



WESSEX VEHICLE PRESERVATION CLUB

FOUNDED 1971



www.wvpc.org.uk

'WESSEX WAYS' SEPTEMBER 2022

CHAIRMAN'S CHATTER

Hi Everyone,

Another month goes by evening's drawing in and to make it worse some idiot on the radio informed all that there was 15 wks to Christmas, you think that the time is going at twice the speed it used to, but like dad always said it's going at the same speed you just don't remember it.

This Club Night we have a Bingo for the ladies although I think that a lot of the guy's enjoy it, The show season is getting near the end now so back to the garage fiddling about. Just to clarify my position with regards show's some of you have asked why we don't seem to do many shows, the answer to that question is family, we do tend to put them first.

Don't forget next month we have our ex police superintendent Paul Stickler giving us a talk about the Kray twins. Well that's me done for now so you all drive and ride with care.

Doug.

CALENDAR OF FORTHCOMING EVENTS

Fri/Sat/Sun 9th/10th/11th September – Harmans Cross Classic and Steam Vintage Show.

Tues 13th September – Bingo at Club Night

Sat/Sun 17th/18th September – Berwick St John Country Fair.

Sunday 25th September – Classic Cars on the Quay (Christchurch) – 10-30am to 4pm.

Sat/Sun 1st/2nd October – Burley Steam Show.

Tues 11th October – Club Night – Talk by Paul Stickler on the Kray Twins.

Please note - There is a £1 entry fee for the Christchurch Quay event and also an oil drip tray required. Entry will be refused if you do not bring one. You can register on the day. Dates for Classic Cars on the Farm are yet to be confirmed.

**DON'T FORGET NEXT TUESDAY CLUB NIGHT IS
BINGO NIGHT
PRIZES TO BE WON, BRING YOUR DOBBERS !!!**

CREAM TEA RUN ON SUNDAY 7TH AUGUST

8 vehicles and 15 people turned up at the Cat and Fiddle Pub and after the usual chinwag and handing out of the route sheets we all set off apart from Doug and Mo who had car problems but they turned up eventually and caught up with the convoy en-route.

The route ably lead by Bruce in his Riley wandered over the New Forest roads via Brockenhurst and headed towards Bashley and Holmsley. Eventually we ended up at the Redcliffe Garden Centre and into the "Potting Shed" where we all enjoyed a very filling cream tea. Two large scones and plenty of cream and jam. I would on behalf of all of us like to thank Janet and Paul for organising a great day out.



SOME PHOTOS FROM THE RUSTIC FAYRE AT VERWOOD ON 29TH AUGUST



VEHICLE OF THE MONTH - FORD POPULAR 103E AND 100E



103E



100E

When production of the older Ford Anglia and Ford Prefect was stopped in 1953 the Popular was developed as a budget alternative, based on the old, pre-war style E494A Anglia. The E494A was, in turn, a facelift of the Anglia E04A, which was a facelifted version of the 7Y, itself a rebodied Model Y. Thus through several adjustments, updates and name changes, a design with provenance dating back to 1932 was produced by Ford for 27 years. It was powered by a Ford Sidevalve 1172 cc, 30 bhp (22 kW),¹ four-cylinder engine. The car was very basic. It had a single vacuum-powered wiper, no heater, vinyl trim, and very little chrome; even the bumpers were painted, and the bakelite dash of the Anglia was replaced by a flat steel panel. The Popular 103E differed visually from the Anglia E494E in having smaller headlights and a lack of trim on the side of the bonnet. Early 103Es had the three spoke banjo type Anglia/Prefect steering wheel as stocks of these were used up, but most have a two spoke wheel similar to the 100E wheel but in brown. Early Populars also had the single centrally mounted tail/stop-lamp of the Anglia, but this changed to a two tail/stop lamp set up with the lamps mounted on the mudguards and a separate number plate lamp. In total, 155,340 Popular E103s were produced. Electrics were 6 volts, a provided starting handle often necessary. Rod operated drum brakes, synchromesh only on 2nd and top gear. The boot accessed with a coach key, no heater or demister, semaphore indicators, pull-wire starter, manual choke. No water pump, engine cooling by thermosyphon – this was very basic motoring.

A car tested by *The Motor* magazine in 1954 had a top speed of 60.3 mph (97.0 km/h) and could accelerate from 0-50 mph (80 km/h) in 24.1 seconds. A fuel consumption of 36.4 miles per imperial gallon (7.8 L/100 km; 30.3 mpg-US) was recorded. The test car cost £390 including taxes.

100E

In 1959 the old Popular was replaced by a new version that was in production until 1962. Like the previous version it used a superseded Anglia body shell, this time that of the 100E, and it was powered by a strengthened 1172 cc sidevalve engine producing 36 bhp. The brakes were now hydraulic with 8 in (203 mm) drums all round. The new Popular offered 1,000 mile (1,500 km in metric countries) service intervals, like its predecessor, but it only had 13 grease points as against its predecessor's 23 (or 28 for the pre-war cars). The basic model stripped out many fittings from the Anglia but there was a large list of extras available and also a De Luxe version which supplied many as standard. 126,115 Popular 100Es were built.

The *Motor* magazine tested a 100E in 1960 and found it to have a top speed of 69.9 mph (112.5 km/h), acceleration from 0–50 mph (80 km/h) in 19.6 seconds and a fuel consumption of 33.2 miles per imperial gallon (8.5 L/100 km; 27.6 mpg-US). The test car cost £494 including taxes with a comment that it was the lowest-priced orthodox saloon on the British Market.

In 1960, the manufacturer's recommended retail price of £494 was equivalent to 26 weeks' worth of the average UK wage. The £100 charged in 1935 and the £1,299 charged for the Ford Escort Popular in 1975 both also amounted to 26 weeks' worth of average wage for the years in question. In the 1950s, however, the country had been undergoing a period of above average austerity: in 1953 the car's £390 sticker price represented 40 weeks' worth of the average UK wage.