

News

Sidevalve



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Remembering Summer 2007 ...

Features this issue

The Aerodynamics of Sidevalves

100E Speedboat

FSOC Regional Groups



Sidevalve News

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Regional Area Contacts

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. *3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.*

Cambridgeshire Brian Cranswick 01733 203776. E-mail: b.cranswick@yahoo.co.uk. *Please ring for details.*
Coventry and Midlands Meetings cancelled until the spring. *Contact John Porter Sv1172@aol.com or 01455 212038 6-9pm.*

Devon and Cornwall Ian Rooke 01752 266018. *Please ring for details of local activities.*

Essex John Hull 07763 810386. E-mail: Johnrichardhull1@aol.com. *1st Tuesday: The Huntsman and Hounds, Corbets Tey, Upminster RM14 2DN (near Upminster Crematorium!). 7.30pm.*

Glos, Hereford and Worcs John Pole 01684 564829. E-mail: john@polej.freemove.co.uk *3rd Thursday: The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.*

Hampshire Mick Crouch 023 8069 2359. *Please ring for details.*

London North Robin Thake 01279 659245. *1st Monday: The Speckled Hen, Hatfield Road, St. Albans, Herts. 8.00pm.*

London South East Stan Bilous 020 8764 7068. *Please ring for details of local activities.*

Merseyside Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR
E-mail: joe@ajwheatley.freemove.co.uk Mobile 07831 622075.

2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm

Northamptonshire Danny Moody 01604 810095. *1st Thursday: Stags Head, Earls Barton. 8.45pm.*

Central Scotland Position vacant. *1st Thursday: Springfield Key Pub off Paisley Road, West Glasgow. 8pm.*

Sussex David Taylor 01435 813665. *3rd Wednesday: Barley Mow, Selmeaton, A27. 7.30pm.*

Yorkshire Nigel Hilling 01484 843115. *Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.*

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Editorial

John Porter

Our summer is now behind us and I hope that you managed to get the car out for some of the events that escaped the torrential rainstorms that seemed to make up a considerable part of the season this year. Some well known events were washed out despite sometimes heroic attendance by classic car enthusiasts and some were actually cancelled prior to the day due to waterlogged sites. No doubt many organisers have lost money and will need a successful season next year. Hopefully their need to clawback some money will not include a rise in the number of events where the owners of classic cars are charged for the privilege of showing their pride and joy and the customer is also charged for entry.

Yes, on the face of it, we only turn up and present the car, but we do spend some time explaining about our cars to the paying public so it is not all about sitting in the sun eating sandwiches! There have been some exchanges between organisers and entrants in the autojumble press with points of view being strongly expressed. The topic of charging has generated some extreme views, again, on both sides. One valid point is that the cost in materials, time and effort of restoring and maintaining our cars is taken for granted by the organisers – that is our investment in their events. There is the widely held view among enthusiasts that without the classic vehicles there would be no show for the organisers to charge the public for entry. Perhaps it is more of a chicken and egg situation, as if there were no organised show there would be nowhere for enthusiasts to get together with other attractions such as autojumble and various trade stands to make it a more enjoyable day out.

Moving slightly off this subject, we are also hearing the comment that there are now too many shows in the calendar, which affects overall show quality and numbers of paying public, especially at peak periods of the year. Coupled with the travelling distances that we are able to cope with, as eloquently commented on in the last issue of *Sidevalve News*, then perhaps we are in for a reappraisal of the traditional classic vehicle show? For many of us, the drive to and from the show is every bit as enjoyable as the time spent actually on display. With the, so far, general consensus being 30 miles (each way?) we would make this the maximum practical range. This would take up to one and a half hours depending on terrain (mainly lesser A roads and B roads averaging 20 mph) and traffic conditions. Following this train of thought, that would mean that any Sidevalve gathering could expect support from members within that 30 mile radius? John Duckenfield (regional contact co-ordinator) has done sterling work in plotting where you all live and, therefore, he is able to suggest the best locations for Sidevalve events, whether annual or occasional. It is for this reason that we feel that a number of regional Sidevalve gatherings would be more in keeping with today's realistic zero use of our type of classic vehicle (low powered, three speed, vacuum wipers and, for Uprights, there is also 6 volt lighting and lively handling but great fun all the same). All you have to do is support your local Sidevalve gatherings when they occur!

