



News Sidevalve



Volume 22 · No 6 · December 2005



Features this issue

100E Colour Supplement

E83W Holiday in NZ

Monarch Tractor

Journal of the Ford Sidevalve Owners' Club



Sidevalve News

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Cover photograph: 100Es at National Sidevalve Day, Kemble, this year. taken by Peter Williams.

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The FSOC is run by a committee of volunteers, who are unpaid and run the Club in their spare time. Please write to the correct official, stating Membership Number and enclosing a SAE. Please telephone at stated times only.

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100E/107E	Tony Lloyd, 16 Harvard Walk, Elm Park, Hornchurch, Essex, RM12 4BB

Area Groups

Local area groups are organised on a voluntary basis. Their interests can include social gatherings offering mutual help and advice, outings, events and even holidays. To start a group in your area please contact the General Secretary. When telephoning, please call between 7.00pm and 9.00pm ONLY.

Bristol and South West	Ivor Bryant 01454 411028. <i>3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.</i>
Cambridgeshire	Brian Cranswick 01733 203776. <i>Please ring for details.</i>
Coventry and Midlands	Position vacant. <i>2nd Tuesday: new venue to be decided. Contact John Porter on Sv1172@aol.com</i>
Devon and Cornwall	Ian Rooke 01752 266018. <i>Please ring for details of local activities.</i>
Essex	Roger Birdseye 01589 950582 and John Hull 07763 810386. <i>1st Tuesday: The Maypole, Lambourne Road, Chigwell Row, Nr Romford. 7.30pm.</i>
Glos, Hereford and Worcs	John Pole 01684 564829. E-mail: john@polej.freeserve.co.uk <i>3rd Thursday: The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.</i>
Hampshire	Mick Crouch 023 8069 2359. <i>Please ring for details.</i>
London North	Robin Thake 01279 659245. <i>1st Monday: Bunch of Cherries, Hatfield Road, St.Albans, Herts. 8.00pm.</i>
London South East	Stan Bilous 020 8764 7068. <i>Please ring for details of local activities.</i>
Merseyside	Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR E-mail: joe@ajwheatley.freeserve.co.uk Mobile 07831 622075. <i>2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm</i>
Mid Wales & Borders	Dennis Duggan, Rock Cottage, Brook St, Welshpool, Montgomeryshire, SY21 7NA. 01938 555574. E-mail: djduggan@supanet.com
Northamptonshire	Danny Moody 01604 810095. <i>1st Thursday: Stags Head, Earls Barton. 8.45pm.</i>
Central Scotland	Robert Traynor, 01355 242260 (8-9pm), E-mail: upright59@aol.com <i>1st Thursday: Springfield Key Pub off Paisley Road, West Glasgow. 8pm.</i> David Taylor 01323 845001. <i>3rd Wednesday: Barley Mow, Selmeaton, A27. 7.30pm.</i>
Sussex	Tony Russell 01737 221578. <i>Please ring for details of local activities.</i>
Surrey	Nigel Hilling 01484 843115. <i>Last Tuesday, please ring to confirm venue.</i>
Yorkshire	

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Sweden	Borje Jernheim, Tennisv. 33 19277 SOLLENTUNA. Tel: 08-754 3032

Editorial

John Porter (Chairman)

Silver Anniversary Celebration

In November two of our members reached the landmark anniversary of twenty five years serving on the committee. On behalf of the club I would like to offer congratulations and many thanks to Andy Main (Anglia, Pop and Prefect registrar), and Yvon Precieux (Pre-War registrar) for their years of service to the club. It shows their outstanding commitment to the humble sidevalve and to the club. Both do a lot of work for the club, all unpaid, so let's take this opportunity to celebrate and thank them for their contributions.

MoTs - An Update

VOSA - the Vehicle and Operator Service Agency - has clarified the situation regarding the newly computerised MoT system, after criticisms from classic owners about having to pay more. Following the introduction of the rigidly controlled new scheme, cars which didn't pass the test were being charged a full retest fee even though they failed on quite trivial items or were left at the garage for work to be done.

The computerised system, which has been rolling out in garages nationwide since Spring 2005, requires testers to go through a checklist (from the VOSA computer) and has resulted in vehicles which initially failed having to go through the entire test again after rectification had been carried out. Accordingly, owners were usually charged the full retest fee because examiners were compelled by the software to go through the MoT checklist item by item for a second time - even if specific areas of the car had passed first time around. This contrasted with the old, pre-computer system, where testers normally just tested, repaired or refitted parts, and could also use their discretion about whether or not to charge a second fee. Most chose not to - especially for regular customers, or if the car was left at the garage for the repairs to be carried out. The sudden change to charging for retests came as an unpleasant shock for classic car owners, many of whom regard the first MoT as an inspection and guide to what has to be done to get that vital certificate. Even more of a shock was the extra £45 added on to the final bill - to be fair, we shouldn't expect to get the pre-MoT inspection done on the cheap, as most small garages are on £40 plus per hour these days!

VOSA's new plans, due to be introduced from August next year, will propose that a retest of trivial items repaired should be free if the car is returned for examination before the end of the next working day. There is now a specific list of trivial faults that includes such problems as headlamp aim and windscreen

wipers. For more serious faults, a maximum retest charge of half the full fee would be applicable provided the vehicle is repaired and returned with 10 working days. Testers will have the discretion to discount their fees for retests if they wish (although this is not what I was told by one local garage!).

The rule change - which should restore the old established regime whereby cars with minor faults have a free retest - is welcome news for classic owners and should result in having to spend less money each MoT. Jim Whyman, secretary of the Federation called the proposals "a very good move forward" and also praised the way VOSA explained the issues (during the presentation at the Federation AGM) saying it was excellent, with everyone who asked questions having straightforward answers. There was a spurious question from a member of the audience who wondered how the computerised system would brief a tester faced for the first time with a veteran car with plain journal wheel bearings which need a fair amount of play in order to work..... not something that affects the excellent sidevalve engineering from Ford. The answer that involved using the VOSA helpline was not to the questioner's liking and I had the feeling that the question was perhaps rather more mischievous than genuine.

Pay By Direct Debit

The FSOC is now able to offer Direct Debit for paying the annual subscription, so UK members have another option for payment. Our Treasurer (Tony Young) points out that direct debit mandates can only be raised against UK banks, and overseas members should continue to use credit cards or Sterling cheques payable in London. There is now no reason not to "sign up" today!

Christmas Greetings

It just remains for me to wish you a very merry Christmas and a Happy New Year on behalf of all the committee. Here's to a happy year of sidevalving in 2006!



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Events

John Porter

The final events of the 2005 season have just finished - these were the National Restoration Show and the International Classic Car Show. As luck now has it, these two shows are both in the Midlands and the Coventry group has a club stand at each. By way of more complication, the clocks go back and so the packing away of the club stand into our transport takes place in the dark! The two events take up four days and one evening. Both events are, however, firmly fixed on our calendar, despite the strain placed on our families.

NEC

The NEC Classic Car event, in particular, is the FSOC's chance to showcase our cars to the public and other club members that care to visit us (see photos and report on next page). Some visitors still tell us that an upright or 100E was their first car or their parents car, but more and more have come to the stand to find out about our cars with a view to restoring or buying a sidevalve. At the NEC, we had enquiries from at least five young enthusiasts who had recently acquired an upright, 100E or Ford sidevalve based special. Club members on the stand exchanged contact details so that they could support and encourage their protégés. Perhaps the tide is turning just when we thought that our cars will be buried with us - like Viking warriors with their shields and weapons. If that is unclear, then what I am getting at is: there has been much discussion about the increase in average age of the club members in the classic car movement. There is no need for me to remind anyone that the interest of the younger generation in our cars is essential to continued success of our club. If any member knows of a young enthusiast who owns one of our cars, then please encourage them to join us and perhaps send some photos and words to put in the magazine.

NAC

The FSOC was represented at the Restoration Show (NAC) by the Nickri and Peter Norman's beautiful pale blue 100E Popular (see photo right). This recently restored car is a tribute to the Norman brothers' workshop skills and the car was a magnet for visitors throughout the day. Both cars generated many different enquiries, both technical and club based, and we hope that some of the membership forms arrive at the address of Jennie, our membership secretary.

All Ford Rally

At the All Ford Rally, there was a good turn out of the old regulars on the sidevalve front with David Taylor's stock car resplendent in red and white livery. This car is based on an un-restorable 103E and is campaigned by

David in the same fashion as it's inspiration in the '60s by David's uncle. Full history to follow in another issue - get writing David! (see photo right).

2006 Club AGM

Advance notice: the 2006 AGM will be at the famous Coventry Transport Museum, Coventry on Saturday 29th April. No excuses for not coming along, as this is a museum that is well worth visiting and you get a free lunch to boot! You may remember that we had an extremely successful AGM at this venue some years ago. Although Coventry was the centre of UK car manufacture, Fords were never built in the Midlands, however the museum does contain some Fords and of course plenty of the "opposition"! Besides the cars, there are many examples of the other Coventry specialities - motorcycles and bicycles. There is also a shop so that you can buy some mementoes of your trip to the Midlands.....

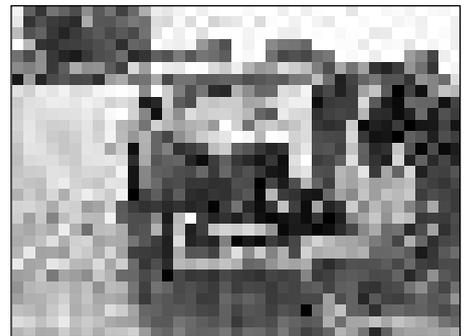
Events Diary 2006

2nd January. Donington International Classic Car & Bike Show at the Donington International Exhibition Centre, Derbyshire. Junction J23A/J24 M1 on A453. Somewhere to spend your Christmas money? Check the Greenwood's website www.classicshows.org for more details.

8th January. The Great British Autojumble - perhaps the best start to the year and a chance for you to get the bits you need to finish the winter refit?

8th January. Enfield New Year Autojumble at the Museum building, Whitewebbs Road, Enfield, Middx from 10am to 4pm. (Junction 25 on the M25).

15th January. "Bitz & Pieces" at the Malvern Three Counties Showground, near Malvern. All inside and over 250 stalls to get stuck into!



David Taylor's Stock Car at the All Ford Rally

28th and 29th January. Bristol Classic Car Show at the Bath & West Showground, Shepton Mallet, Somerset. Club stand and cars are needed, so contact Ivor Bryant to get your sidevalve on the stand.

March. Spring Classic Restoration Show at the NAC, Stoneleigh, Warwickshire.

29th May. Crawley classic and American vehicle show. Still free entry. Look at the website for more details and application forms: www.crawleyclassiccarshow.co.uk

3rd - 10th June. SVHoliday in Cromer, Norfolk. Contact Jennie Thake on 01279 659245 for details.

June 17th & 18th 2006. Welshpool Festival Of Transport. at Powis Castle Showground, Welshpool, Powys. All classes of vehicle welcome. welshpoolfestivaloftransport.co.uk

Every 2nd Sunday. South Midlands Monthly Classic Car/Bike Meet. From 11 am till 3 pm, taking place in the grounds of the Britannic offices near Wythall, Birmingham. Dates for 2006 are: 8th January, 12th February, 12th March & 9th April. Telephone Andrew Lyndon on 01564 822800 for details. Over 400 cars there in the summer and around 200 in the winter.

Peter Norman's blue 100E at the NAC Show



NEC Show

Mark Bradbury

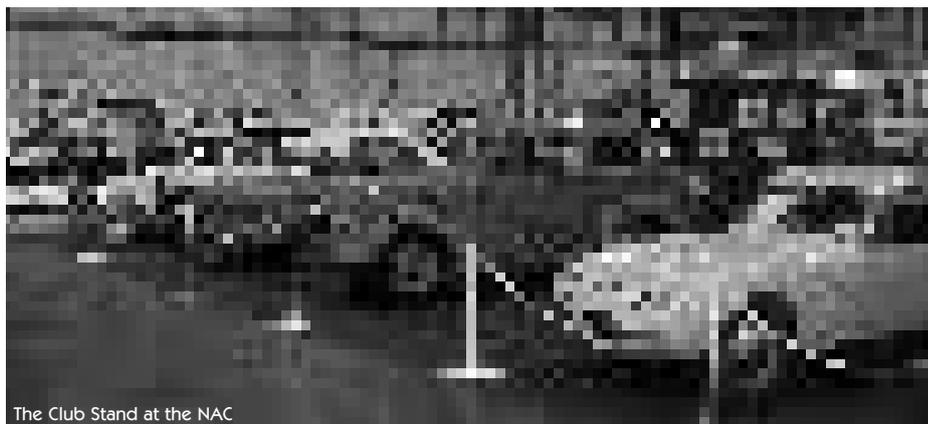
“The largest indoor classic car show in Britain” is how the NEC show has been dubbed, certainly this year and possibly previously, not that I’ve noticed. It must be one of the more expensive shows, largest or not, at £12 admittance and £7 for parking, and that’s for the traditional Saturday and Sunday; the so-called ‘preview’ Friday introduced last year costs a whopping £17 to get in - I’ll leave you to do the sums and work how much the traditional family outing would cost even before any refreshments or other purchases.

As always (well, except for the year when someone upset the organisers...) the Coventry and Midlands Group of your beloved Ford Sidevalve Owners’ Club had a stand at the show; I was able to attend on both the Friday and Saturday and I felt the event really was better than ever. There seemed to be more variety of the common-or-garden car clubs present with less emphasis on the more prestige end of the market; even the number of car dealers seemed minimal, most being rather nicely poked out into a smaller hall all by themselves (well, nearly) - also, whether it’s a sign of the slight lull in some areas of the markets these days or not I don’t know, but even by the Saturday afternoon, very few of the cars had a “Sold” sticker on them.

Preview Friday

Naturally, given the cost and Sidevalve stand busyness permitting, the preview Friday is quite a pleasant day to choose for a bit of a wander around the show; one never felt crowded, the usual hustle and bustle around the brochure and polish floggers (sorry, ‘autojumbler’) remained comfortable. In fact on reflection, it may actually be well worth the extra fiver!

Following the endless repeats of ‘American Chopper’ on the Discovery channel, I was nonetheless slightly surprised to see a huge stand devoted to the programme - especially at a car show! Never mind, each to their own I suppose.



The Club Stand at the NAC

In contrast, I wasn’t at all surprised to see ex-Vet Mark Evans flogging his latest offering: ‘An MG is Born’; he was on hand most of the weekend doing talks whilst various people on the accompanying stand were hard at work trying to persuade the poor unfortunates to part with their hard-earned cash for any of the ‘Blah, blah, blah is Born’ DVDs. The completed MGB roadster was on display too and very smart it looked too in its silver paint and red leather interior although at £18,000, I don’t think it’ll find a new home right away (it didn’t even have a new shell, nor the usually more desirable V8 engine).

Back to Ford and a quick squint at the new Jaguar coupe on show on the manufacturer’s own stand reveals it as absolutely fabulous - finally something to really entice the young affluent buyer away from Stuttgart’s and possibly even Newport Pagnell’s finest offerings, shedding the unfortunate ‘older-man’s car’ image that sadly even the XK-8 had.

The Club Stand

This year on the Club stand we had the usual mixture of upright and not-so-upright - and that goes for the cars too. Geoff Hammond’s 1952 E494A Anglia rubbed shoulders with Rob Daniel’s Rochdale, Paul Clamps’s 1959 100E Anglia (in absolutely stunning two-tone

green and white condition) and finally Steve Wale’s 1957 Replica of a 100E Escort AA Patrolman’s steed (see photos above & below).

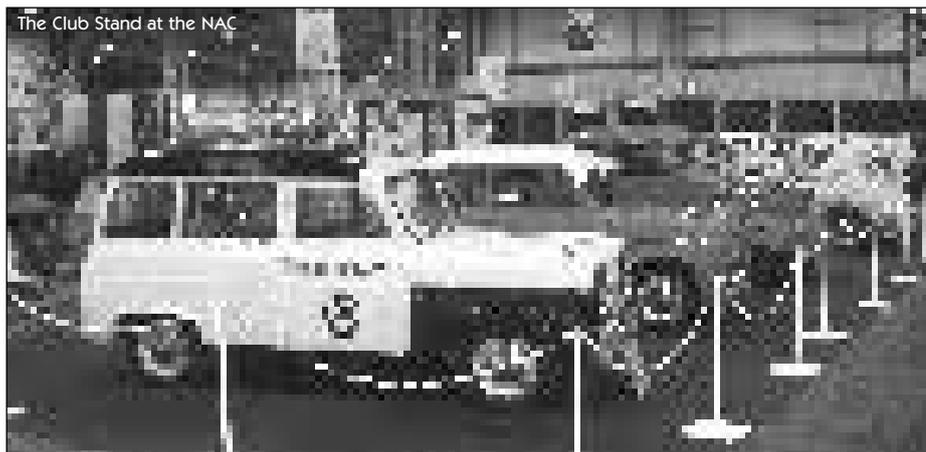
Position-wise, I think our stand was well situated: well away from the usual mayhem surrounding both the autojumble and comestible areas, but in a fairly central spot for most of the interesting stands and still close enough to a rather expensive (£2 a cup) coffee and tea truck; we were also not too far from the nearest convenience - particularly useful with the Y & C Register’s stand backing on to us!

