards, giving a gap along the lower edge – and a massive air leak. A look at the first manifold revealed the marks where the two had been in contact. In

A majority of Regional Contacts, as well as doing all of the above, also organise a Regional Group for members in the area. It's very much an 'us' approach rather than an 'I' one, for very soon members of the group become involved in helping to organise different activities such as car runs, Regional Sidevalve Days, attending classic car shows together and so on. Most Regional Groups

retrospect it might seem obvious, but the two had been together on the other engine for over two years without any problem and the gap could not be seen from any angle.

A few minutes with a half-round file and the manifold could be butted up without any rocking. Everything was reassembled and the engine started, ran beautifully and idled properly. Success at last! In fact, the engine runs very well indeed and has a lot more torque and power than the previous one, but by not using this to the full, it returns a healthy 36 mpg in daily use.

The water pump problem was also cured, although this required the removal of the grille, radiator and water pump to drill out the broken stud.

While in the mood, I did a few other jobs too. I was reaching the stage where it was difficult to see over the top of the dashboard. The driver's seat's removal and dismantling showed that the frame was in very poor condition with many broken springs and supports. I'm not sure how to repair this yet, but have fitted, yes, a spare one which, while having a lot of brown staining, gives proper support. Loose covers hide the marks. And I took the opportunity of the break to get out the Waxoyl and rustproof the undersides. Last winter, despite its severity, does not seem to have done any damage; I want to be sure the next one doesn't either!

also hold a regular meeting at a commonly agreed and conveniently located pub in order to meet up with fellow members and very often, enthusiasts from other car clubs. It's much more of a social evening out than a formal meeting and there is no expectation that the Regional Contact or, for that matter, any member of the group, has to attend every meeting.

# Letters & Emails

## SVN Editor,

### E-mail:

editor@fsoc.co.uk

### Hints, tips and unsolicited testimonial

Dear Sidevalve,

Through bitter experience and advice I offer these tips to help maintain your Uprights.

- George Cave of Banks near Southport has an immaculate E493A. When asked how he maintained such a dazzling sheen on his bakelite he responded 'Brown shoe polish'! I have tried all sorts of stuff but can confirm that a bit of Cherry Blossom or Kiwi brings up bakelite a treat. Just be careful not to get any on the headlining, though it comes off vinyl, leather, paint and glass no problem.
- My window channels and waterstrip around the opening windows have faded from black to grey. Solution? Get a black white board marker (felt tip) and colour them in! Wipes off glass and paint leaving the fabric black again. It knackers the felt tip of the pen but I think one a year would suffice.
- Steering wheel removal. You will need a 40mm socket and a steering wheel puller. Nothing else works. I now have both!
- Steering box replacement. 103E (and Anglia?) boxes are *not* the same as E93A and E493A Prefects. The tops of the column where the steering wheel fits are different: small taper and splined on Pop, bigger taper with woodruff key on Prefects. You have been warned!
- I believe 7Ws and E93As were originally fitted with 17" wheels with 4.5" tyres. (At least all I have seen recently were so shod.) The later E493A was fitted with 16" wheels and 5.0" tyres, though the rolling radius for both is about the same

### Why not give it a go?

If what you have read has interested you but you're still not certain, why not give it a go by becoming a Regional Contact for ... well, however long you want! Six months, a year ... it's entirely up to you! If you find it's not for you, that's not a problem. All you have to do is let me know and that will be the end of it.

### Oh what a beautiful Sidevalve

Dear Sidevalve,

I have been a member of the Ford Sidevalve Owners' Club nearly three years now. Here in Ireland the scene is quieter than in the UK but saying that it is lovely to receive the magazine and to read of the different exploits the Sidevalves get involved in over there.

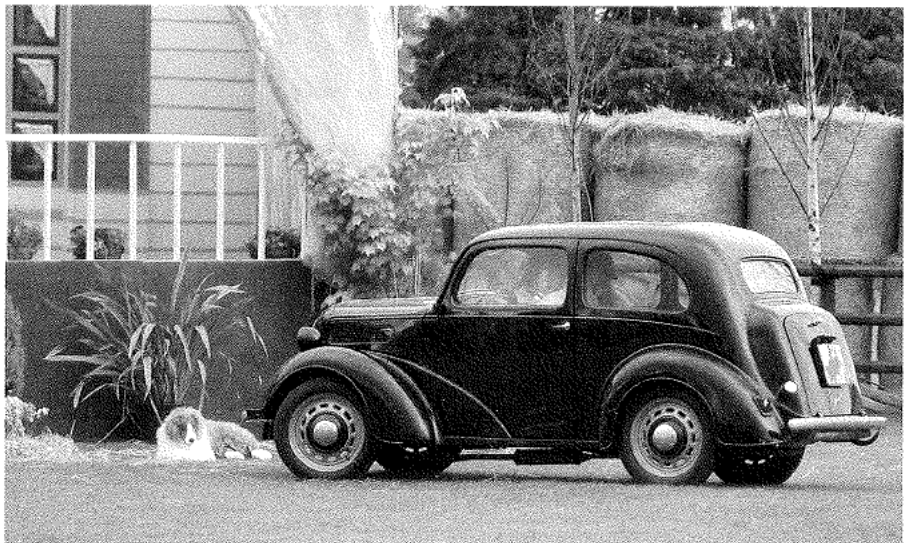
I have a Ford Pop 103E myself that is in excellent order and I do my best to keep it that way. I purchased it in the UK in November 2008 and it has given me sterling service ever since.