Comments on the above thoughts would be much appreciated in the *Sidevalve News* letters page.

AGM 2007



Correction: The cover photograph in the August issue was by Alan Summons, not Alan Summers.

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Events

Brian Cranswick

Well, the events are almost coming to an end for 2007, a year we will all remember as the worst and wettest summer since records began, with a lot of events cancelled or washed out. However the sun came out over Cambridgeshire for the AGM at the Orton Hall Hotel in June and we enjoyed what I think must have been one of the hottest days of the year on 5th August for the Eastern Sidevalve day; it was well over 30 degrees at Ferry Meadows Peterborough (details in Cambridgeshire Report).

I have received some e-mail comments from members who feel they much prefer to limit the travelling to a show – 30 to 40 miles is considered as a more comfortable distance, especially if you are an Upright owner. It can take a lot more concentration to pilot a sit-up-and-beg compared to, say, driving the 100E types; I try and stay off the faster roads whenever I can and keep to as many back roads as is possible in my 103E. It may take a little longer but for me it certainly makes the journey a whole lot more enjoyable and safer. I have found you can often buddy up with other car clubs and steam shows who are organising events; this can be a very good way of creating more shows to attend locally in your Sidevalve.

Events 2007

Also refer to the area reports for further information on some local shows or have a chat with your area contact.

28th October, National Restoration Show, NAC, Stoneleigh, Coventry, West Midlands – club stand. Contact John Porter if you can offer your Sidevalve for the stand.

9th–11th November, NEC – **Birmingham Classic Motor Show**. This show returns back to the original date for 2007. As this is the 70th anniversary of the introduction of the 7Y & 7W range of cars and commercials, we are planning to exhibit examples of two saloons and one van on a club stand. If you can help contact John Porter.

18th November, **International Ford Enthusiasts show and spares day**, Donington

Eastern Sidevalve Day

Park, Donington. I am not sure of how many Sidevalve bits you will be able to find – but could be worth a look? www.CLASSICCARSHOWS.org.uk

Looking back 26 years at some of the events that were happening in 1981

Can you remember attending? Do you have any fond memories?

30th May, Club AGM, held at The **Ladbroke Mercury Motor Inn**, Wetherby. Membership passed 1500 and club subs cost then £6.

31st May, **Northern Sidevalve Day**, at Piece Hall Halifax.

12th June, **Ford Festival**, **Knebworth House**, Herts. Organised by Ford Car Clubs including the FSOC.

19th June, **National Ford Festival**, **Arley Hall Nr Warrington**. A celebration for the 70th anniversary of British Built Ford Products, first made at Old Trafford, Manchester.

28th June, **Southern Sidevalve Day**, The **Cotswold Wildlife Park**, **Burford**, **Oxon**. A large turnout of Sidevalves and what has to be a club record for the furthest travelled: Stig Stevsson in his left hand drive 104E all the way from Nora, Sweden! I am sure I must have a photo from this event that I took? I drove my first 103E – SFW 827 – to Sweden in 1974 on a camping holiday; some of the back roads then were often just dirt tracks.

21st–30th August, **Sidevalve holiday to Holland**. Which was described at the time as the best Sidevalve holiday ever – well it would have been nice and flat in your little old 3-speed Ford.

29th–31st August, **Exposteam at the Showground Alwalton**, **Peterborough**. This was a very good large annual show that sadly ceased many years ago. I can remember regularly attending some of these in my 103E.