This year it was a close run thing between Rob’s special or the AA vehicle for sheer public interest, although I’m sure Rob could have won the race had he opened his bonnet and shown off his side-valve engine tuning wares (Willment OHV conversion, twin double-choke sidedraughts, tubular exhaust and so on - this car goes like a dingbat!).

Car Polish!

Car polish features pretty highly at any car show and none more so than the NEC, especially with the concours competitions sitting cheek by jowl with various loud-mouthed salespeople trying to flog some snake oil concoction being palmed off as the latest and greatest thing in car polish.

I’ve always been rather dubious of the claims of some of these various substances being peddled but having seen the transformation Paul endowed Geoff’s Anglia with, using nothing more than a blob of Meguiars (is that how it’s spelt?), a small sponge and a bit of paper towel, I’ve decided to give this particular one a go - rather conveniently the company had a stand (with no loud-mouthed salesperson either) giving away handy, car-sized sachets of the stuff. No flies on Geoff: he reckoned a lack of time meant he couldn’t clean his car prior to the show; I bet he knew someone on the stand couldn’t help but polish his car for him - he even ‘borrowed’ some of that frothy stuff for the tyres from the ever genial Paul to boot!



The Club Stand at the NAC

Dorset Steam Fair

John Porter

This selection of photographs, taken at the Great Dorset Steam Fair in the height of summer, were sent in by "our man in the West" - Ivor Bryant and by a friend of Andy Main's. If anyone out there owns one of these excellent examples of sidevalve then please put pen to paper.

If you live in the West of England, then this event must be worth a visit next year. The Great Dorset Steam Fair is widely recognised as the leading event of its type in the UK and, indeed, in Europe. It is held on a mammoth 600 acre site at South Down, Tarrant Hinton, near Blandford Forum in Dorset, and is regularly attended by over 200,000 visitors from both the UK and abroad.

Let's see some more sidevalves on the rally field next year!



FSOC HOLIDAY 2006

Would you like to take part in next year's holiday?
it is Saturday 3rd June to Saturday 10th June
at The Virginia Court Hotel, Cromer, Norfolk.
Come for the week, weekend, a few days, or just a daytrip.
Contact this year's organisers Robin & Jennie on 01279 659245.

Cambridgeshire Group

Brian Cranswick

Well, another season of sidevalving has drawn to a close. I am pleased to report that 'Ollie', my 103E, seemed to have behaved himself, with almost no real problems or vaporising. Although he initially failed to re-start once when I stopped to take a photograph, pulling the starter nothing happened at all. Luckily I had some emery cloth in my tool box and I cleaned the battery terminals, which cured the problem straight away. The photograph was taken during a drive back in time to The West End Garage at Somersham near Huntingdon. This garage is set out in a fifties theme with period petrol pumps and signs. These pumps are for display only and show a price per gallon of four shillings eleven and a half pence a gallon! They do sell classic cars, classic memorabilia and have the occasional Ford Sidevalve for sale.

Whilst going through some old photographs recently, I came across SFW 827, my first car - a 1959 103E which I bought in 1972 (just after passing my driving test) for £25 with tax and a current MOT. 'SFW' was hand painted in blue with loads of body filler covering and holding all the rust together. Even the fabric roof section had been filled in with a large metal sheet, held in with screws and rivets. That's one way of making sure your roof will not leak again! FW was a Lincolnshire registration and the car had spent most of its life in Skegness, the salt and sea probably accounted for all the rust. With help from a friend I soon carried out a full respray in a non-original Ford colour of regency red, which was a Jaguar colour. The end result looked pretty good, with all the rust hidden with even more filler! 'SFW' turned out to be very reliable, I drove to Denmark and



Ollie at West End Garage, near Huntingdon

Sweden in 1973 on a camping holiday, I must have been mad going all that way! I cannot remember 'SFW' ever vaporising despite driving some long distances. Not long after returning from holiday, a van ran into the back of the car and made a mess of the boot and rear panel. I lost heart in things after that, as the gearbox was starting to play up and kept jumping out of 2nd gear. I sold the car to a friend for £15 and was paid £50 from the third party insurer. My friend managed to find some parts from the local scrap yard in Ramsey and he returned 'SFW' back to running order. Not long after that he sold the car on and I can remember seeing the Pop rotting away in a front garden in Peterborough in the mid seventies. I don't expect 'SFW' survived very long after that.

Following 'SFW' I owned a very unreliable Volkswagen Variant for a short while, I then decided to look for another upright Pop - this time one in sound condition. I came across

OLH 20 in an advert in Exchange and Mart. This car was in much better condition than my first Pop, with only 48,000 miles and nice black bodywork. This year represents 30 years of ownership and a present mileage of 59,000. I used 'Ollie' as our only everyday car for the first year and after that just in the summer for shows. We moved house in 1988 and 'Ollie' was laid up off the road until 1996, since then it has been in use every summer. During the last 30 years numerous repairs have been undertaken to keep 'Ollie' going and some more will be needed. I have owned about 20 modern cars over this time, they are good for getting from A to B, but lack the character of the older cars.

I will be planning some more club stands at local shows for 2006. If any member is interested in showing their car next year, please give me a call - you will be made very welcome. When confirmed, all these shows will be listed in the magazine.

Mid Wales & Borders

Dennis Duggan

This new group continues an uphill struggle to attract members, even though our numbers have doubled since the last report.

The word 'double' sounds impressive, but as I was the only member that simply means there are now two of us! Extending the

catchment area to include the Wales/England border region has unfortunately not borne fruit

The new recruit is Tony Ikin, who is also a member of the Merseyside Group. Tony's location means he can justify belonging to both groups.

I can only repeat my comment in the October 2005 issue of Sidevalve News. The Mid Wales & Borders Area Group will soldier

on until summer 2006, then if numbers are still insufficient to make it viable I will close it down.

See the inside front cover for Dennis' contact details.



Merseyside Group

Joe Wheatley

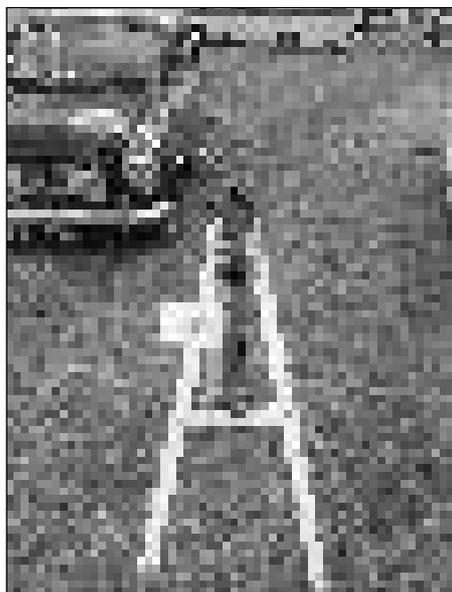
My report on our activities from May to July was not included in the August magazine, but appeared in October. We also now have some space restrictions, so I am spreading my reports from last summer out over the winter! I hope that you enjoy my ramblings, but any feedback or comment (via e-mail) would be welcome.

6th & 7th August - Woodvale Rally

This is an excellent do on an airfield near Formby. Cars, model aircraft, bikes, military vehicles, fun fair and lots more besides. On the Saturday, my pal Don took my Mondeo with our marquee and cooking gear for a barbeque, so that we could cook our tea while waiting for the crowds to disperse. My son, Alex, and wife Jill came over with me in Freddy.

Adrian & Ellen Smith (107E), Frank and Bernard had arrived before us, so we had plenty of hands to erect our marquee. Danny Davies (1954 100E Prefect) and his friends Anthony & Richard had arrived from Penrith in the early hours of Saturday morning and had camped out with their two dogs. Amazing how much you can get into one 100E! We had plenty of room on our pitch, so they moved to join us. Once both tent and marquee were up, cooking of bacon butties (me) and sausages (Danny and co) commenced in earnest. There is nothing like the open air to create an appetite.

Simon Rennie soon arrived in his 100E Prefect. After many trials and tribulations he finally has his engine back together and



Bernard Ellicott's cut down 100E suspension strut, as mentioned in the text. Danny Davis' 100E Prefect is in the background.



Saturday at Woodvale. Left to right: Adrian & Ellen Smith with their Blue 107E, Danny Davis' black 100E 1954 Prefect, Bernard Ellicott's yellow 100E Pop, & Bernard and Frank Wells standing next to Franks Green 100E Pop

running. He was still experiencing a few problems as she was still overheating and the oil pressure gauge had dropped to zero. It was decided that the latter was due to a faulty gauge. He was not the only one having trouble. Frank had recently fitted a 'new' clutch to his Green 100E Pop, but this was slipping despite the plate and cover being 'as new'. Bernard kindly gave him a lift home and back again the following day so that he could enjoy both days at the show without running the risk of a complete failure.

Bernard also brought with him a new exhibit. He has recently replaced the front struts on his car, so had sectioned an old one to show how they worked. The sectioned strut was mounted on a small trestle and attracted quite a lot of attention throughout the weekend.

As usual, the Saturday attendance was less than on the Sunday, but this gave plenty of time to go around all the other stalls and exhibitions. Jill managed to find an Angela Brazil (1920s stories for girls) book on a stall for 25p that made her day. You could also purchase lots of dodgy gear from Del Boy and Uncle Arthur look-alikes, visit the 'New Age' craft tent, look at model trains and boats, wander through a huge car boot sale and admire the model aircraft and associated stalls. As per last year, the model flying displays were excellent, culminating in a model Wellington doing bombing runs over pyrotechnics representing bomb bursts and Ack Ack fire. Sadly one of the Spitfires taking part in the finale lost radio control and crashed near a firing range tent well outside the flying area. Fortunately nobody was hurt, but the enquiry by the local constabulary went on for some time.

After a thoroughly enjoyable day we set up our little barbeque and cremated a few sausages and burgers for our tea. By the time we had cleared away the crowds had disbursed and we got home in less than half an hour in the Mondeo, leaving Freddy on site ready for the next day.

Sunday was even warmer than Saturday. Don, Alex & Julia came along again (Jill had had enough after one day). Danny & co, Frank & Bernard were on site already and were soon joined by Chris Buxton (mk II Escort), Ernie Wilson & family (red 100E Anglia), John &

Mary Hunter (black E04A Anglia) and Bill & Adrienne Moore (103E). Arthur Speakman was with the single exhibitors with his Falcon Caribbean special and Dave Levay was also in attendance with his beautiful Squire, as he was involved in the concourse judging (rather him than me!).

Danny, Anthony and Richard loaded up the Prefect and set off after lunch, wanting to avoid the crowds on their way back to Penrith. Danny took lots of pictures over the weekend that you can have a look at on his website - mysite.wanadoo-Members.co.uk/Withnail_And_I/Woodvale/index.htm

In a subsequent e-mail he told me that they all got back OK, though the 100E did throw out all its water during the drive home. No harm seems to come of this however. (The car is now for sale should anyone be interested). Frank also left early and managed to nurse his Pop home without the clutch packing up. He replaced the cover the following week and all seems to be OK now. Don, Julia, Alex and myself stayed around for the Sunday finale, flew some kites for a while and then cooked a pasta tea before setting off at about eight. An uneventful drive home brought a great weekend to a satisfactory close.

8th August - Club meeting - Bottle & Glass, Rainford

News from the group: Dave Broad has purchased a Model A (still a sidevalve!) and is still making progress on his 300E Van. Mike Brocklehurst found that his new wiring loom does not have the connections for the dipswitch. I'm sure that this is not right, but he was told that the company only make one loom for all E93A and E493A Prefects and that is what he has. In similar vein, Howard Buxton had got his E493A running, but has found it jumped out of second. Fortunately he has a spare gearbox, but had to take out the back axle again to change it!

13th & 14th August - Astle Park Steam Fair

Saturday - Tony Ikin, Frank, Bernard braved the weather. Rain, rain & more rain! It was so bad that they all left by 14.30 because it was obvious that nobody in their right mind would be coming out to look at cars in that downpour.

This was the worst day of the season so far. Sunday was much brighter. Ron Taylor and I met up at my church for the early service before setting off across country to Chelford. Frank and Bernard were already there and Dave Levay and family arrived soon after. The ground was still very muddy in places, but it dried out during the day so that we could all get around the arena in the afternoon. As usual, there was a very good selection of pre and post war vehicles, though I forgot my camera, so you'll have to come next year and see for yourself!

14th November - Club meeting - Bottle & Glass, Rainford

Eleven of us tonight, so lots of news! New member Alan Tomlinson joined us for the first time, having recently bought a green E493A from Essex. It looks like a nice little car with just some minor bodywork blemishes to repair. Mike Brocklehurst has almost finished the interior on his E493A and Dave Broad has the wooden floor back in his 300E van. With all these new and completed cars I'll have to get some bigger stands at next years shows!



Coventry & Midlands Group

Mark Bradbury

Firstly, apologies for not producing a report for the Coventry and Midlands group for an inordinate period of time: no, I'm afraid I don't have any reasonable excuses either!

The group has attended a number of shows and rallies over the Summer and early Autumn period and one or two of these have already been mentioned in Mr Porter's events reports. As I write this tome, the most recent significant jamborees that spring to mind comprise the All Ford Rally down in Oxfordshire, the National Restoration Show held at the NAC in Stoneleigh, and the Classic Car Show at the NEC in Birmingham. Unfortunately I wasn't able to attend either the All Ford Rally or the National Restoration Show, but I understand they were much the same as previous years. That is not to criticise either of them in any way - between them, they remain probably the best compromise between Ford-specific and general autojumbles for us poor Midlanders. However, I did manage to attend the NEC for two of the three days.

Mark's Upright Van

Some of you may be wondering what else is happening in the Coventry and Midlands Group. Well, on the car restoration front, Mark and Karen Fellows' upright Van is still languishing in the paintshop after one or two not so minor problems with the finish first time around; Mark assures me they are nearly all sorted and that it will emerge by Christmas, resplendent in its new coat of lovely shiny paint. On return of the shell, the project should just be a straightforward reassembly job (they have both been beavering away locating, cleaning, rebuilding and painting all the other bits and bobs). We all look forward

to seeing it on the road next spring or summer - judging by the high standards of Mark's other creations, it promises to be a real cracker too!

My 103E Pop

Apart from John P's Nickri build, tinkering carries on apace in most fellow Group member's garages. In the case of my own project, my '56 103E Popular, I haven't managed to muster much enthusiasm in recent months, not helped by the fact that a reasonably well-running engine (I managed to run it for the first time in a decade during summer 2004) has now seized! When the engine last ran (albeit only for a few minutes or so) I noticed a bead of water from the head gasket in a spot adjacent to cylinder number two on the nearside; I just assumed the head needed a re-torque (it had been about a year since the head was actually fitted) so I thought little more about it until the autumn of the same year, when fortunately I remembered to drain the water out ready for any forthcoming frosts.

It was during this year's spring that I decided to torque the head properly and get the engine running up to full temperature; thankfully I always oil the bores and turn the crank by hand after several months' rest (with any car, starting handle or not), but this time found the thing wouldn't budge - naturally I didn't exert any real force, but just enough to realise all was not well in the engine department. A quick squint down the plug holes and my worst fears were confirmed by an ominous brown stain (ooh er, missus!). The couple of months or so prior to drainage, coupled with a less than perfect head gasket seal meant a dribble of water had entered cylinder no. 2, rusting and seizing it solid!

Somewhat downhearted, it was only during the weekend of the NEC that I mustered up

the motivation to remove the head and review the damage (it's amazing the effect of seeing lots and lots of shiny old cars). Yes, the engine is still solid (despite a soaking over several weeks using what came first to hand - Redex), but the bores don't look too bad, so I'm hoping a soaking in diesel followed by a strip down and a hone might just be enough; hopefully avoiding a rebore and new pistons. It's not so much the cost involved with a rebore and so on, but the sheer amount of miles I'll need to do to get the thing properly run-in!

Dellow Special Update

By the way, one or two people have asked what happened to the Radpanels bodied (Dellow) special I had for sale during the spring; well, after dealing with one or two total timewasters (as seems usual these days), the advert on Rob Daniel's fabulous specials site (www.1950sspecials.com) finally did the trick. The car was sold to a really enthusiastic Ginetta owner in the Chester area who viewed the car on the way back from a classic saloon car event at Silverstone, spent less than half an hour inspecting her, we agreed on a price and he returned with a trailer the following weekend and took it away - the perfect buyer! He intends to drive her down to Le Mans next year and I'd like to wish him many years of happy Sidevalving.

Xmas Meal

The only event left in 2005 for the group is now the Christmas meal - although by the time you read this I've a feeling we will have "been there and done it", so to speak. A bit of a change this year: we're dining out at an Indian restaurant - should make a nice change from a dried-up bit of old turkey.

Until next time, I'd like to wish all you members out there a Merry Christmas and a Happy New Year.