Recently I had a request from a local group to use my Pop in an outdoor version of the musical *Oklahoma!* This was to be the first time the musical was to be staged outdoors outside of the USA and was deemed a European Premier. I met the

director who explained what was required: however my singing voice would not meet the requirement to be the driver of the car in the show. I duly taught one of the main characters (Ali Hakim) how to drive the car and all was set. I myself got a part driving a horse and float on and off the set during the show, conveying cast members in and out. I was delighted to be involved in such a mammoth performance which was so successful that it had to run extra nights, had over 200 cast including approx 50 children as well as horses, sheep, cattle, hens, mules, donkeys and the one and only Ford Pop. Amazingly, every time the car drove in to the set the audience cheered. Since the show I have been contacted by three people with old Ford Pops asking how to begin restorations. I have given them all the FSOC address.

Your sincerely,

Billy Maher



due to the lower aspect ratio of the 5.0" tyre. These just fit into the spare wheel compartment. However 16" x 5.0" tyres are no longer available. All you can get is 16" x 5.25". These cause no problem at all on the car *but won't fit in the spare wheel compartment!* I found this out when I replaced my 40 year old 5.0" spare with a well worn 5.25". I now have the spare uninflated and carry a footpump. The alternative would be to carry a 17" wheel with a 4.5" tyre as a spare, as these tyres are still available.

- Alan Weston and Richard McDonald both have Corfe Grey 100Es and have had difficulty getting a good paint match. They recommend Ken and Lyn, 10 Meadow Lane, Dove Holes, Buxton, Derbyshire SK17 8DG. The first point of contact is a mobile phone: 07778 165966 or 07779 143188. Also, tel/fax 01298 814813. I have not used these people myself though I have seen their advert in *Practical Classics*.

Best regards,

Joe Wheatley

If, however, you are interested and would like to put your name forward – you don't have to be proposed or seconded – just get in touch with me. I'll tell you all you need to know and what's involved. Obviously, anyone interested has to be suited to the task and endorsed by the Committee but I believe that for the vast majority of members that is no more than a formality. Any member

so suited can become a Regional Contact so, if you are a recently joined member or a longstanding one, it doesn't matter. If you do decide to give it a go, not only would you be helping the Club and fellow members, I honestly believe you would also be helping yourself. My contact details can be found on page 2.



# Letters & Emails contd

## Beatle phobia

Dear Sidevalve,

On holiday in Sweden last June, I came across the Bergsladen museum near to Ludvika. It covers various topics including toys, office hardware, kitchens, sweetshops etc., but of course also historic cars. There are two halls devoted to cars from the 20s through to the 70s.

Ford Sidevalves are well represented and I attach photographs of a 1959 100E Anglia (below) and what I believe is a Ford Model Y (bottom). The 100E was a present for a young lady who had just passed her driving test. The information plate reads (*sic*):



"Was bought, brand new, at Ford in Ludvika. Barbro Nordsröm had just got her driver's licence (1959) and she really wanted a Volkswagen. But her parents, who cared about her, thought it was far too risky if she would happen to be in a car accident. "The Beatle" had the engine in the back and nothing in the front they thought. So she got a colourfull Ford Anglia de luxe in driver's licence present instead. Not bad for a young girl."

The peach colour is a matter of taste and I've never seen a 100E until now with a chrome strip separating the black roof from the main body colour!

There was no information plate on the Model Y, so I don't know what year it is or any other information. It is one of the few right-hand drive cars in the museum.



Yours,

Robert Powell

## Come on Arsenal

Dear Sidevalve,

I thought you might find the attached photos of interest. They were in a presentation made to my grandfather on the occasion of his retirement from The Woolwich Arsenal, where he worked as a transport manager, in July 1961. There are quite a few Sidevalves along with various vans, motor cycles, tractors

etc. which I understand made up the transport fleet at that time.

I have also included a steam engine photo which may be of interest: these were part of the extensive railway network which served the Arsenal.

Best wishes,

Mike Holmes