Brian and Ollie



Visiting Model C, Eastern Sidevalve Day

6th September, **Sidevalve gathering with a concours event**, at the **Leicester Museum of Technology**. A good turn out of Sidevalves organised by Leicester members John Worley and Dave Laxton, helped by the generosity of a Local Ford Agent for the judging on the day.

1st October – 50th Anniversary of the setting up of the Dagenham Works. The club helped with some of the celebrations on the day; Sidevalvers who attended may have even seen themselves on the TV as the event had some evening national TV coverage.



FSOC Regional Groups

John Duckenfield

In the August edition of *Sidevalve News* sixteen Local Area Groups are listed as being in existence throughout the country. This is perhaps unintentionally misleading, as are the notes under the heading 'Regional Area Contacts', which indicate that, 'Their interests can include social gatherings offering mutual help and advice, outings and even holidays'. That may be true for some, but for others it is not, as a survey of Area Organisers earlier in the year clearly revealed.

It was found that only five, of the then seventeen, Local Groups could be considered to be truly active; five had only a few members regularly involved; four could best be described as 'non-functioning groups', with the 'Organiser' acting only – but importantly – as a 'point of contact'; and three groups existed virtually in name only. It was calculated that only some five percent of FSOC members were actively involved with Local Groups. The reasons for this are many and varied and have been well debated within the Club. Suffice it to say that in the final analysis, members join the FSOC for different reasons and each one will get out of the Club what they want.

The survey served to confirm a situation that committee members had for some time suspected. Firmly believing, however, that the strength of the Club is quite literally 'on the ground' at shows and local events throughout the country, they immediately resolved to support existing groups and where possible promote the creation of new ones for there are, paradoxically, areas of the country where FSOC members would very much like to be part of a Local Group but live where no group currently exists.

A number of initiatives have already been instigated, one of the most important being to define the role of the Local Group in this the twenty-first century, for the world has changed considerably, both on and off the road, since area groups were first established. After consulting Area Organisers it was agreed that 'Local Groups' should become 'Regional

Groups' and 'Area Organisers' should be called 'Regional Contacts' whose primary role, is to:

- be a point of contact for the FSOC in an area
- promote and encourage membership of the FSOC and be a source of information for and about the club
- act as a link between owners, members, enthusiasts and the FSOC
- if willing, suggest, encourage, co-ordinate and/or organise meetings and events for FSOC members in their region.

Furthermore, whilst retaining the right to refuse recognition of a nominated person the committee agreed that the FSOC recognises Regional Contacts as non-elected representatives of the Club who have a responsibility to the committee in upholding the good name of the Club.

Having now defined the role, the next thing to do is find out if any member is interested in becoming a Regional Contact and establishing a Regional Group in an area where no group currently exists. There are, of course, important considerations to be taken into account if a group is to be successfully established, not least that there are enough FSOC members in an area to support a Regional Group. An analysis of the distribution by postcode of members throughout the country suggests there are!

East and West Kent, around both Dartford and Canterbury; Suffolk, around Bury St Edmunds and Ipswich; South Wales, around Cardiff and Newport; the West Midlands, around Birmingham; the East Midlands, around both Nottingham and Leicester; North Lancashire, around Preston; and the North East around Newcastle all have large numbers of FSOC members where a Regional Group would appear to be viable. In addition it may be possible to establish smaller but successful groups in Somerset, around Taunton and Yeovil; Oxfordshire, around Oxford; Berkshire, around Reading; Lincolnshire, around Lincoln; and parts of Greater London. Indeed, it may well be possible to split some existing Regional Groups, as a number of Regional Contacts have

commented that the area currently covered by their group is too large.

The list is not exhaustive, merely illustrative, and does not include postcodes near existing groups, partly because a Regional Group is not based on postcode and partly because the boundaries have become blurred over the years. Longstanding members will of course immediately point to the fact that groups no longer exist in areas where they once did and it must be conceded there are some areas where it may not be possible to have an 'active' group, for as much depends on the enthusiasm of members as it does on having a Regional Contact.