North London Group

Robin Thake

Yes, it is the end of another busy show season. Late September is the last time for many of us to go out in the cars as the dark journeys home are a bit of a nightmare with only six volt electrics.

We went to our local show at St. Mary's School in Bishop's Stortford. We had twelve cars on our stand and there was a lot of interest from the public; the show has grown as well as the school over the years so the area for a car show has got smaller - this year it was a little cramped for space.

The last show of the year for us was to be the All Ford Rally. As it is a long journey, we were up bright and early and ready to leave home before 7.30am. I backed the Anglia out of the garage and loaded up the picnic, but as we went off there was a 'bang' from the front end of the car. A quick look underneath and all seemed to be OK, but as I drove off again, I realised the front was on the low side, so I looked underneath again and found the front spring had broken. With a quick turn round, the car back in the garage and everything piled into the Focus, we went off to meet our friends. We carefully parked up and caged a lift. I went with Ron Stephens and Jen rode along with Terry Tomlin. I always think that when something like that happens, it ends up being a blessing in disguise, because I was going to use the Anglia to ferry bridesmaids at my niece's wedding in October, so things could have been worse if the spring had broken on the big day, and I know I can be at the All Ford Rally next year, all being well.



David Taylor receiving his trophy at the All Ford Rally

At the rally, Dave and Joy Taylor from our group came second in their class with their EO4A, so we were really pleased for them.

A new spring was fitted over the next week following the breakdown - it was one of my bargain buys at a show when someone brought two springs to me and asked if I wanted them for £2 the pair because he did not want to take them home with him.

At the end of October, Jen and I went to the Restoration Show at Stoneleigh. When we arrived, we walked around the different club stands where there were many ambitious restoration projects going on, we then came across the Club stand where we met Geoff Hammond having his sandwiches, so we asked what was their project for the day and the reply

was that John is going to fit the electrics to his special. So off we went and looked round the rest of the show and then paid another visit in the middle of the afternoon when we then met up with John, who was eating a sandwich and the project would be coming along later! Our club may not get as much work done as some others, but we live well and know how to relax when we are out.

It just leaves me to wish you a Merry Christmas and a Happy New Year and to thank all of the North London Group for all their support and friendship over the past year.



Barleylands Farm Show

Chris ?

I went to the Barleylands Farm Show in Essex on Saturday 10th September. I thought these photos may be of interest to members, as follows:

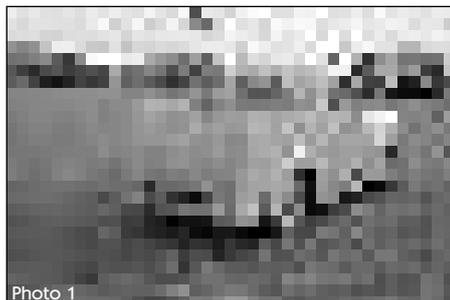


Photo 1

Photo 1: 1950 E493A Prefect Ute owned by friend and club member Harry Court.

Photo 2: Escort 100E Estate Car. Immaculate example with excellent interior.

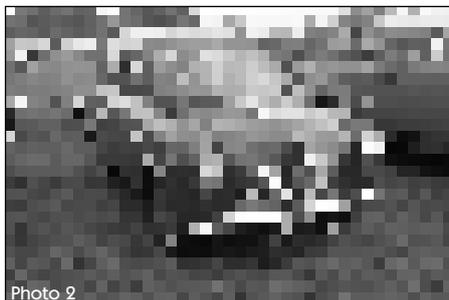


Photo 2

Photo 3: Facelift Prefect E493A Club badge on it.

Thanks to Chris for sending these in. Does anyone know who owns the Escort?

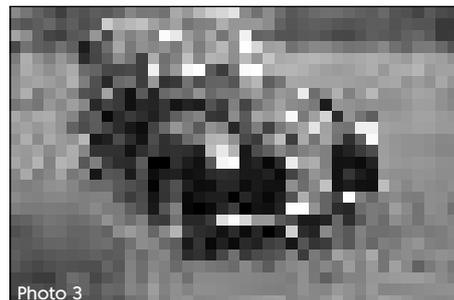


Photo 3

Yorkshire Area

Nigel Hilling

Our monthly meeting venue is still the subject of some debate. It has become more difficult to find a suitable "gathering" area in the Black Bull in recent months, due to its move towards an eating establishment. Our October meeting actually went quite well and we will have persevered with the Black Bull at least until Christmas (December meeting on the 20th not the 27th). By January we may or may not have moved. If you are in any doubt, then give me a ring (details on the inside front cover).

The end of the show year also brings the start of the classic trial season. A number of Sidevalves were to be seen on the Edinburgh Trial in early October. Stan the Anglia was out with the Pops of David Child and Ken Green, along with Paul Clay's Austin Ford Special, Mike Telford's Tucker Nipper Special, as well as a couple of Dellows and a Cannon, all still with the trusty sidevalve as power. The weather remained dry overnight, but soon changed to heavy rain during the day, making the sections wet and slippery. Apologies to some spectators on Bamford Clough, when Stan went airborne and veered to the left towards them, but you need to keep momentum going on this hill to stand any chance of clearing it. We were close to success (see top photo) but didn't quite make it.

Classic gatherings were not completely over in October and the last weekend saw an event at the National Mining Museum near Wakefield organised by the Yorkshire branch of the HCVS. The weather has been kind in previous years, attracting a large selection of classic bikes, cars, and commercials. This year was not so kind, with heavy showers turning up during the day, and this greatly reduced the normal turnout. A few brave Sidevalvers did turn out (see photo below) and there was always the museum to look around, plus the café did a good Sunday roast.

Compliments of the season to everyone and I hope to see many of you in the coming year.



Stan keeps momentum going at the Edinburgh Trial



The National Mining Museum Rally, near Wakefield

Tales of BOA

Jim Norman

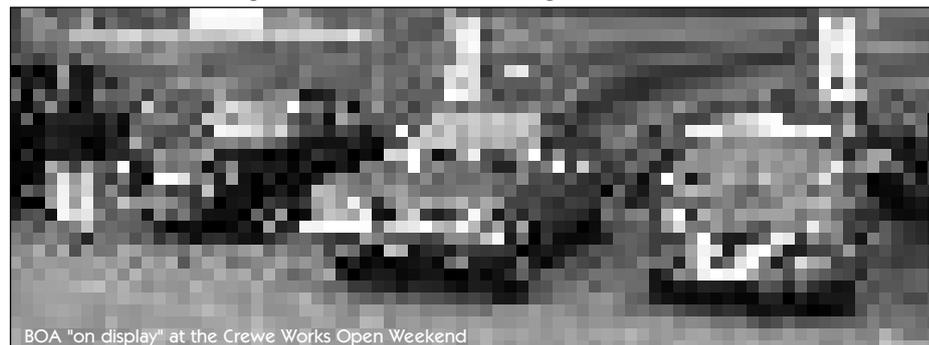
BOA took part in an event in September!

To most of you, this might seem so commonplace in the summer months that it doesn't warrant a mention, but I'm not an events person - sorry, but there it is. So how did she come to attend this one? Well, by accident, really. You will possibly be aware of my involvement with the Stanier Mogul Fund, owners of ex-BR steam locomotive No. 2968. She was invited to attend the Crewe Works Open Weekend, 10th - 11th September. We decided to take the sales stand, and BOA had the job of pulling about 12 cwt of trailer in which it was packed, along with a fair bit of the stock. Once this was unloaded, I headed for the exhibitors' parking area, but was refused entry.

"Classic Cars display is over there," I was told. Explaining that I hadn't entered the

display was to no avail: they were short of cars and BOA fitted the bill, so over we went and parked up. Now it was a convenient place to park, much closer to the stand, and I hope BOA had two good days talking to the other cars of her era, but these were all concours vehicles and polished to the hilt.

BOA, needless to say, had not had so much as a wash in over a month! The only good thing was arriving before anyone else, and departing after they'd left, so I didn't have the embarrassment of having to talk to anyone. Still, I now have a lovely brass plaque from the organisers!



BOA "on display" at the Crewe Works Open Weekend

Bristol & West Group

Ivor Bryant

The last report was just before the Great West Run - what is now an annual event in October, organised by Peter Williams and John Walsh of the Horton Historic Vehicle Club. A variety of vehicles took part, assembling at the M4 services adjacent to the old Severn Bridge (only opened in 1966 and already old) for a 10 o'clock start on a crisp Sunday morning. At the same time, a group of born-again bikers assembled in the car park too, Harleys and bandanas. One of our members opined that they would fall over if they didn't wear leather trousers! About 120 of us with 3 or more wheels gathered (the 3 wheels being on a Reliant Girder fork van), and ranging to a GMC artic.... see the photo.

The route, similar to previous years, took the B roads through Chipping Sodbury, Didmarton, Doughton (where the heir to the throne has Highgrove House), passed Westonbirt Arboretum to Tetbury, back to Wotton Under Edge and on to the M5 services at Michael Wood for coffee. A short cut being about 1.5 miles northwards up the M5..... a Ford 8 seems very slow to the passing traffic, but it was the fastest mile it's done for years, if not ever.

From the services it was back to the A38 then B roads to Dursley, through Uley, up a steep hill to Horsley (where Kit Williams the writer and illustrator of the puzzle book *Masquerade lives*), through Nailsworth and Stroud to finish at Gloucester docks.

Sidevalves included Peter Williams E83W, Paul Hanley's 100E Popular, Alan and Jacky

Little and Large on the Great West Road Run



The Club Stand at Shepton Mallet

Landers E493A Prefect and my own 7Y. The FSOE chairman supported the event again in his Porsche speedster (with vinyl upholstery). We were not without a few problems: Peter's truck was carried home with fuel pump problems and although I had no breakdown, I will be rewiring my 7Y before I use it again.

Restoration Show

November 13th saw the restoration show and autojumble at Shepton Mallet. We had on show the rolling chassis as seen at Kemble, a 100E Prefect, and an E493A Prefect, both for sale. The Horton stand, which drifted into the sidevalve stand, showed Paul Hanley's Popular as a restored car and an Anglia as a "before restoration" which was provided

by Tony Faithful (which he towed in on a spectacle lift). This is approx 40 miles from home for Tony and myself, towing the exhibits in on the Saturday and back home after the show on the Sunday. I'm not convinced this show is worth the effort, as there was not a lot of interesting jumble and the new tools etc can be bought all the year round. Visitors included Alistair Currie and Philip Birch.

Taunton Market

Next event will hopefully be New Year's Day at Taunton Market - a good event, followed by Shepton Mallet again on January 28th and 29th. We have been allocated a stand large enough for 6 cars. So far I have a Model Y, 103E Popular, 100E Popular and 300E booked in. I will probably include Peter's E83W, as this transports the stand, but I need 1 or 2 more cars or vans.

Kemble Air Day

We have accepted the offer of a stand at Kemble Air Day, between Cirencester and Tetbury, for June 18th, and can take a further 8 cars. Please contact me if interested, as we will allocate these spaces on a first come basis. Have a good Christmas, see you next year.



Federation News

Peter Williams

This is a new feature that will appear regularly in the magazine. The purpose is to keep you informed of legal developments both at home and in the rest of the EU that might affect the way we are allowed to use our elderly vehicles.

What is the Federation?

The full title is the Federation of British Historic Vehicle Clubs, normally referred to as the FBHVC. It's a bit like a trade union for old vehicle clubs to give us a more powerful, collective voice when dealing with governments and other authorities. Clubs pay an annual subscription to the Federation. This is currently 31.5p per member, with a minimum of £25 for the smaller clubs. Individuals can also join for a subscription of £11. A large percentage of clubs in this country catering for historic vehicles of all kinds are members of the Federation. A newsletter is published 6 times a year to keep member clubs informed and our chairman normally attends the Federation AGM. There is also a website at www.fbhvc.co.uk. Other countries around the world have similar organisations and they all come together under FIVA (Fédération Internationale Véhicules Anciens), who monitor and lobby on EU legislation. If that's all clear, read on. I will attempt to pick out the important bits from each newsletter for

this new feature in Sidevalve News. In the latest newsletter there is quite a bit about the computerisation of the MoT test but that is covered elsewhere by the chairman.

Road Fund Tax

Is our present nil rate of RFT under threat? The EU Commission is pressing for a revision in the way Member States raise taxation on the registration and annual use of motor vehicles. There are plans to increase the CO₂ element of taxes. This could have a disproportionate effect on historic vehicles, which emit higher levels of CO₂. FIVA made the point to the Commission that the circulation mileage of historic vehicles is far lower than modern vehicles which compensates for any marginally higher emission levels. FIVA will continue to monitor the progress of this legislation.

Survey of Members

FIVA is about to carry out a survey of the historic vehicle activity in Europe. They will be circulating 250,000 questionnaire forms in 11 EU countries. This massive project is driven by the need to have reliable data with which to support negotiations with legislators and regulators. Without the information that the survey should produce, the ability to lobby effectively for the benefits of the historic vehicle movement will be severely

compromised. If you receive a questionnaire please take the time to complete and return it.

DVLA

The Federation hold regular meetings with DVLA, most recently in mid-August. It was reported that there had been delays in processing V765 applications from owners seeking to retain their original registration numbers on vehicles they are restoring, but that the situation was now improving.

It was thought that most people had now received their new V5C Registration Document. Anyone waiting longer than six weeks after sending in their old one for exchange should chase it up. People are also advised to check their new documents for errors. This is important for the computerised MoT test.

New Members

Just to illustrate the scope of Federation membership; amongst clubs welcomed as joining recently are the Mark Three Consul Owners Club, the Norfolk Austin Seven Club, the Cornish Tractor Club, Solent Overlord Executive and the Starting Handle Club.

Leaded Petrol

A list of garages who still supply 4-star leaded petrol is available at www.fbhvc.co.uk.

My First Car

Bryan Baker

Bought in, or around, 1955, to replace a 350 cc Royal Enfield Model 'G', this 1934 Model 'Y' Tudor gave me my introduction to freedom. It cost me £55. Originally dark green with black wings, it had non-standard sidelights, painted matt black. When cleaned off, I found that the lights were tractor blue.

On arrival in the 'Y' for an introductory look around and job interview at Ford's Tractor Field Test Station situated on the outskirts of the Dagenham site I found the car was no stranger there. It had in fact belonged to the wife of the manager! Hence the tractor sidelights and, no doubt, one or two other items.

One of the fun things done in those days was to enter driving tests. They consisted of timed manoeuvrability exercises and the photo shows me negotiating one of these in the car park at Warley, the future site of the Ford of Britain HQ.

I remember driving around the curve of the test, tyres protesting noisily and then it all

went quiet. The inside wheels had both lifted from the tarmac, the photo was taken just before lift off, but the Marshall's abandoned cup of tea indicates that he had anticipated the forthcoming roll. But, in fact, it didn't happen - but not by any skilful action on my part. I had just let go of the steering wheel in order to brace myself against the roof, the castor action kicked in, the car straightened, down came the wheels and I finished the test. My friend, who had taken the picture, was quite impressed but probably sorry that I hadn't completed the roll!

In another event I competed against my father. He had a Standard 8 (1958?). The relevant test was to drive onto a ramp, stop and then continue on again. Without crushing the matchbox placed behind the wheel by an intrepid Marshall. Up he went, good old dad. Stopped, then, when he came to continue, the clutch slip was so bad that the Standard slipped slowly back down the ramp in first gear! Came to my turn and my biggest doubt was whether the handbrake would hold me.

Up I went, big pull on the handbrake lever - no problem. Came to drive on - no problem! Dad was not best pleased!

Later on, that 'Y' was involved in a corner to corner accident at a set of traffic lights in Goodmayes, bending the front axle back on the offside by about an inch, plus quite a bit of sheet metal damage. As we were intending to take it onto the Continent in 3 weeks time this incident was, shall we say, irritating? But make it we did, and three of us covered some 3,600 miles in the three-week trip.



Bryan's Y Doing a Driving Test

100E Towbar

Jim Norman

This towing bracket for a 100E is designed for saloons not fitted with a spare wheel carrier, but might be modified to suit cars so fitted, or for estates or vans. Firstly you must ensure that the rear of the car is structurally sound, particularly in the areas of the rear valance, rear chassis legs and boot floor, as it is very embarrassing to be overtaken by your own trailer! You will need to remove the rear bumper brackets; each is mounted by two 1/2" AF bolts engaging captive nuts. The captive nuts are proficient escapologists, so at least a week before commencing work, clean up the protruding threads and spray with penetrating oil. The nuts are easily reached and held with Mole grips if the worst comes to the worst.

Materials Required

The raw materials required to make the bracket are a length of angle iron 40" x 2" x 2" (1 metre x 50 x 50mm), part A in the diagram, one length at 6" x 3" x 3" (150 x 75 x 75mm), part B, two at 4 1/8" x 3" x 3" (105 x 75 x 75mm), parts C and D, and a piece of flat bar 33.5" x 1.5" (1 metre x 40mm), part E. All are 1/4" (6mm) thick. You will also need six 3/8" x 1.5" UNF or 10mm x 40mm set screws, shake proof (not spring) washers and nuts and four 5/16" x 2" UNF (not metric equivalent) set screws. Also required are several hacksaw blades and suitable drill bits, cans of coke or lager to suit.

Tolerances

When reading the dimensions quoted, please remember that Fords built the cars to within a tolerance, often of a quarter inch, so some elongation of holes may be necessary.

Get Started

We will begin, logically, with parts C and D. These are "handed" as the horizontal face narrows towards the outside by 1/2" (12mm). Scribe a line 1/2" in from the edge at one end to the corner at the other end, then cut off the metal outside of this. Do the same with the other section but the other way around. These form the horizontal section of the mountings. Scribe a line 3/4" (19mm) from the top of the vertical section and 3/4" in from each end. Drill two 5/16" (8mm) holes where the lines intersect. Fit the mountings to the car using the new 5/16" UNF set screws, but leave the bumper off at this stage. These holes in particular may require some elongation to fit the car, but in a horizontal direction only.

Bending The Angle Iron

Part A starts as a straight piece of angle iron which must be bent as shown in the diagram. Mark the centre line of both faces, then decide which is to be the top. Scribe lines 3" (75mm) each side of the centre, then saw down to the web. 1/4" (6mm) outwards from these cuts. Saw down to the web again, but meeting the first cut at the web so that you remove two triangles of approximately 1/4" x 1.75". You should now be able, with the help of a strong vice to bend each end back about 3".

Welding The Splits

When this is achieved the two splits should be welded up. If you do not have access to an arc welder, a visit to your local engineers is called for. They can also drill the two 5/8" (16mm) holes required in the vertical face to carry the tow ball. They should be 45mm each side of the centre line, 1 1/8" (29mm) from the top

face. Similar holes are needed in part B, but 3/4" from the edge - this piece is used with the horizontal face to the bottom.

Bolting Things Together

With the drilling and welding completed, we can start bolting things together. Insert the large bolts through the tow ball, part A, then part B and nip up the nuts. Rest the assembly on the two end brackets C and D, pushing as far forward as you can, and ensuring the tow ball is dead centre. Use Mole grips to clamp it all together and when you are happy that all is OK, drill two 3/8" or 10mm holes, according to which bolts you have, through parts A, C and D, and bolt them securely together.

Stabiliser Fitting

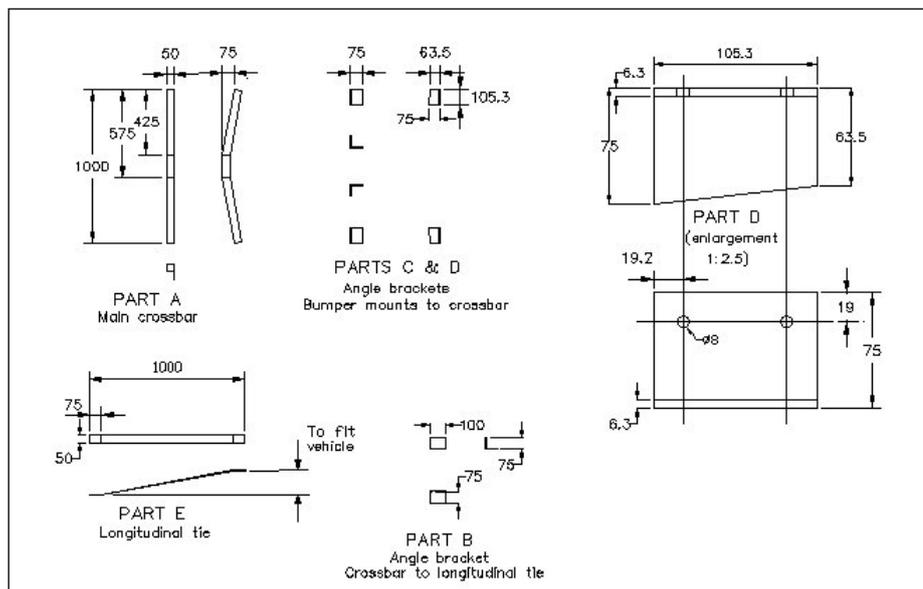
Part E is the stabilizer and bolts to the bottom face of B with another 3/8" or 10mm setscrew, the holes being drilled to suit. It must be bent upwards an inch (25mm) or so from the end to reach the boot floor, the other end being bent down to match the floor's shape. It follows the centre line of the car and terminates just behind the crossmember at the high point of the floor. Another 3/8" or 10mm setscrew attaches it, using a short length 1.5" (40mm) of flat bar above the floor to spread the load.

Bumper Back On

You may now re-attach the bumper, after which re-tighten every nut and bolt on the assembly. I fitted the electrical socket direct to part A, using only the top two holes in the socket, drilling part A out with two 5mm holes to suit. Those with estates or spare wheel carriers would need to come up with alternative arrangements for part E, possibly using two bars diverging towards the chassis legs. They must mount to the floor rather than the chassis itself, but close to the chassis to provide the strength.

Twenty Years Proof

This system is my own design, and some members may doubt mounting part E to the boot floor. I can only say that it has been in use for over 20 years on four different cars and has seen some heavy use. The record is probably when I had 1.75 tons behind the 100E, but perhaps I shouldn't mention that! It has also proved capable of accepting stress in the opposite direction when a Nissan Cherry committed Hari Kiri all over the tow ball, but that is another story!



The OTA Light Tractor

John Porter

Like many of the type, the Ford 10hp powered OTA was developed immediately after the second world war in response to the continuing need for cheap and available food from the post-war government. During the war that great sidevalve brother of our smaller version, the Standard Fordson, was ploughing for victory along with other "lease lend" American built tractors. These, of course, were rather too large and heavy for the horticulturist and market gardener, who needed a more lightweight and nimble tool carrier, and this is where Oak Tree Appliances of Coventry stepped into the market place. Oak Tree Appliances Ltd carried out general, garage and agricultural repairs in the village of Fillongley, just outside Coventry. Two of the engineers, F J Brookes and J Clarke had worked for "the Standard" during the war and after the war Standard got involved with Ferguson to manufacture the "Grey Fergie" that went on to take the agricultural world by storm. It was in this environment that the engineers at Oak Tree Appliances discussed the need for a light tractor for nursery gardens.

OTA Prototype

In the first instance, they proposed a self-propelled cultivator, but were advised that Fowlers had a patent on that type of device and that problems could occur. An increase in size of the machine was advised, which led to the development of a three wheeled light tractor with cable steering. The prototype was actually powered by an Austin 7 engine, gearbox and axle, which were supplied by the nearby Reliant Motor Company (based at the Two Gates factory, Tamworth). You may know that Reliant used the Austin 7 mechanics (built under licence) in the earlier three wheelers

Monarch Tractor



before developing their own 750cc OHV unit.

The basis for the OTA was two pieces of steel channel, with the rear ends bolted to the back axle and the front ends welded to a fork that carried the single front wheel. The previously mentioned cable steering was a unique feature of the OTA design and was connected to the front fork and wound around a drum at the bottom of the steering column.

Ford Engine & Gearbox

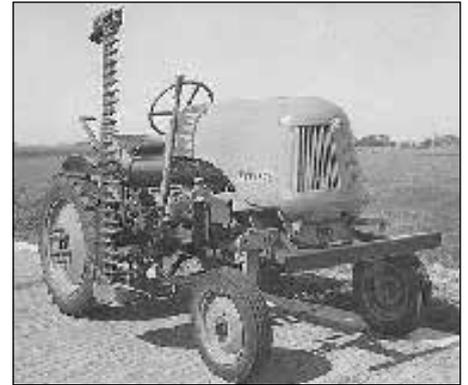
The Ford 10hp engine was used in the production tractors and was an industrial unit fitted with a governor, manufactured by the Handy Company. Maximum governed power of 17bhp was delivered at 2000rpm. Ford also supplied the gearbox with the usual 3 forward speeds and reverse, to which Oak Tree Appliances attached their own design of two speed reduction gear-box. This gave a speed range of 3/4 mph to 15mph in the six forward gears. Oak Tree Appliances designed their own robust back axle that was well capable of handling the power produced by the Ford engine.

Hydraulics

The final system that the OTA employed that made this small tractor so successful was the hydraulic system - like that of the larger Ferguson. This system was supplied by Westons Ltd of Birmingham and was made up of an engine driven pump (from the front pulley) that produced a maximum pressure of 3,000psi and a hydraulic ram connected to the three-point linkage.

The First Twelve

Oak Tree Appliances assembled 12 complete tractors from their suppliers for evaluation.



Monarch with a Mid Mounted Mower

Ford supplied the engine, gearbox, radiator and fuel tank. The new tractors were exhibited at the annual Agricultural Show at Fillongley and the new tractors were taken in convoy to the show ground. Despite extensive field tests, prolonged road used (at high speed!) one problem emerged - that being the seizure of the rear axles due to aircraft quality tolerances in the machining process. Sufficient time was available for a swift return to the Oak Tree Appliances works for some extra tolerance to be introduced. After a successful showing locally and a report in the Coventry Evening Telegraph, an agreement was set up with Slough Estates (a world wide organisation) to market the OTA tractor in the UK and abroad.

Further Improvements

Further improvements were added, of which one was a Beccles vaporiser, which allowed the use of TVO (tractor vaporising oil) to reduce fuel costs. To accommodate this, a twin compartment tank was provided, which provided six gallons of TVO and one gallon of petrol (to cold-start the engine before switching to TVO when hot). Also, a standard PTO (power take off) of 550rpm was added for the Norwegian market in addition to the existing pulley unit. Various sets of mounted tools were available from the factory such as harrows, planters and plough.

Increased Production

At this time, late 1949, Oak Tree Appliances had a weekly production of 5 OTA tractors and a healthy order book, which included orders from South Africa, Denmark, Norway, South America and Canada. In order to export the little tractor, most countries required a Certificate of Performance, so Oak Tree Appliances submitted the OTA to the NIAE (National Institute of Agricultural Engineering) at Silsoe, Bedfordshire, where a Certificate of Performance was issued with the testers' utmost respect for the performance of this sidevalve powered tractor. To increase production the company moved to new and improved premises at Foleshill Road, Coventry in 1950. Production duly increased from 5 to 10 (and in

Letters and E-mails

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

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

Stainless Problem

By e-mail:

I have two sidevalves on the road, a 1936 Model "Y" and a 1953 Prefect E493A. About two years ago the "Y" fractured its exhaust manifold so I replaced it and thought nothing more of it, till this week when the same thing happened to the Prefect- (On the way to the M.O.T. centre!). Both fractures are immediately after the exhaust pipe flange, see attached photograph. I wondered if anyone else has had this problem and what the cause

may be. Both cars are fitted with stainless steel exhaust systems and I thought perhaps the stainless had less "give" in it compared with standard steel systems?

Raymond MacDonald.

October Issue Feedback

Dear Editor,

A couple of items in the October edition prompted me to offer the following comments. In the chairman's editorial, on the subject of MoT tests, he warns of 'applying 21st century requirements to mid-20th century braking systems'. In fact, the braking efficiency requirements for vehicles in use have not changed for many years - certainly not since most of 'our' vehicles were built.

The requirements are still 50% for the service system (normally the footbrake) and 25% for the secondary system (normally the handbrake). These standards bear no relation to the actual capabilities of modern cars. If your 'daily driver' could only just achieve 50% on the footbrake you'd think you'd had total brake failure. Any sidevalve Ford with a brake system in good condition and properly



adjusted should have no problem with meeting the MoT brake efficiency standards.

The other item that caught my eye was Geoff's useful technical tip on fitting a grease nipple to prevent the distributor seizing in the cylinder head. With no grease channels around the inside of the hole in the head I suspect that the grease would take the least line of resistance and emerge very close to where it started. In my experience, if the inside of the hole and the outside of the distributor are cleaned and given a good smear of copper grease before assembly this will prevent any problems.

Peter Williams.

OTA Light Tractor cont . . .

one week, 12 tractors left Oak Tree Appliances factory). As well as the countries listed above, an order came through from Australia for 500 units, although it is doubtful that all were sent, as an embargo in Australia was in place to stop imports at this time. The tractors appear to have been sold all over Australia, with spares distributed from a dealer in Alice Springs.

A Tractor of Many Uses

The OTA tractor was very popular with local authorities due to its small size and manoeuvrability. Gang mowing of parks and sportsgrounds was the main task, as well as hauling freight around factories and docks and pulling canal barges! Kent County Council did not approve of the cable steering after an isolated failure and 12 tractors were supplied with a dual chain system. The tractor was also tested for duty on aircraft carriers by the Royal Navy (presumably to move aircraft).

Four Wheels for Horticulture

In 1951 the Monarch tractor was introduced to the horticultural world, with the main difference being the addition of a fourth wheel to produce a more stable performance and orthodox appearance for more sales potential. Oak Tree Appliances did continue to struggle to fulfill their orders and to this end approached Ford to find out if they would be interested in

taking up manufacture of the tractors. Ford's Market Research Department carried out a survey into the possible demand for such a tractor, but declined the offer, as 6,000 tractors per year was not enough for them to warrant mass production., Ford was, however, happy to continue supplying the parts for the tractors and Oak Tree Appliances were delighted with the survey results because it confirmed their faith in the product.

Singer Joins In

Producing enough tractors was still a problem, as production was still only 10 units a week and orders were coming in at 50 a week. The Ministry of Agriculture and Fisheries recommended that Oak Tree Appliances utilise the spare production capacity in the Midlands. The Board of Trade provided a list of suitable companies, including Turners of Wolverhampton, who were already producing their own light tractors, as was Bean Industries. Also on the list was Singer Motors Limited, a well-known and established Coventry company with a worldwide reputation and sales organisation already in place.

After discussion and negotiations, Oak Tree Appliances sold the manufacturing rights of the OTA to Singers, and messrs Brookes and Clarke joined Singer for an initial two years. Singer made minor improvements such as

roller bearings to replace machined bushes, and modifications to the hydraulic arms to allow other manufacturers' equipment to be used. The colour was changed in 1955 from Co-op blue to orange, similar to Allis Chalmers. Unfortunately, Singer were experiencing financial difficulties and could not invest in the OTA/Monarch tractors and by 1956 production had dwindled to assembly by three men. Also, Rootes took over Singer and were not impressed with a Ford powered tractor made in their plant (this is the same company that, when offered the Volkswagen plant after the war, proclaimed that the car would never sell!).

Facts & Figures

The tractor cost £249.50, with £15.50 extra for the hydraulic lift equipment. The vaporiser unit was £10.50 and the PTO and belt drive added £22.50 to the bill. Electric lighting and horn set the purchaser back £12.50. Eleven separate tractor mounted tools were available.

According to Chrysler UK, the owners in the mid 90s, the total numbers made were: OTA (three wheeler) 413, Monarch (four-wheeler) 550. There is evidence that more were produced, but no evidence that all of the chassis numbers were actually used.

If one of you out there owns an OTA or Monarch, please get in touch.



Celebrating 50 Years of the 100E



Top: Basic Anglia (1957 - 59) and bottom: Early Prefect (to 1957)

A Brief History of the 100E

Tony Lloyd

The end of the Second World War heralded the rebirth of the British car industry - a change from war production to private cars and commercial vehicles. At first, Ford, along with the other major manufacturers, basically relied on the models that were in production in 1939. These were rugged, traditionally built vehicles, with separate chassis, transverse sprung suspension and the tried and tested sidevalve engines. They could trace their lineage back to the model T.

Ford's First Monocoque

It was obvious to the Ford Motor Company that in the brave new post-war world, something new was called for. Their first offering, to replace the beautiful but ageing Pilot was the Consul/Zephyr range. This was Ford of Britain's first attempt at a monocoque body shell. A new suspension layout of macpherson strut independent front suspension and more conventional longitudinally placed rear springs gave the new cars excellent roadholding and handling abilities. They were powered by an all new ohv pushrod engine that came in 4 and 6 cylinder forms. They were an immediate success.

Codename Model 1600

To build on this success, an all-new

smaller car was planned, codename Model 1600. Also using a monocoque bodyshell and similar layout suspension, the new car would come in 2 and 4 door configuration to replace the existing Anglia/Prefect range. A large and in-depth marketing survey was embarked upon to ascertain what the motoring public would want from a new car. The results of this gave Ford's designers the template with which to create the new car.

A New SV Engine

OHV engines were experimented with to power the new car, but in the end the economic climate of the time dictated that the new cars would have to be extremely competitively priced. Therefore, a decision was made to design a new sidevalve engine that would use existing tooling during manufacture. This would obviously save on capital costs and enable the new car to be priced accordingly. The capacity would therefore again be 1172cc, but just about everything else on the new engine would differ from the old E493A engines. Adjustable tappets, larger ports, and increased compression ratio meant that the new engine represented the pinnacle of Ford design for the sidevalve gender. Output was increased by 20% to 36bhp and good low speed torque meant that the new engine would be extremely flexible over the whole rev range

The First 100E

Monday, 28th October 1953, and the first 100E Anglia rolled off the production line at Dagenham. Thus began a success story that grabbed back Ford's share of the small car market. The new Anglia and later the new Prefect were immediately acclaimed by the motoring press and public alike. Road tests showed that here was a car that set new standards for comfort and design. It was the fastest small car then available, with a top speed of around 72 mph.