It is thought that most members will travel about thirty miles in their modern car to a Club meeting, so finding an accessible meeting place is crucial. The Yorkshire Group, for example, meets in a pub where few FSOC members actually live but, being conveniently located near the motorway network and other trunk routes it is easily reached from different parts of the county. Obviously, thirty miles there and back on a cold winter's night on a motorway is a different proposition to a round trip of sixty miles in Cumbria or the Highlands of Scotland but even if an 'active' group is not a realistic proposition, there is no reason why there could not be an FSOC Regional Contact in, for example, Central Scotland, Northern Ireland or other FSOC sparsely populated areas. After all, there are International Contacts in Australia, Belgium, Canada, Germany, Ireland and Sweden! Should any member be interested in starting a new Regional Group and/or becoming a Regional Contact, and would like more information, then please get in touch with me. (See Club Officials list, page 2.) I shall be delighted to hear from you.

For my part I consider myself very fortunate to be in an area where there is an active Regional Group where I can meet with fellow Sidevalve enthusiasts who share a common interest. It would, I believe, be to the advantage of individual members, and the Club as a whole, if all FSOC members could be so fortunate.

Ivor Bryant: Bristol Area Regional Contact

I am 54, married, two children of 20 and 18. I earn my living working in the construction industry as an estimator and am qualified as a Chartered Quantity Surveyor. So in the week I work indoors in an air conditioned office, spending time with measurements, figures and a computer. The hobby of old Fords is in complete contrast: grubby, practical, hot (maybe cold and wet), but at least I can generally decide when to and when not to.

I have been a member of the club for probably over 30 years and am also a member and regional contact for the Y and C register.

Sidevalves I currently own are a 1936 Model C which I bought in about 1973, a 7Y 8 which my sister gave me in about 1966, a 1953 Anglia which I bought in about 1979, and a 1959 Popular which was given to me in about 1969. Besides this I have an 8hp generator, a Pattison Roller, the rolling chassis that we take to the local shows, a scrap Pop and a lot of bits and pieces of doubtful value. I did at one time have two Model Y rolling

Continued on page 6



Gloucester, Hereford and Worcester

John Pole

G,H and W group off on the razzle. Here we all are on the night of our monthly meeting off to a pub in the Malvern Hills where we could look out over Herefordshire on a balmy night and roll down to home (if the engine didn't start of course!) in one of our members' other vehicles. Yes, I know it's not a Ford or a Sidevalve but it does have rod brakes. It's a 1939 Bedford WTB 20 seater bus originally owned by Vincent's of Thorncomb, based, I am told, on the Devon/Dorset/Somerset borders. I can report that a good night was had by all and engine, brakes and lights worked wonderfully well.



North London

Rob and Jennie Thake

This year's rally season has certainly been a hit and miss affair with rain and even a threat of foot and mouth disease putting a dampener on things.

Our group has still managed to get out and about with trips to West Bergholt where the sun shone so there was a bigger gathering of classic cars and motorbikes than usual. Some of us managed to get to two evening shows at Harpenden Common and Croxley Green; these shows manage to get an attendance of approximately 1500 vehicles which is not bad for a Wednesday evening after work. Most of our group went to Woburn but due to work commitments I had to miss this one. We went off to Peterborough the following week, a round trip of some 140 miles; after a small number turning up last year Brian Cranswick gave it another go and what a success it turned out to be with a good selection of Sidevalves attending among the many British Leyland cars. Our Chairman must have had a difficult job judging the cars with several of our group coming home with prizes. Brian is hoping to turn this event into an Eastern Sidevalve Day so next year I hope we can get even more cars out.

Andy Westwood took over the reigns and did all the work organising the stand at Duxford. We had not attended this show before although it is only a short drive for us and what a great day out it turned out to be. Although it rained first thing in the morning it did not matter because all the exhibits are inside. We got a good area to display our cars right next to the American hanger and we had a good selection of cars on show. On Bank Holiday weekend with the sun shining we had two shows to go to, one at Enfield and on the Monday it was Quainton Railway Centre

where there were five of our group. I managed to win a trophy titled Blood-Sweat-Tears for the best home restoration; although it is a few years since I restored the Anglia, winning the trophy made me think of how true the trophy is. BLOOD – yes I did get a few knocks and cuts; SWEAT – yes I did lose plenty stripping old paint off and preparing the body work after welding; and TEARS – now this is difficult so the only thing I could think of is that when I worked on the car I always came in from the garage at 8.30pm, but one evening due to the job I do at work my watch had gained an hour and after I had cleared up and had come in to sit down I found myself in front of the television watching Coronation Street, which would bring tears to anyone's eyes!

I read with interest the comments in the last magazine about most members not wanting to travel more than 45 miles to shows. I think the answer to this is to join a group so all can go off together, therefore we all look after each other in route finding and in the event of a breakdown there is always help at hand.



Continued from page 5

shells which have been sold.

Besides the cars I have copies of handbooks, parts books, brochures etc, a 103E valve radio, oil cans, spanners, spring spreaders, hub pullers and the like. I have no training in mechanics but can dismantle things and generally fix them.

The 7Y 8 is on the road. This is the first car I have resprayed; it's not restored but out and about, my having replaced the king pins, stainless exhaust, rewired, new roof infill and new headlining. The Anglia is also on the road, unrestored, stainless exhaust, wings repainted, roof infill replacement awaited. The Popular has been on the road fairly recently, unrestored.

The CX is coming on, resprayed, new roof framing, new covering, but I think the rear

axle or gearbox need replacing. I have a spare engine and will replace that too.

In the role of Regional Contact I am available to advise where parts may be sourced, what shows I am aware of, who may have various bits and pieces, who might know how to fix a problem. I organise, with Peter William's help (or I help Peter), the club stands at Shepton Mallet and have tried to organise club stands at other events. We generally attend the shows at North Nibley, Berkeley and Kemble. Peter regularly attends rallies in Somerset and Devon, the Devon Coastal Run being an example where we have met up with other members. I have entered the Chipping Sodbury Run on a number of occasions and attended the new years day gathering at Taunton. Peter organises the Great West Run for the Horton Historic Vehicle club

where we are both members and meet on a regular basis.

These meetings are informal and attract 30 or so owners of classic cars, lorries and motor cycles of various manufacture. I would like to put on club stands at the local events and would help others willing to do the same local to them. I will help members where I can but I do work 5 days a week or more and am not a 24 hour helpline.

From information provided by John Duckenfield we have a nucleus of members on the eastern edge of Bristol: perhaps we should meet there as a club if this would attract more members to our gatherings. Let me know what you think, by phone, letter, email or via the club. Please address emails as FSOC so I can filter out the junk mail.

Yorkshire

Nigel Hilling

Area News

Meetings at the Black Bull continue to be well attended generally with at least a dozen people, although not too many old cars. The weather this summer, as everyone will have noticed, has been poor and this has caused low attendances and even cancellation of some events. As I write this in early September summer is trying for a final fling with warm sunshine in abundance for a change. Despite the weather we have still been out and about a fair amount. The road run mentioned in the last *Sidevalve News* may have taken place by the time you read this but may have been delayed into October so call me if interested.

Beamish Reliability Run

This June event was reported in the last *Sidevalve News* but we have only recently received the results confirming that Gordon MacKenzie and Denis Matthewman took a first in the 'Modern Car' class (Ford Pops are classified as modern as far as this event is concerned, as some can just sneak into the age limit which is currently pre 1954 but will be extended to pre-1956 in 2008). This pairing actually managed the third best score overall within the 100+ entry.



Newby Hall

This event in mid July is the main Yorkshire Sidevalve gathering and the weather initially looked reasonable for the 10 cars attending. This was not to last as a slight drizzle by midday turned into an afternoon downpour that resulted in an early exit for many of the exhibits. At least we had got round the autojumble in the dry and had a gazebo to shelter under, but compared to the glorious weather of previous years this was somewhat disappointing particularly for the two open cars on the stand (John Lindley's special and an F4 Morgan).