Like all great designs, it looked right. Its sleek body shape, roomy interior, large boot and fast acceleration (for the period) meant that it appealed to both men and women. Cheaper than the Morris Minor, and far better than the A30 and Standard 8, it immediately made inroads into its competitors sales. The largest advertising campaign in Ford's history made sure that the new cars were kept in the public eye.

Fine Tuning the 100E

Competition success soon followed, with class wins in major rallies and club events. Tuning specialists, notably Aquaplane, soon had ways of making the car go even faster, with new cylinder heads, camshafts, and twin carburettors. There was even a kit to make the engine overhead inlet valve.

Early Squire (to 1957)





Later Squire and Escort

Mechanical Changes

Not much was needed during the production run to improve the cars mechanically, the main changes being to the brakes and 1st/2nd gear ratios. In January 1955, the brakes were increased in size to 8 inches, to combat brake fade under extreme conditions, and in the middle of that year the 1st/2nd gear ratios were lowered in an attempt to improve low speed acceleration.

In May 1957, the 1st and 2nd gear ratios were again lowered. The semi-automatic Newtondrive system of clutch operation was available as an option from October 1957, but it was not a success and was quickly dropped.

Cosmetic Changes

The main changes made during production were pretty well all cosmetic. For instance, the rear light cluster came in for a redesign no less than four times. The biggest facelift came in October 1957 when the dashboard, rear lights, grille and rear windscreen were all changed.

Popular Model

Come 1959 and the ageing sidevalve engine and three speed gearbox were beginning to affect sales. The 105E Anglia was introduced and the 100E was de-trimmed and reincarnated as the Popular, which soldiered on until 1962.

Production Figures

The 100E was in production for pretty well nine years and during this time 974,439 vehicles of all types were produced.

This breaks down as:

345,841	Anglias
255,655	Prefects
126,115	Populars
33,131	Escorts
17,812	Squires
139,267	5cwt vans
9,056	7cwt vans
47,562	De Luxe 7cwt vans.



The Rear of a 300E



Above: Later Prefect (1957 - 59)

Below: The End of the Road



Specials Register

Rob Daniels

The GT has been out a couple of times over the last two months. The NEC in November proved as successful as ever, with one visitor showing me some original photo's of the Rochdale GT he built in 1959, and another telling me the story of how he visited the factory in 1957 and saw the Plaster buck for the GT when it was still in the development stage. There was also a steady stream of members visiting the stand and it was nice to see you all.

The other recent show that the GT has attended was the All Ford Rally. I avoided this show for a good number of years, as it always seems to rain. However, my enthusiasm was renewed last year and we made the trip again at the end of this September. There were lots of the V8 engined sidevalve specials and Hot Rods in attendance, but very few 8 & 10hp specials come to this show, which is a great pity.

Things may be about to change however, as wandering around the show I spotted the Registrars from both the Lotus six and seven registers. This was their first visit to the All Ford and they were greatly impressed. So much so, that they promised to bring a number of cars from their respective registers to next year's event. Further attendance from the Buckler and Dellow registers would really put on a good display for the specials enthusiast and show the rest what we are all about.

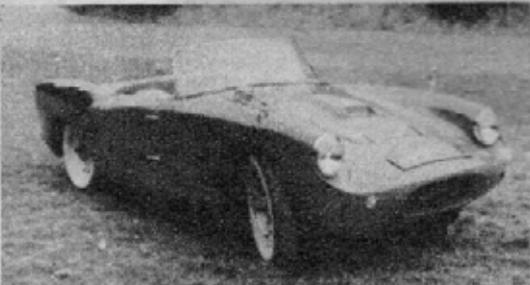
Now I'm not one for browsing too much around the auto jumbles these days, as I either have everything I need on the shelf in the garage, or I know I can buy it from the club stores. But this year I did go for a walk round with the chairman - just in case - and as has happened to me in the past at the All Ford, I came across the totally unexpected. Many years ago I got to the rally at around dinnertime and still managed to find an

Period Advert for TWM Engineering

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High glossy finish.
Early delivery.

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Photo 1: 1950's Homebuilt Special



Photo 2: Tornado Typhoon

Aquaplane exhaust manifold for £1! Not quite the same sort of bargain this year, but something that is much more of a rarity was spotted in a glass case on one of the stalls. In over twenty years of collecting specials related automobilia, I have never ever seen an Aquaplane bonnet badge, but there was one staring at me and shouting "buy me" at the top of its voice! Pity, as I only had about £10 on me and this was going to be expensive.

On asking the price I was told about half of what I was expecting, so a loan was procured from one of our local group and the brand new bonnet badge was mine. Bargain of the year or what? Well, not quite, read the specials section in February's edition to find out more. P.S. I'll try and get a picture of the actual badge for the next edition.

Period Shots

Correspondence this month has brought in two very nice original photos. Photo one was sent in by Keith Seume, who also sent me some very nice shots of the VW special that he has acquired. This is Keith's friend's Ford 10-based special he built back in the very late 1950s in Chorley Wood, Bucks. It was all home-built, including the ali body. He later added a roof with gull wing doors. Looks like a very nice homebuilt special to me. It is not known to the register, but may well

have survived. Photo two was sent by Steve Luftman. It is a very nice shot of a Tornado Typhoon he acquired from the Hulton archive. Thanks Steve.

Convair Connections

While running the 1950specials.com website gives me an opportunity to converse with specials owners across the globe, it occasionally brings in enquiries from members of the families who built the cars originally, or even owned the companies that sold them. One such email recently was from Angus Dudley. Angus is the son-in-law of Clive Wrenn who owned, along with his brother Terry, Convair Developments.

1955 - The Beginning

Originally operating from 1A Type Street, London, E2, the Wrenn brothers started Convair Developments in late 1955. The first adverts then appeared in early 1956 advertising parts initially for Austin Seven specials. By May 1957 they were offering a multi tube ladder chassis "of Italian design" to take Ford E93A components. This could be purchased for as little as £40. An IFS unit was also available to bolt to this chassis for £17.10s

Also offered was their Mk1 shell at £68 for the bare shell, or £88 if bought with mounting tubes and brackets; fitted doors, bonnet and boot or with wheel arches and bulkheads for £108. Le Mans type headlamp covers could also be fitted for an extra £12. The 'V' shaped windscreen was £12.10s and a hardtop with gullwing doors could be purchased for £35. Early shells were supplied with only the near side door cut, as can be seen in this early advert. This was also something that Ashley was doing with their sports racer at the same time.

Also available were brackets to mate Woodhead Monroe Coil spring shockers and a Panhard rod to the rear axle. These were £5.10s and the shocks were £5 each. Other parts from the 1957 list include 15" wheels, Convair radiators and 4.7-1 crown wheel and pinion sets that Clive tells me were bought from Sharps of Kingston in a batch of 250 units.

The 1958 list states that the Mk1 bodyshell would fit the Ford 8/10 chassis and also the Buckler Mk IV, DD2 etc. The Buckler register

Specials Register cont . . .



Photo 3: Clive Wrenn with a Convair GT

only know of the Convair body being fitted to these two chassis. The whereabouts of the MkIV is unknown, but the DD2 survives in the hands of the registrar and is pictured here (see photo 6 on next page).

1958 - "S" Chassis

Available for 1958 was the range of Aquaplane tuning equipment, which they listed as new and recon parts being available. Their series 'S' chassis also appeared in 1958 and would accept Morris Minor, Ford 100E and MGA engines priced at £65. The Front wishbone assembly could be bought for a further £50, complete with shock absorbers and hydraulic brakes. The rear axle complete with 4.2-1 diff and hydraulic brakes was another £38.

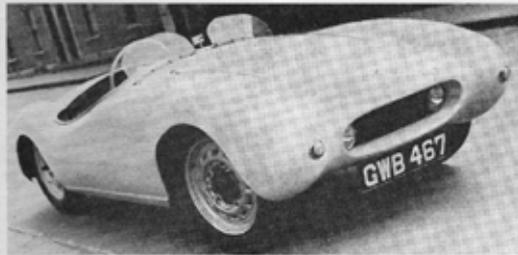
Unusually for a "Specials" company of the time, Convair also offered a complete Series "S" car at £575 or £862 including tax. There was choice of two body shells, with the "S" chassis known as the Convair and the Convair Vitesse.

I'm not sure what shape the Vitesse was, as far as I am aware no picture was published of it, but it is stated that it was "designed to fit the Series S chassis and is of a very modern design and conception". It is also written in the price list that the Convair is a racing shell and the Vitesse is the sports shell. Maybe it was the normal Convair body with all the extras, as it was priced at £100, as opposed to the £68 of the Mk1 shell.

Clive Wrenn tells me that they would make



Photo 4: a Convair Hard Top



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SEPARATE MOULDED BONNET AND BOOT. TWO DOORS.
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WHEELARCHES AND COCKPIT. COLOUR TO CHOICE.

Complete Shell	£68	Ex Works
The Convair Tubular Chassis	£40	
The Convair I.F.S.	£17	10

Send for Details—Come and Inspect
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Phone ADV 5475

The "Convair" bodyshell mounted on a standard FORD chassis

aluminium bodies to order and they even made some cycle wing type bodies for some customers. They would also make bespoke chassis and space frames, and their early 1958 list advertises one such spaceframe as the Convair Series 11 sports/racing space frame. The frame would accept the same engines as the "S" with the addition of the Climax 1100. The price of the frame was £100, although the swing type front axle and the De Dion rear would push the price up by another £320.

By the end of 1958 they had moved to 177 Cathall Road, Leytonstone E11, as the lease had run out on the Type Street premises, and the area was due for redevelopment and so was not renewable. Their price list that I have for December that year quotes that the Convair body was now available complete with fiberglass floor, dashboard with glove box, shelf for tools header tank and battery etc, as well as everything mentioned above to fit the Ford 7'6" chassis only priced at £100. Also available now was a one-piece curved windscreen with laminated glass for £21. There was no further mention of the spaceframe or the Vitesse body.

1959 - The GT

Sometime in 1959 the Mk1 shell was developed into the GT, as the brothers were getting enquiries from people who wanted a more aerodynamic shape. Clive tells me that the GT was designed for the S Type chassis and it appears that only six of these cars were built. Amazingly three survive and all on Ford Ten chassis. Photo 5 (below) shows

the Convair GT once owned by me, pictured with my Rochdale GT for comparison.

1960 - A New Body Shell

For 1960 a new body shell was designed and the original was built in aluminium with the help of Maurice Gomm at his workshop in Byfleet. As was the norm at the time, a mould was made from this and the new shell was made in fiberglass. We definitely know of one of this new design being sold as a Convair, but around this time Terry was left a garage business in Newark and the two brothers then parted company. Clive stayed at Cathall Street producing the new shell under the name of the Nordec Excell; Nordec being the name of the commercial mouldings side of CD Plastics (as the parent company was now called) and Terry moving to Newark, Notts, producing the exact same shell as Clive, but named the TWM (Terry Wrenn Motors).

Terry advertised his shell as fitting the Ford 8 and 10 chassis, but also for fitment to a Ford 10 based chassis and the TWM 950 chassis, which would accept the BMC "A" series, Wolseley 1500 and the Ford 105E engines. Most of the TWM's that have survived appear to be on the TWM ladder chassis with Ford Ten engines. Incidentally the copy of the TWM brochure I have has "8 weeks delivery" written on it, so Terry was obviously kept busy.

Diversification

Eventually the sales of the sports cars dropped off and the brothers ventured into such diverse



Photo 5: a Convair GT and Rochdale GT

occupations as owning a fleet of small oil tankers and dealing in light aircraft. It was while flying a Cessna aeroplane to Switzerland to see his wife in 1972 that Terry was killed when the plane crashed. Clive carried on in the aircraft business until his retirement and is now restoring a Bentley along with his son-in-law, Angus.

Angus would like to contact other Convair/TWM/Nordec owners, so if anyone is interested, please contact me and I will pass on your details. Photo 3 on the previous page shows Clive at the Sparkford Museum with John Haynes' Convair GT.

May I wish you all a Merry Christmas and a Happy New Year.



Photo 6: a Convair Bodied Buckler

E83W Register

Glenn Bubb

As I write this, with the rally season now well and truly ended and the rain battering the windows, it is nice to remember some of those sunnier days. In the middle of October we ventured to the Isle of Wight for a long weekend to visit Osbourne House and the Isle of Wight Bus Museum's Open Day, and had an unexpected sighting E83W-wise at the Bus Museum. As part of a display of classic vehicles ranging from Austin 7's to a Sentinel Steam Waggon, (even though my spell checker tells me different, this is the correct spelling for waggon as far as Sentinel's are concerned), was Peter Taylor's very nice E83W van KDL232 (see photo 1, credit: Glenn Bubb). I returned to the van on a number of occasions, but unfortunately Peter wasn't to be seen, he was obviously enjoying rides out on the excellent collection of classic buses on display.

In reading Peter's write up, which I hope he doesn't mind, I carefully removed from the bumper for my second photo, he says that KDL 232 is believed to be the last E83W left on the island, with the usual proviso - "unless you know different". Whilst I am sure Peter knows the whereabouts of local E83Ws better than me, I have details on the register of three more E83W's on the island. I wonder if any of these still exist. They were KDL 977 (photo 2, credit: W Phillips), a van and GXV 98 - another van, but due to be restored as a pick up due to the poor condition of the bodywork, both with an owner in Sandown, and KCR 503



Photo 1: Peter Taylor's E83W KDL232 on the quay side at Newport

- a van in Newport. The first two were both put on the register in the mid to late 1980's, so may be long since gone. Perhaps if anyone knows their whereabouts they could let me know, I am sure Peter would like to hear of them.

Furrow's Photos

Recently a friend of mine locally, Roy Pilsbury, who has a particular interest in the motor traders of Shropshire and has an excellent collection of archive material from many of the local dealers, has unearthed a collection of photographs from the local Ford main dealer Furrows. They include a number of E83Ws, amongst other sidevalves, and they have agreed to them being used in Sidevalve News as and when they have been sorted. Many of Roy's collection and that of local historian David Trumper appear in the nostalgia section of the local paper and as a taster of things to come one is included here (Photo 3, credit: Furrows).

Unfortunately the complete registration

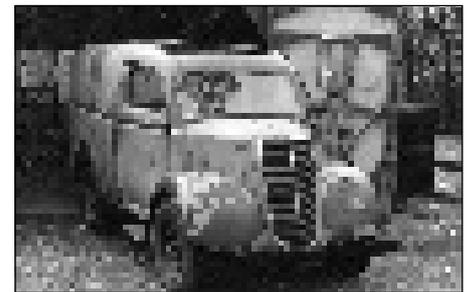


Photo 2: KDL977 with an owner in Sandown in the 1980's

cannot be made out but FUJ was issued by Shropshire County Council in September 1949 and this van was delivered new to E. R. Reece of Frankwell, Shrewsbury. It is said to be in a "customised" blue and white striped livery to represent a butchers apron and also incorporates a butchers block and cleaver in its livery. This van must have looked a superb sight when new.

Hopefully we will have some more photographs from the Furrows archive and also be able to provide some for use by the other registrars of other models. Merry Christmas to you all.

Photo 3: Reece's E83W van supplied by Furrows of Shrewsbury in 1949



Anglia, Popular & Prefect Register

Andy Main

As I type this in early November, we are being bombarded with Christmas on all fronts, depending on when you read Sidevalve News, you will be even more overdosed on the advertising campaigns or the January 'even bigger' offers which may have been on since mid December or even earlier. 2006 catalogues often appear in October to whet one's appetite and check out the wallet in advance.

Die Cast Models for 2006

Those who collect die-cast models should look out for two sidevalve models to be produced by Corgi as part of their Vanguard die-cast range.

The Anglia 100E, Vanguard model number VA02111, will be in lime green and the release date is June. The registration shown - UDO 396, is a Lincolnshire (Holland) issue from March 1962 onwards. Production of the 100E Anglia finished in September 1959. In the past the Vanguard model has been sold as a Popular, which would be more correct with the registration.

With an earlier release date of March, featured is an E494C 5cwt van in the livery of D. Woolfman Radio and Television, of 76 Ilford Lane, Ilford. The registration shown is CHV 89, HV is an East Ham Borough issue. From registration details I hold I cannot find a CHV registration issue? I would be most interested to know if Woolfman still trade at the above address, and I assume they once owned this van? The catalogue however describes it as a Ford 300E Van! The Vanguard model number is VA06201. Both are limited edition models.

25 Years Service

The last committee meeting for 2005 was held on 12th November; three days later, on



Photo 1: Maltese 5 cwt Van

15th, Yvon and myself will have been on the committee for twenty-five years. Meetings have been attended at East Molesey, East Grinstead, Market Harborough, Steventon and Abingdon.

In February's edition I recalled the formation of the 103E Register, as first called. In November 2005, 1,471 vehicles are now registered. The most "popular" colour is black, Henry Ford would be proud of us! In 2003 black was back in, with 8.1% of cars, thus making it the fifth most popular colour. Twenty-five years ago few worried about the registration on their vehicle and went out and enjoyed less crowded roads, less motoring restrictions and more tolerant motorists. With many sidevalves 50 years old or more I am still receiving reports and sightings during the year of those that have had registration transfers due to the registration being worth more than the vehicle. Dealers often are buying just for the registration.