Trans-Pennine Run

This is an HCVS event from Manchester to Harrogate and was one of the good weather days of the summer. I forsook Sidevalves of the Ford type to one of the Standard type (a war time Tilly) that proved to be equally reliable. There were a few E83Ws on the run as the two photos show.

Tatton Park

This event with a Merseyside Area stand is generally blessed with good weather being held in mid-August but this year was an exception. John Duckenfield flew the Yorkshire flag with his Pop on the Saturday during which it rained nearly all day. Sunday was little better when I attended in my Pop.

Essex

John Hull

Our August meeting at the Huntsman and Hounds was well attended, and we were all making plans for the shows we wanted to attend that month.

Unfortunately, the weather again let us down! Dennis, Mick, Tony and Dean all planned to attend the Battlesbridge Ford Show on 19th August. The morning dawned grey and wet, and only Tony was brave enough to face the elements. However, his effort was rewarded by winning a 'Highly Commended' award for his Prefect.

On the same day, John and Dave had planned to attend a show in aid of Little Haven Children's Hospice at Althorne in Essex. John braved the weather, and in spite of the rain the show was very well attended. As well as a good display of cars, commercials and steam engines, there were also various arena events, an open garden and entertainment from various musical artists including a tribute band named 'Rich Clifford and the Saddows'! Dave and Wendy came along as spectators in the afternoon, as the weather had improved by that time.

We met again at the beginning of September and bemoaned the fact that the weather had spoiled our plans for August. However, Tony told us that he had attended a couple of shows at Clacton and Walton, and also a show at East Bergholt which was a really good country show with lots of interesting exhibits. This may be a good venue to put in our diaries for next year. We are always looking for different shows to attend for a change.

Dean told us that his Siva was being used as a wedding car on the Saturday following the meeting. He intended to take it down to Hampshire on a trailer. We have since heard that all went well on the day and they got to the church on time. However, after driving the car back onto the trailer, Dean then found it was jammed in gear. We are putting our heads together to help him solve this problem and will report on progress next time.

We look forward to welcoming any local members to our next meeting at the Huntsman and Hounds.

Bristol

Ivor Bryant

On Sunday 2nd September some of us met up at the antiques fair and car show in the meadows adjacent to Berkeley Castle. We hadn't arranged a club stand but gathered up four vehicles in a row.

Dave Perry from Congresbury brought out his recently completed beige Anglia despite not having a Ford wheelbrace in his tool kit. This was the longest run for Dave since restoring the car, about 30 miles from home through Bristol, passing under the Clifton Suspension Bridge. Joining us was a non-member from Nailsworth in a very smart, if smokey Upright Pop. He's considered joining the club and went home with an application form. Making up the assembly was Peter Williams and myself.

Close by was Bryan Bedford with his Prefect, parked next to our old friend Dave Curtis in his Mark 1 Zephyr Zodiac. Elsewhere was Eric Reed from Newport (Gwent) with his 100E Prefect and D. Barnett from nearby Stonehouse with his 100E Popular Deluxe of 1959. Others included a rodded 8hp van, left hand drive of Colin Bennet from Gloucester and his mate with a rodded Popular.

Andy Ford with his v6 100E as seen on our stand earlier in the year was also present. He's now bought an F30(?) truck. Len Shorthouse was booked in but failed to complete the journey ... he wasn't happy.

To keep the cars at the show a raffle is held with the passes at 4 o'clock. Brian's name was read out but he'd left a few minutes earlier ... bad luck Brian. I won a tenner!

Pattison roller (Ivor Bryant)



Pictures from Berkeley Castle by Peter Williams. Below: the line-up at Berkeley Castle on September 2nd



The 1959 100E Pop de-luxe from Stonehouse

When you read this the Great West Road Run of 7th October will have passed. There will be a report on this next time but we should have a few Sidevalves out and about.