Photo 1: Maltese 5 cwt

New This Year

During the last twelve months 21 new vehicles joined: -

- 103E Popular - 11
- E493A Prefect - 5
- E494A Anglia - 2
- E04A Anglia - 1
- E04C, E4930C/B 5cwt vans - 1 each

8 were notified as sold, but only 5 are with new owners on the register

Back in 1980, most were sold through the club magazine, newspapers and motoring magazines; but technology has evolved and a number of new owners this year are buying through E-Bay.

Traditionally for the December edition, I have featured member's vehicles from overseas that have joined during the year - the furthest we can go this year is Malta.

Maltese Delight

Sammy Buhagiar owns a green E4930C/B 5cwt van, produced for export, it is fitted with the 10hp engine. Export vans were also fitted with front bumpers, none are fitted but the front wings contain the square cut outs for the bumper irons. First licensed on 14th July 1950, no other earlier history is known. Purchased in later years by his father, it was left to Sammy in 1962 with a mileage of 41,000, now increased to 57,000. No restoration work has been undertaken, but Sammy is planning to.

In the late 40s, Briggs Motor Bodies produced an estate car conversion on the 5cwt van. On the Briggs conversion, the first side window is nearer the B post, whilst a thicker pillar separates the second. The rain guttering is only over the door, whilst on Sammy's van it continues over both side windows. To compare side views, see page 59 of the Dave Turner's book, Ford Popular and the

Small Sidevalves. I assume that the van was converted in Malta, but by whom? (see photos 1 & 2).

The spare wheel arrangement on the van door is two lower brackets to support the wheel and a top one to secure the wheel in place. With no brackets visible in the photograph holding the wheel onto the door, I assume that it is held by a bracket/s under the hubcap or bolted through the door?

Three From Southern Ireland

1 - An E494A Anglia

James Carton from Dublin is restoring his black 1949 E494A Anglia. Fifteen years ago James started working for his present employer, Michael Beaty, and at the back of the small workshop was "Angie", used the odd time but not for sale. The company expanded and moved to larger premises without Angie. Going into semi-retirement, James asked again about Angie, who had not moved for a long time, again, not for sale, but given her as a present on condition that he would bring her back to life.

Due to being left out in all weathers for a number of years, the roof was leaking, damaged head lining, seats etc and the body needs lots of welding. The points were cleaned along with the fuel pump and carburettor, new plugs were fitted along with a battery and Angie started first time. Michael had turned over the engine regularly, but could not start her. A test drive showed no problems with the engine, gearbox, lights, horn etc. (top photo).

2 - A 103E Pop

Joseph Kennedy from Ballybrophy, Co. Laois is restoring his green 103E Popular. First licenced on 31st March 1954 and purchased locally in 1987, Joseph is now undertaking the second body re-build and second engine replacement. The Popular was used in the film "All Things Bright and Beautiful", which was filmed in the village of Donaghmore, Co. Laois in 1992/3. Can any member remember the film? (centre photo).

3 - Another E494A Anglia

Colin Jennings from Ballyfree, Co. Sligo, is restoring a fawn 1951 E494A Anglia, which he purchased in December 2003 from north west Donegal. Colin believes it was imported from Birmingham in 2002/3, but knows of no earlier history. A club sticker is attached to the windscreen, but the original registration was removed, so is unknown. The chassis number Y421368 is unknown to the register. If previous history is known I will pass on any

details received (bottom photo)



Top: James Carton's E494A Anglia
Centre: Joseph Kennedy's 103E Pop
Bottom: Colin Jennings' E494A Anglia

Pre War Register

Yvon Precieux

Registrar's Comments:

Again, this year seems to have flown by and the Christmas issue is now due. This being the end of the year gives me the opportunity to thank members for their support and efforts in maintaining the Club by purchasing spares and regalia and supplying copy material etc. Times have certainly changed since the Club was initiated as the 100E club in a field down south many, many years ago. I was young and carefree then, when Stan Bilous was starting to look at walking sticks, and even though each passing year brings something new and onerous for the committee to contend with (this year it is inherent costs in post sizes), there will still be a Sidevalve News at the due time and spares and regalia when you need them. To supply these fundamental services, increasingly important and necessary ancillary services behind the scenes are required and are in constant review. These include the overseeing of expenditure - the costs and fees for the magazine, tooling, property, insurance, customs and excise, banks, auditors events/meetings and other items vital to our existence. This review and its resultant actions continues throughout the year. This brings me on to a matter which is deemed to be important in the Club's survival.

You will have read in all the editions of late of the need to identify an Editor for this magazine, as there could be a stage where Teresa could be tied down with other commitments. The fact that Teresa has been a vital lifeline does not mean that the problem has gone away. Dare I ask if there is someone out there who could fill this vacancy? Computers have become simpler and easier to use. We have the technology, the computer experts on the committee (not me) and the supply of equipment to assist you in that endeavour. The job is now far less of an effort than it used to be many years ago, and that's not going back to the typewriter. So how about some volunteers for 2006? The job only requires the enthusiasm of one member.

Dipsticks

This relates to a query I received via Colin Harris in August from a member of the Morgan Club who had fitted tuning equipment to his vehicle, which meant that the Ford dipstick would not fit. I actually made this modification on my Cheetah, which is now with Jonathan Checkley. The Morgan used the pre-war engine, but, as with many pre-war sidevalves over the years, a post war unit is now usually encountered. For pre-war engines up to 1937, the dipstick used was YE-6750-A. This has a ring and is cranked.



Photo 1: Tommy Andersson's Model Y

From 1937 onwards however, the dipstick was changed to YE-6750-B (actually 19E 6750-B). This was brought out after a new type engine block was introduced on both the 7W model (10 hp) and 7Y model (8 hp) in 1937. The dipstick, unlike on the earlier engines, included a tube part under part number 40-6754 (actually a V8 part number). From engine numbers 204441 (8hp) and 101298 (10hp) onwards, until the demise of the E93A type engine for the 100E unit, all engines used this dipstick and tube. There is no marked difference between the oil levels in the pre-war and post war Ford 8/10 hp engines, but there has been much confusion in capacity. When the Model Y was introduced, Ford wanted the dealerships to effect routine servicing as much as possible. Problems resulted with owners doing their own oil changes and top-ups relying on the handbooks well after the war years, which gave either no indication of oil requirement or gave approx half a gallon and four and a half pints as quantity. This was compounded in the first instance by the initial dipstick YE 6750-A (1932-1936) having no proper markings, just the letters F and L. The instructions being as quoted:- "If the oil mark reaches the point indicated by F on the dipstick the sump is full and no further should be added. If it reaches between F and the point marked L the sump is not full, but not dangerously low. If it reaches L, the level is dangerously low and the car should not be driven in this condition, otherwise there is considerable risk of causing serious damage". Hence the introduction of the dipstick and tube YE or 19E-6750-B and 40-6754, with the dipstick having marked levels of Danger, Fill and Full it gave better indications for filling to the effective level.

However, there was still some confusion, as on the Ford 22hp V8 passenger car, Ford had introduced a similar dipstick and tube with the dipstick under part number 40-6750-B, which between the full and fill marks was some 0.43 inches longer than the 8/10 hp Ford dipstick. Dealerships were issued with a bulletin instruction in September 1937 in an attempt to avoid confusing the two seemingly identical dipsticks. Sidevalve Fords from their advent have had all sorts of tuning equipment fitted, so should the dipstick not fit afterwards, the following may be useful if using a post war engine. The tube should be cut just above



Photo 2: Swedish Eifel

the screwed portion, leaving a screwed tube of just 1 inch. Prior to this being screwed back into the block, the cut end should be splayed slightly out with any sharp edges filed. With this vastly shortened tube inserted in the engine block to its hilt, the dipstick should then be inserted in this shortened tube and bent where it comes out at the tube. This will give you a marker. Cut the dipstick some five (5) inches above the bent portion and between the bent portion and the cut end, turn into a ring pull so that the cut end will eventually face the bent portion. Weld and file so that it fits neatly in the splayed end of the cut tube. You can do away with the tube if you contour this area of the dipstick to fit securely in the diphole on the engine block.

European Fords

Some further details have been received from Borje Jernheim of European 1936 manufacture of the 7Y, 7W, Prefect E93A and Eifel, together with the larger Fords. They give production for the 7Y as 244 for the basic model and 14 for the deluxe. The 7W is 500 for the two door model and 121 for the four door. The E93A figures are 136 for the now exceedingly rare 2 door and what appears to be a relatively low figure of 53 for the 4 door. The Eifel surpasses then all with an outstanding sales level of 967. Borje has supplied some further photos of our sidevalves depicting an Eifel, Tommy Andersson's Model Y, and Prefect, (photos 1, 2 & 3, credit: Borje Jernheim).

Letters

Not many this month. Sam Roberts from the Y and C Register was intrigued re: my comment in the August issue on the mauve and white combination colour. It does seem quite alarming. But for the likes of members Kevin Burke, Stan Bilous and Alan Porter,



Photo 3: Tommy Andersson's Prefect

who may remember assisting in transporting some quite decrepit and very precarious old Fords from a garden in Forest Hill to Welling many moons ago, this may ring a bell. The information on the odd colours came from the late Bert Lack, a meticulous engineer, who also invented some navigational parts for the RAF. In his younger days he worked on all sorts of projects, one of which was on pressed steel bodies, the new means of making cars, and he related the problems of the weighty C wings when attached to the inner panels, and the problems of the C engine during its early production. The latter was corroborated at the time by the late Bert Thomas. Bert Lack informed me of the use of non Ford colours on two-tone coloured pre-war Fords. Although I have seen Fords of all shapes and sizes in varying colours outside the Ford range, I have yet to find someone else to back up this account and in the circumstances it is well worthwhile printing, as maybe someone out there remembers this and may even have an account. Interestingly, Sam was able to supply me with a letter from the export sales department at Ford to Mr Roberge at Dearborn detailing the enthusiastic response to the ivory and black finish for both the Popular and Deluxe models and confirming that the colouring was now a standard production paint finish. The date is 17th April 1935.

For This Time Of The Year

Some period advertisements of a 7W and Model Y van - 14th December 1937 and 14th December 1935 respectively (illustrations 6 and 7, credit: J Coleman).

Vans

Although the Model Y and the 7Y included a

Illustration 6: advertisement of a 7W - 14th Dec. 1937



Illustration 4: NAAFI type van from club archives

commercial version or versions, the 7W was rarely seen in this guise. We have seen the drop head coupe and the tourer versions but vans appear to be elusive although at some stage, enterprising body builders have been at work. The illustration is poor and hopefully it comes out so that you can see the potential. Identified is a Ford archive photo of a YMCA type van (illustration 5, credit: FMC) and a NAAFI van (photo 4: credit FSOC).

Model C Restoration

It is nice to hear that final preparations are being made by Stan B to get his car, a Model C, on the road. The vehicle, an early production C, painted maroon, has been well restored with a few little extras like the door handles which personalise the vehicle, although I am not aware that the Wallace and Grommit walking stick holder was an accessory item on this model. The C is one

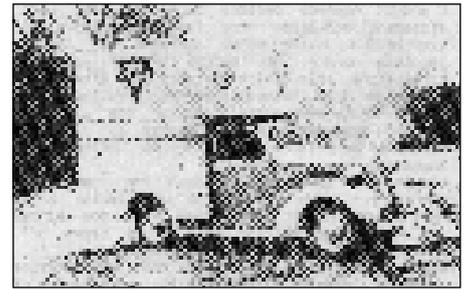
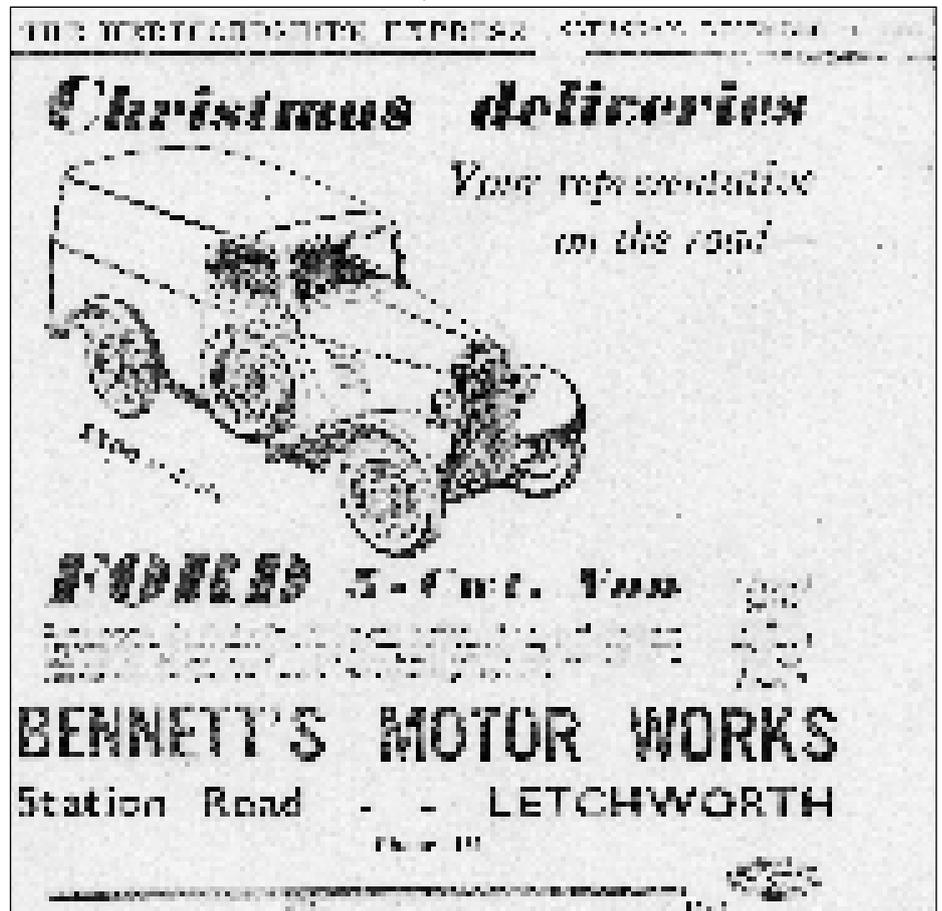


Illustration 5: Ford archive photo of a YMCA type van

of a number of vehicles that was located by Tom Tomlin. When Stan first purchased the vehicle, the car appeared to be sound, but on further inspection much filler was found and some parts were found to be ill fitting. This meant a total stripdown and a major rebuild and welding. This summer, when I was down in London, the car was in Kevin Burke's garage at Welling, where I was able to go over it with a fine toothcomb and I must admit the car has been very well restored. Hopefully by the time you read this Stan would have taken his Model C on the 2005 Brighton Run with the South London Group. Hopefully the run won't have the same hazards as with Kevin Burke (model Y and E04A) when on the first outing of his 7Y - the engine and gearbox parted company due to Steve forgetting to put in the bolts! (I still have the pictures Kevin)

Well that's my lot for another year, so Merry Christmas and a hilarious New Year.

Illustration 7: period advertisement of a Model Y van - 14th December 1935



100E & 107E Register

Tony Lloyd

Yuletide Once Again

Another year is fast drawing to a close. As I write this at the end of October, the shops are filling up quite nicely with their Christmas stock and some seem to have been selling Christmas items for months!

I do urge everyone that overwinters their cars in a garage and forgets about them until spring to give them a run now and again. It helps to keep them up to scratch and moving if you do this. It is a good idea to give them a service before you tuck them up for the winter. It is also a good idea to change the hydraulic fluid if you use the "normal" stuff, as this does absorb moisture and can result in seized brake and or clutch cylinders if they are left standing for any length of time.

I would like to wish all club members and their families a very happy and restful Christmas and New Year. Do not forget, however, as you sit recovering from the festivities, to write that article about your restoration/ adventure with your car, or that question that you need answering and to send it in to the editor or me for publication.

Briggs, Trim, and Those Confusing Chassis/Engine Numbers

It is easy to get confused with all the numbers affixed to your 100E or 107E. On the 100E and the 107E there are usually two plates affixed to the bulkhead and one to the inner wing. Each of these plates serves a different purpose. I say usually, because sometimes these plates are lost during restoration or repainting or may not have been fitted in the first place!

The first of these plates on the bulkhead is the Briggs body number. It will say something like 450B/17665. So what does this mean? 450B is the body code and stands for a Standard Anglia built between 1955 and 1957. 17665 means that it is the 17,665th body of that type (standard Anglia) to be built. Each model had its own code and each time there was a major facelift a letter was added or changed. So the body code for the standard Anglia started in 1953 as 450 and ended in 1959 as 450D.

There were different letter codes for the deluxe version. In our example, the deluxe version of the Anglia would be 450A/17665. 450A is a deluxe Anglia built between 1955 and 1957. You may have noticed that the number is the same. This is the 17,665th body of the deluxe model Anglia to be built.

The other plate affixed to the bulkhead is the trim and paint code. This will say something like TC/261/N. TC obviously stands for Trim Code, 261 is the colour of the interior trim, in this case light blue, and N is the colour of the paint finish, in this case Sarum Blue.



This photo from Jim Norman shows a 100E swinging from a crane on her way to where we know not. Jim is hoping to produce an article exploring the "export" versions of right hand drive 100Es and 107Es from England to other destinations. Clearly an Anglia, this car has the trademark white or pale grey roof treatment. One such car lives locally and was on the NEC club stand this year. Has anyone any more history on these cars?

The engine number/chassis number relationship causes much confusion. Ford never actually issued chassis numbers as such. During manufacture each engine was given a number stamped into the block just above the generator mounting bracket. When an engine was fitted into a chassis, a plate showing the engine number was fitted to the inner wing just above where the battery sits. The number belonging to the fitted engine was also stamped into the body around the off side of the top suspension mounting. For all intents and purposes this became the chassis number. So when the car was new, the engine and chassis numbers matched exactly..... that is until the late Populars, when the numbering system for the engines was changed. The chassis numbers carried on with the 100E-xxxxxx numbers but now the engine number started with a B. The engine number is on a diamond shaped plate (on early cars this was square) and a Briggs plate is oblong with rounded ends.

Problems arise nowadays when the car has been off the road for many years and work is needed to remove corrosion from the

suspension top mounts. If the car is fully registered with the DVLA, it is probably best to fit a plate showing the chassis number somewhere near to where it would have been. If it has not been registered with the DVLA and an application is made to retain the original registration number then problems can arise.

These confusing aspects of the 100E plates were highlighted to me in a letter I received recently from Jim Norman. Jim is an honorary member of the North American English Ford Registry. In a recent newsletter from this organisation was a letter from a member Paul Ratzlaff. Paul had several vehicles - an Anglia, a Prefect, an Escort and a 108E Prefect. The enquiry was about his Anglia, this had chassis number 100E 382558 and a Briggs plate showing 450B/19533. He was asking if this was the third Anglia built in 1953. The answer is of course no. If you apply the criteria detailed above, 450B is a Standard Anglia built between 1955 and 1957 and it is the 19533rd body of that type to be built. If you look up the chassis number, you find that it was built sometime during April/May 1957 and therefore the car is much later than 1953.

Special Applications Register

Andy Main

The Specialist Applications Register has been “ticking over” these last twelve months, even though I have not produced a Register section in each edition, all has not been quiet. I am most grateful to those that have supplied information and photographs, or given leads to people that can assist further.

Great Dorset Steam Fair Finds

John Candy from Westbury, Wiltshire, visited the Great Dorset Steam Fair in September and found two sidevalve powered machines on display outside the Road Roller Association tent. John’s photographs and report makes up part one of the Great Dorset Portfolios.

Mk III Pattison

The larger of the two machines was a Mk III Pattison Roller Converta Tractor. According to an attached disc, it had operated on Her Majesty’s service for the Ministry of Public Building and Works and that it bears the registration number 334 FUL. UL is a London registration series. I assume it was registered for road use to travel on public roads between London parks or other sites? I believe the M of PBW changed its name in the 1970s to the Property Services Agency (PSA). H. Pattison & Co Ltd were based in Stanmore, Middlesex. I believe the valuable site was sold off for development and the company moved to Luton, Bedfordshire (photo 1).

Worthington-Simpson Fire Pump

The smaller machine was a fire pump built by Worthington-Simpson Ltd of Newark and fitted with the 8hp engine.



Photo 1: Mk III Pattison

John enclosed the following details of what the various non-standard items attached to the pump are and what they are used for. There was no radiator in the cooling system on the fire pumps. A large header tank was used to cool the engine until the pump was pressurised, after which a bleed of the pumped water was taken from the pump housing. After passing through one of the two filters (left of the engine and located on the casing side), it was injected into the bottom engine water hose through a small pipe (seen passing behind the filler cap), then passing up through the engine into the header tank and out through the overflow pipe to waste.

When a fire pump is required to draw water from a level lower than its position, it has to be “primed”. The suction pipe and suction side of the pump has to be filled with water

for it to work. This is achieved by temporarily passing the engine exhaust gasses through a Venturi with a metal pipe connecting it to the suction side of the pump housing, in exactly the same way that petrol is drawn up through the jet when air passes through a carburettor. The “priming” valve is located on the lower part of the exhaust manifold, with the operating rod to the right and the connecting pipe below it. Both the suction and delivery pipes would be connected, and with the delivery valve closed, the operator would simultaneously increase the engine speed and operate the priming lever until the pump primed, the delivery valve would then be slowly opened to deliver water to the hose.

Briggs Motor Bodies produced the fire trailers into which these self contained and easily removable pumps were stowed.



Photos 2,3, & 4: Worthington-Simpson Fire Pump



107E Prefect Parts Guide

Jim Norman

When Ford decided to replace the 100E range with the 105E Anglia, there was no intention to make a four-door variant. The smallest model four-door in the range would be the Classic, but when development of this proved difficult and the launch date was postponed, Ford found themselves without a four-door model smaller than the Consul. Since, for example, BMC were still producing the Minor, the situation had to be rectified. The 105E could not be adapted to accept four doors, but the Prefect shell could be made to accept the new OHV engine and power train. As this was merely a stopgap measure, development costs were to be reduced to a minimum by using as many existing 100E or new standard 105E parts as possible.

Body Shell

Some modification of the basic structure was needed to accommodate the larger OHV engine and gearbox: the bulkhead was more deeply recessed to accept the longer engine, while the gearbox tunnel was enlarged to clear the gearbox and bell housing. A new bracket was welded into the rear of the transmission tunnel as the anchor for the 105E type handbrake outer cable, the 100E variant being omitted. Under the bonnet, the battery tray was narrower to clear the oil filter.

107Es had dog-legs on the front wings - currently a very rare item - and the side moulding was modified to butt up to it (some early 107Es, e.g. Laurie Menear's, did not receive dog-legs and had standard 100E mouldings), while two-tone paintwork was an optional extra.

Engine and Underbonnet Area

The engine is the standard 105E unit and sits on standard 105E engine mounts, the cross member being the 100E one, but with 105E brackets welded to it, making it unique to this model. The lift pump is on the off-side, as opposed to the 100E's, and requires a cross-over of the delivery pipe from the tank, so it enters the engine compartment behind the steering column. A fuel cut-off tap was incorporated on the inlet side of the pump; this tends to leak over time and is often removed.

The pump itself is common to neither 100E nor 105E, as it incorporates a vacuum pump, thus rendering a vacuum tank unnecessary. It is similar to the Consul pump, but the operating arm was probably different so they would not interchange. Repair kits, however, would be interchangeable, but note that there were two types of fuel diaphragms, with different couplings to the operating arm.

A steel pipe connected the pump's vacuum side to the inlet manifold, the pipe's other end connecting via a union into an adaptor screwed into the manifold. The 105E did not require the adaptor, and it was replaced by a

simple brass, slot-headed plug.

The Solex carburettor suffered from flat spots, and modifications were made to both 105Es and 107Es in an attempted cure. This was unsuccessful, and a larger Solex carburettor with an accelerator pump was substituted, but the 107E was by then out of production and not affected. It can be (if one can be found) retrospectively fitted to the 107E, but the choke mechanism is on the opposite side and the cable does not reach. A new cable exit hole in the bulkhead, about three inches nearer the centre line, solves the problem. The new choke diameter is larger than the original, so the new carburettor must be accompanied by its respective air filter.

Various electrical items moved positions under the 107E bonnet: dynamo, oil and temperature transmitters, coil and distributor. These required a new loom to accommodate the revised locations. In any case, Ford at this point moved from screwed terminals to Lucars, something shared with the 100E Popular and contemporary Escort and vans.

The 107E uses the standard 100E radiator, but the top and bottom hoses are unique to the model. So too are the heater hoses, which the club sells. The thermostat housing is also unique in that it has a vertical outlet. It is an alloy casting and prone to corrosion; replacements are very difficult to find.

The radiator is further forward from the engine than on the 105E, and to bring the fan closer to the radiator, an alloy spacer block sits between the fan and pulley, necessitating rather long and fragile 1/4" UNC bolts to mount the assembly together.

Gearbox

This was almost interchangeable with the 105E, except for the mounting. For the 105E, a flat, horizontal pad was cast into the bottom of the front end of the extension housing. A saddle-type mounting bolted to this with two 3/8" UNC setscrews, and sat on a boxed cross member, which in turn bolted to the chassis rails at its outer ends. The 107E instead had two V-shaped flats at the rear of the extension housing, drilled out 5/16" UNC and this sat on a standard 100E half-moon type gearbox mounting (the Parts Manual gives a 107E Part No., but they look identical and very definitely interchangeable). The mounting attached to a unique cranked crossmember. This, in turn, was mounted by three 5/16" UNF bolts per side to the car's truncated main crossmember. On the 100E, this is continuous from one side of the car to the other. For the 107E, it was cut in the centre to allow the gearbox to lift into place. The gearbox mounting crossmember not only supported the gearbox, but also restored the car's transverse strength.

About halfway through production, this system was abandoned and a standard 105E gearbox, complete with mounting was used.

This used a similar, more forward cross member, mounted to the front chassis legs by two 3/8" UNF setscrews per side, the legs now having captive nuts incorporated to accept them. The cranked cross member behind it was replaced by a channel section, now only to maintain transverse strength. The new cross member was unique to the Prefect since the chassis rails' distance apart differs from that of the 105E.

The new cross member now fouled the exhaust downpipe, which contained a huge expansion box. The pipe was straightened, and the box reduced in size to clear the mountings. While the old downpipe cannot be used with the later mountings, the later downpipe will suit either and is the one the Club had remanufactured many years ago.

When the front expansion box was reduced, the silencer box was enlarged to compensate, although the overall length and general shape were unaffected. This is the same silencer (and tailpipe) as used on the 100E Saloon and only the downpipe is unique to the 107E.

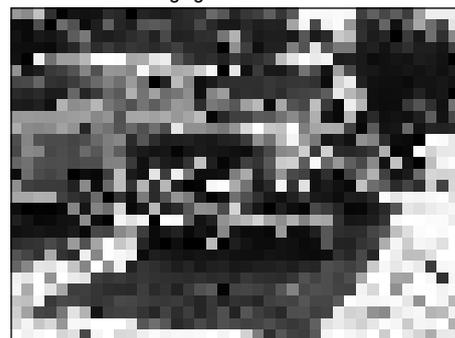
Transmission

The prop shaft is unique to the model due to its short length, but the universal joints are interchangeable between all models. The front sliding joint of the 105E/107E uses a much finer spline than the 100E.

The rear axle is unique to the 107E. The track is some two inches wider than the 105E, requiring a different casing and longer half shafts to suit. These also have bigger wheel stud flanges, since the 107E retained the 100E's wheel stud spacing of 5 1/2" pcd, instead of the new pcd of 4 1/4". For the same reason, the rear drums are also 107E only.

The final drive is a banjo type and uses the 100E ratio of 4.429:1, instead of the 105E's 4.125:1, so this unit is unique to the model. Two points to be borne in mind, however: when the 307E van was introduced in 1961, it was given a new ratio of 4.44:1, and the last few 107Es were also so fitted. Final drives can be replaced as an assembly, and there are several Prefects now fitted with the Anglia's ratio of 4.125:1. Half shaft bearings and seals, and the pinion seal, are common to the 105E and available from that Club.

107E Belonging to Graham Carr of Atherstone



107E Prefect Parts Guide cont . . .

The different ratios require different speedo driven gears in the gearbox, the 4.429 and 4.44 one being colour coded white, the 4.125 type being black. The 100E speedo cable can be used, although the union nut at the gearbox end is redundant.

Brakes, Suspension and Steering

With the exception of the handbrake cable, rear axle brake pipes and rear drums, the brakes are fully interchangeable with the post 1957 100E system, and all major components with the 105E also. The handbrake cable is the 105E pattern, and this can certainly be used as a replacement, although it might be a little long.

The steering is again entirely from the 100E, while Track Rod Ends and Idlers are shared with the 105E.

The suspension is entirely 100E, but until the 105E/107E's introduction, the front stub axle diameter was 0.983". From this time it was increased to 1", and the 107E (and 100E Popular, Escort and current vans) received it. The outer bearing was the same in all models, 105E included, and the outer track of the inner bearing was also unchanged, but it does not follow that the hubs were not altered. The grease seal and stub axle collars are different sizes, so a new hub/drum was needed. This has 107E stamped into its outer face, and was used also on the retained 100Es.

Otherwise, the front suspension including inserts was all interchangeable with the 100E.

Interior

Due to the low development charges, the profit ratio of the 107E was quite high and some of this was returned to the customer by a high standard of interior finish. Although rated only as Deluxe, it was far higher than the 100E Prefect or 105E Deluxe, and was not challenged until the introduction of the Anglia Super in 1962, after the model's withdrawal.

One aspect of improvement was the front seats, which were of higher standards and improved comfort, although this doesn't really say very much. Interiors were all originally two-tone, but single tone was introduced in later production.

The most obvious difference inside was the provision of loop-pile carpet, all 100Es and 105E Deluxes making do with rubber mats. The sun visors were not the 100E's flat cards, but shallower, padded types finished in the same vinyl as the headlining. The control knobs were not simple mouldings, but were transparent fronted with the symbol in black and silver behind this clear cover.

The heater was unique to the model, with a new casing to match the revised shape of the bulkhead. The radiator was also exclusive to the 107E; only the motor would interchange with the 100E. It was an effective unit, and the demisters worked much better than on the earlier cars.

The pedals were not the 100Es rectangular type, but the 105E's tapered variety.

Conclusions

Ford's attempt to keep development costs down by using standard parts in the 107E is a bonus to us these days, as most service and repair parts can be provided off the shelf by either the Sidevalve or 105E Clubs. Most of the unique parts can be replaced by standard items, with a little excess length in the cases of speedo, brake cables, etc., or different ratios. Only a small number of such parts need be produced for what is a very small market; these are the top and bottom hoses and exhaust down pipe, all of which the Sidevalve Club has already tackled. The only other item that could cause problems is the thermostat housing. A 105E item can be used with various hoses pieced together to reach the radiator. The car would run happily enough, but a concourse judge would hardly be impressed!



The notorious 107E "String Vest Prefect", 5042 VX, of the equally notorious Maddams brothers, just prior to the start of the Nov 1981 Brighton run. Has the current owner discovered the third hooter? Please get in contact for details!

Who is the Editor?

Teresa Butler

I thought that as I've been editing the magazine for a while now, I ought to tell you a bit about my sidevalve history.

It all started in 1981, when my parents "rediscovered" my Grandad's 1939 E93A in the garage they were clearing out when my Grandmother died. It had been left there for 25 years, but John, then my fiance, reckoned that it wouldn't take much to get it going. Sure enough, after much tinkering and disconnecting the manifold because of a mouse nest blocking the exhaust, he managed to get the engine running!

As I was very enthusiastic about Ernie, (I named the car after my Grandad), Mum & Dad gave him to me for my 21st birthday and John and I restored him back into a roadworthy condition, with a lot of advice and help from Martin Howard. Sometime in the early 80s I started the Oxon & Bucks Group within the club and many years of happy sidevalving

followed - we had a young and fun group and did trips to Manchester, the Isle of Wight and Suffolk, to name but a few.

When John and I got married in 1985, we used Ernie as our wedding car, and Steve Wood took the bridesmaids in his E493A Prefect. I joined the committee sometime around then - I started out as membership secretary, in the days before PCs when everything was kept in a card index file! I was also events secretary for a while, and put together lots of events.

We got the sidevalve bug and bought an E04A and an E83W pickup, both in thousands of pieces in boxes, and both now sold on.

I left the committee in the early 90s as I got involved in Land Rovers and helped to set up a local 4x4 club. I continued to drive Ernie regularly until my twins were born in 2000. Since 2002, Ernie has been "resting", as very young children and cars with no seat belts (or indicators, or a heater!) do not go together as

far as I'm concerned.

When the girls are older I will put Ernie back on the road again and we will all enjoy fun trips out in my Grandad's car. Until then, he just has to make to with going on "pretend" journeys whenever my daughters get the chance to climb inside and imagine all sorts of wonderful adventures in him!

Ernie - Teresa's E93A Prefect



My Holiday at 30 mph

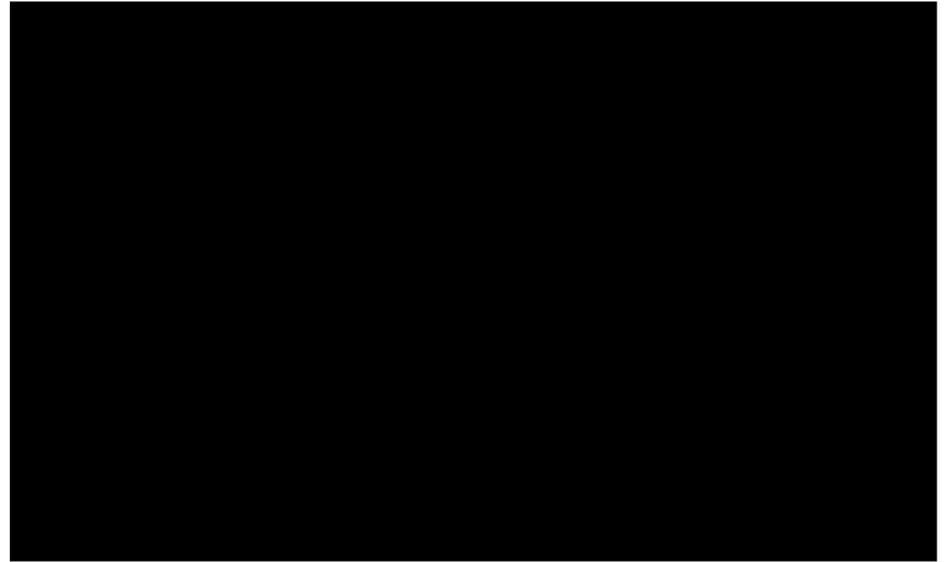
Ian Scobie

Wednesday, 23rd February 2005. I am a 1948 Fordson, New Zealand assembled, E83W flat deck truck. Along with my driver, Ian, I left Wyndham, near Invercargill, at the bottom end of South Island of New Zealand. Headed north for a few days holiday. With both of us fuelled up, leaving Gore at lunchtime, we headed up through central Otago via Alexandra. With lovely hot weather, little traffic, and the odd rest, I delivered Ian safely to Omarama 7.5 hours later. We did have to stop at Cromwell for fuel, as my fuel tank can only hold 7 gallons. Ian also got food.

A Frosty Start

As this is a camping holiday, I have to weather the elements, while Ian has the shelter of a tent. The first night was a little cool - I had a thin white coating of frost on me first thing. In beautiful sunshine we continued our journey through the McKenzie Country, which at this time of year is very dry, brown and stony, with a few thin merino sheep. Either side of Twizel, we passed through a very cool fog. It was here I heard Ian say "I wish I had a heater!" Once the fog had gone, the day was again lovely. We went into Mount Cook, as Ian had never been there. Mount Cook is a village in a National Park, named after the tallest mountain in NZ which stands nearby. It was an enjoyable trip in - passed 40 plus Harley Davidson motorcycles as they came out - what a noise!

Once at Mt Cook village, we had a look around, before Ian parked me up so that he could go exploring. There were loads of people, from all over the world. Having spent time walking up to both Hooker and Tasman valleys to see the glaciers on our highest peak, we moved on. At one point, rather than follow the main road, Ian took me along one of the



canals. These canals channel water from lakes to dams, then on to power stations for the generation of electricity. This was much flatter to travel, with no traffic! I could look down the old, dry, river valley and admire the engineering feat it took to construct these canals. With a break at Tekapo and a visit to the lovely Church of the Good Shepherd (photo 3), we carried on to Fairlie for the night.

VCC Annual Rally

Friday saw us head up through Methven, Rakaia Gorge, Darfield, and on to Christchurch. Arrived at the VCC clubrooms at McCleans island about 6 pm. Ian had entered me into their annual rally. Before Ian could have his tea, he gave me a lovely cleansing wash. This removed all the dust from our sojourn into Mt Cook. It was dark when Ian got his tea, but I

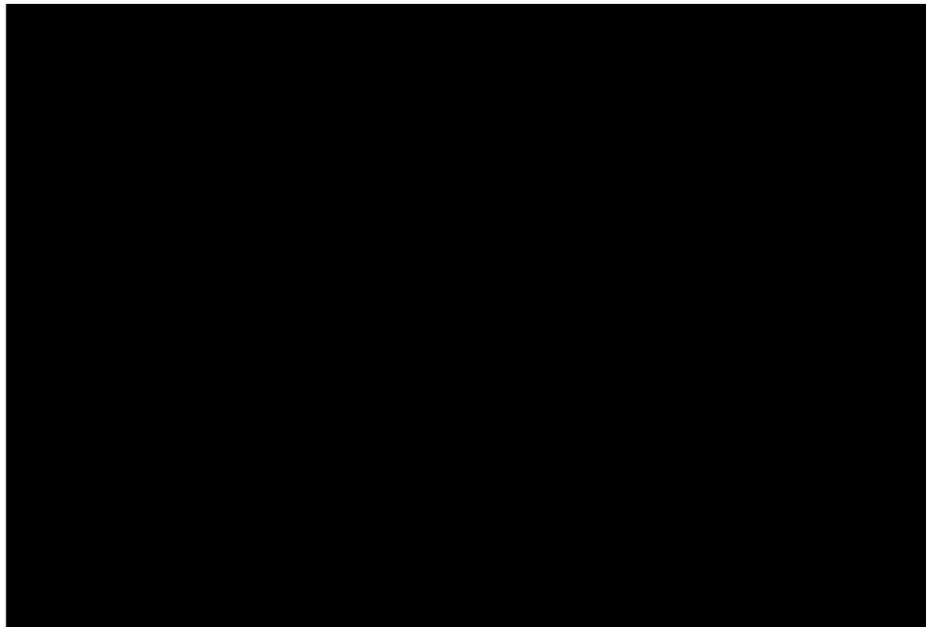
felt revived.

140 of my cousins left on the rally. A young chap offered to be a navigator for the weekend. Taking back roads to Burnham, the only army camp on the South Island, across highway 1, out towards Akaroa, a former French settlement, over Geddies Pass to Lyttelton, the main port for Christchurch. Oh, the ignominy of being passed by a cyclist! I had to go through the tunnel with no headlights, as Ian had left my headlight covers on. Then lunch and a look around Ferrymead, a historical village. The afternoon was a timed section, this had us pass around the outskirts of Christchurch to the clubrooms for a bbq tea and a talk. Apart from people staying on site, the place was empty by about 6:30 pm. Both Ian and I had a lovely day.

Sunday morning was set aside for field tests, 4 in all. With 100 plus taking part in these tests, 2 of each test was made, to speed things up. The rest of the afternoon was free, until prize giving later that evening. Being such a lovely day, Ian and I decided to move on, with lunch at Wiapara. Over the Lewis Pass to Murchison. It was on the West Coast that we encountered our only rain. As Ian's tent had no fly, he had to use my deck cover. Everything which sat on the deck was put in my cab or in the tent with Ian. It was all dry come morning.

At the Top of South Island

Into Lake Rotorua, lunch by a lovely lake at St Arnouad, before heading through Tapawera to Motueka, at the top of South Island. We passed hop fields, apple and kiwifruit orchards. Over the Takaka Hill to Pohara camping ground. A lovely wee place by the sea, near Takaka in Golden Bay. Next morning, we drove into Abel Tasman National Park to a lovely beach called Totoranui. Golden sands and native forest - nice and secluded. Unfortunately, as



My Holiday at 30 mph cont . . .

Ian did not have the right footwear for walking, he had to settle for a walk along the beach. Back to Takaka for lunch. Next, a visit to the Pupū springs, the largest freshwater springs in the Southern Hemisphere. They travel about 50 kms underground. Going back over the Takaka Hill was a grind, 2nd gear all the way - 6 km in 20 minutes. At the top I had a rest while Ian went through the limestone caves. He saw moa and kiwi bones and names written in pencil on stalactites dating from the 1880's. Ian found it really enjoyable. From the caves we moved on to Richmond, a town near Nelson.

Heading South Again

Wednesday was my quietest day, as Ian went visiting. I just sat in the sun being admired. At 5 pm we left Richmond, passed through Nelson, spending the night by the sea at Havelock, in the lovely Marlborough Sounds. It was the only place that we could smell the sea. Next morning we stopped twice to look over the Sounds as we made our way to Picton. This is where the ferry connects the North and South Islands. Here Ian saw the remains of the 9th oldest sailing ship still afloat, the Edwin Fox. The aquarium also got a visit before lunch. Leaving Picton, we headed over the gravel road towards Port Underwood, passing wee bays, with steep descents and climbs, before joining highway 1 just north of Blenheim. Following the main road south, we spent the night at Gore Bay, a lovely bay by the sea near Cheviot in North Canterbury. It was a bit windy, but not too bad. I was parked in front of the tent as shelter - Ian is such a softy!

Pity the Truck Driver

Friday dawned lovely and sunny and hot. At one point, north of Waipara, I was on a passing



Photo 3: The Church of the Good Sheperd.

lane, when these 3 trucks came up behind me. The front truck pulled over behind me to let the others pass. He misjudged my speed, so when I changed down, half way up the hill, he stopped. All Ian could see in my mirror was this big cloud of exhaust smoke. It was a further 5 km by the time he managed to pass us. I don't think he would have been a happy chappy! Into Christchurch for business and on the main road for the rest of the day. We were passed by several bikes on the way south. Waves each time. We arrived at Oamaru, North Otago at 7:30 pm, where we spent the night.

Done In on Danseys Pass

Saturday saw us up and away early, heading out of town inland towards Duntroon. We went over the Danseys Pass, an old gold mining trail. What a cold, dry, and amazing drive that

is. It was the only time on the entire trip I packed a sad. I couldn't go any further! 500m from the summit, I stopped. I had been in low gear grinding up the gravel road. I got a little too hot and stopped. Ian just had to wait until I was ready. I am lucky that Ian is a very patient person! Half an hour later, and a lot cooler, we continued on our journey.

Heading Home

We passed the Dansey's Pass pub, then onto Naseby, with lunch at Ranfulry, on through the Pig Root (another gold trail), to Palmerston. We turned off at Karitane, through Sealcliff to Evansdale. At Waitati we went over Mt Cargill, coming into Dunedin down North East Valley. Then on to Brighton and Taieri Mouth, Milton, stopping at Balclutha for tea, and were home and bedded down by 8:30 pm.

Facts and Figures

We were away for 11 days, used 1 gallon (4 litres) of engine oil, covered 1,864 miles (3,000 km), spent \$471 on fuel and used 80.3 gallons (365 litres) of fuel. Fuel consumption was 23.21 mpg (8.21 km per litre).

We had a lovely time. We had our photo taken many times, met many lovely people and saw lots of camper vans. If you want a quiet holiday, don't take a vintage vehicle - it draws attention to yourself! It was fun at the end of the day when I was parked up being admired. While Ian would be trying to pitch his tent and cook his tea, people came over to talk! Cheers! 48E83W.



Photo 4: Havelock

From The Archives

Peter Williams

Once again we dip into the pages of *The Ford Times* from many years ago to extract tit-bits to exercise your memories of motoring in your youth.

Was it really that long ago?

An article by a reader in the early sixties was extolling the virtues of running a 1935 model Y compared to his other car, a 1960 1 litre saloon of unspecified make. He submitted detailed cost comparisons, showing that the total expenditure for about 10,000 miles in each car was £82 for the Y against £134 for his other car. He had bought the Y in 1960 for £12.10s and a year later the mileometer passed the 99,999 mark and started round again. He points out that in 1,000 miles of motoring he counted 9 other Y's, 3 Morris 8 series E's, 3 Austin 10's and 1 Standard 8; from which he deduces that pre-war Fords are more durable than other makes.

One sentence that caught my eye was 'In addition, she has no difficulty in cruising with the best in these days of Mr Marples' 50mph weekend speed limit in summer.'. I can remember Ernest Marples and the painted signs on the motorway bridges saying 'Marples Must Go' but I don't remember any special weekend speed limits. At the end of his article he says he fully expects his model Y to still be running in 10 years time, but assumes his other car will, by then, 'doubtless be a polypropylene hovercraft'. Tomorrow's World and similar programmes in those days all seemed to believe that vehicle technology would progress far faster than has, in fact, been the case.

Another article about the police and local councils having problems with the increasing numbers of abandoned cars on the streets put the blame on 'the 10-year test' (as it was known in those days). But what made me scratch my head was when they added 'or maybe a man who simply couldn't face radar traps any longer' as another possible reason.



1935 Advert for the Model Y

Does anyone know when the first radar speed checks were introduced in the UK? I didn't think it was that long ago.

Was it the first £100 car?

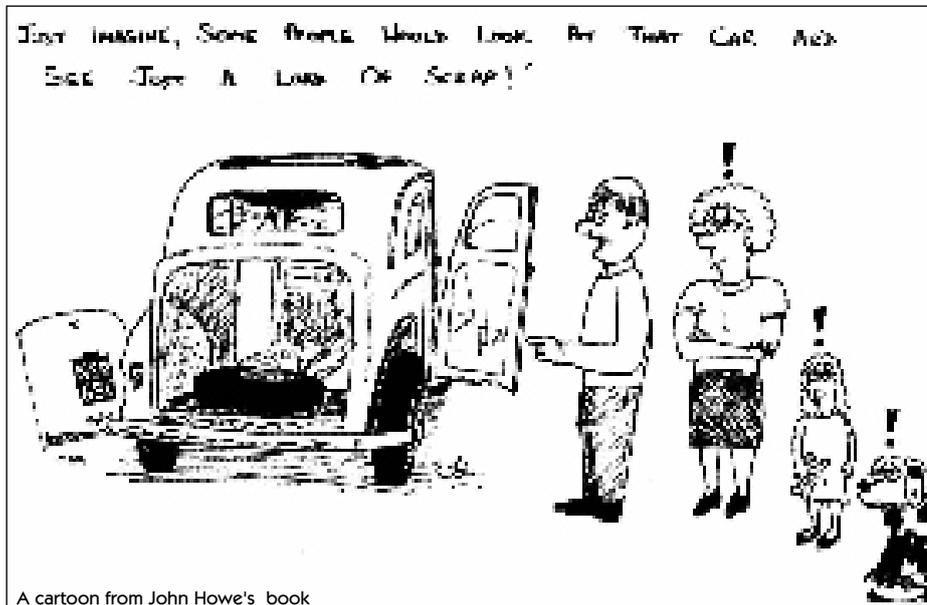
It seems that all owners of a model Y know that it was the first £100 saloon car; but was it? In *The Ford Times* of 1965, an article by Bill Boddy explains that it was 'the first successful £100 car' (depending on your definition of successful). It appears that the search for the magic £100 price tag started just before the first world war, when various companies offered very light-weight vehicles referred to as cycle-cars, but these were not popular with 'the man in the street'. In the 1920's there was, apparently, a Waverley (built in Willesden)

priced at £100, but it disappeared in 1927. Others mentioned are a 7hp Gillett (did it have razor-edge bodywork?) and a French Laffitte with a 3 cylinder engine. Jowett came close with a simplified version of their normal model at 105 guineas. A utility version of the Morris Minor sold for £100, but was out-sold by its de-luxe version. It was left to Ford to sell £100 cars in quantity when, in 1935, the price of the model Y was reduced to the magic figure. The article doesn't say whether Ford was making a profit at that price, or whether it was a loss-leader like the Mini in years to come.

The magic figure was announced by the chairman of The Ford Motor Company, Sir Percival Perry, at the opening of the Ford Motor Exhibition in the Royal Albert Hall on 17th October 1935. This was the price for the 2-door and the van, with the 4-door selling for £112 10s. I'm not sure how well the picture will come out, it's a copy of an old advertisement.

The perfect stocking filler

Not all the books in the club archives are old - we also store modern works that are relevant to 'our' vehicles. One such that I came across recently is called 'I Learnt To Drive In One Of Those'. It is a book of marvellous cartoons by John Howe, all featuring sidevalves, and I am ashamed to admit that I didn't realise it is still for sale in our regalia section at the bargain price of £5. Some of the cartoons were in *Sidevalve News* many years ago, but most are previously unpublished. I will include some of the cartoons in future editions of 'From the Archives', but it would take many years to show them all. In the meantime, why not order a copy now as the perfect stocking filler for the sidevalve person in your life?



A cartoon from John Howe's book

Stan's Model C

Stan Bilous

Well folks, here it is at last! The one you've all been waiting for! Wait no more, She's done. Named Ania Nightingale, for reasons I need not go into, except to say she flies like a bird and has the sweetest song!

After what seems an eternity (and was), she finally got the MoT - just a bit too late for Abingdon, due to a problem with brake set-up (I will go into this one in the next issue, as it may help others who experience problems with Y and C brakes!).

With a great deal of help from John Ellis (bodywork) and Nigel Ellery (interior trim), and none of this could have been done without the support, work, AND use of Kevin Bourke's workshop. I also could not have progressed without all sorts of bits and pieces from so many sources countywide, and that's not even going into the years I spent collecting all the parts necessary to do the whole job. As everyone who has done a full restoration on a relatively rare vehicle knows, it takes time, patience, and often unlimited resources, plus lots of cursing, headaches and hold-ups for lots of reasons.

Here it is then, for all that. It's by no means concours, but, as far as I was able, built to original spec. in all aspects, even to the correct type of engine, colour and interior.

Thanks again to all those who gave help, support and advice - without whom it could still be in pieces in my garage! I will be out and about next year. You may have seen her on the Veteran car run in November, where I hope to show her off to the usual crowd of fellow old car nuts!

Ed: Thanks for keeping your promise to send something in to the mag. Despite some terrible teasing from Yvon, you've done it!





Top: The Maddams brothers' 107E Prefect, 5042 VX, under a "seasonal" blanket, bottom: Andy Westwood's Anglia at National Sidevalve Day this year