We will be at the restoration show at Shepton on November 3rd and 4th on stand J4 with Dave's Anglia on show plus something else – maybe your car? We need volunteers for Saturday to man the stand – maybe its you?

Thinking ahead, we will have a stand at Shepton on February 16th and 17th; you could be there again having had such a good time in November!

Other news ...

Peter and myself rescued a 4 door Model Y which had been in a garage with leaking roof since the early 1960s. By the time we got it home it had collapsed. See Pete's version of events. The same weekend we collected a Pattison RCT roller, courtesy of Mike Taylor. Mike had a few years back fitted this with a Morris Minor engine which he wanted for another project, leaving a void to be filled with a Ford engine from the stores.

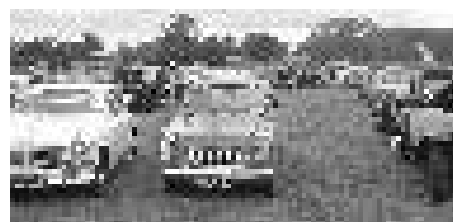
That's about it for now; see you in November, stand J4.



Brian Bedford's E493A Prefect



8hp rodded van



Eric Reed's 100E Prefect

Cambridgeshire

Brian Cranswick

Wood Green Steam Rally, 21st July

On a very damp Saturday morning five Sidevalves arrived to a very muddy Godmanchester show field; in fact the arena events all had to be cancelled as it was so wet and the vehicles would have been bogged down. I felt sorry for the organisers as this weather was definitely putting off a lot of the paying public. I had good intentions to come back on the Sunday as the weather forecast was much better; however Ollie, my 103E developed a large crack in the manifold on the way home, making the journey quite noisy. I can remember about 30 years ago having a small split welded up – so it had lasted well and finally decided to break. I have now sourced and fitted a refurbished part just in time for the show at Ferry Meadows.

Eastern Sidevalve Day, 5th August

Almost the complete model range of Sidevalves gathered together on a really glorious summer's day at Ferry Meadows, from a 1935 Model C right up to the 107E. The Uprights preferring the flat roads of Cambridgeshire just outnumbered the 100Es. We even had a Mk2 Consul and a non-Sidevalve engined Dellow joining us. We were surrounded by models from BL and BMC enjoying their 14th National Rally held every year here at Peterborough. Comparing our small Fords against many of these – yes, they may be a bit faster with their 4-speed gearboxes, but the humble little 3-speed Fords seemed to have survived extremely well due to having much stronger, more durable built bodies.

The day's judging was extremely close indeed, with some really nicely presented cars to scrutinize by our Sidevalve experts. This task was down to John Porter with some help from Robin Thake and Brian Cranswick. The final decision for the 100Es was neck and neck, due to the cars of Andy Westwood, John Perrin and Stuart Cecil being so difficult to separate on points. In the end John decided to

2nd Upright, 103E Popular OLH 20 – Brian Cranswick



1st 100E Anglia, 884 RHK – Andy Westwood



Most Original 100E Popular, UKK 611 – Stuart Cecil

award an additional trophy for the most well kept original 100E – given to Stuart for his completely unmolested black Popular, which was well deserved as this car has been kept as it was delivered to its original owner and has never been altered or modified.

Upright model owners Robin (EO4A) and Brian (103E) tied on points, which had to result in a second opinion to decide the outcome. Winners of the day:

- 1st 100E Anglia, 884 RHK – Andy Westwood
- 2nd 100E Popular, POO 389 – John Perrin
- Most Original 100E Popular, UKK 611 – Stuart Cecil

1st Commercial, E04C DUT 277 – Jeff Lawrence



2nd 100E Popular, POO 389 – John Perrin



1st Upright, E04A Anglia HKK 976 – Robin Thake

- 1st Upright, E04A Anglia HKK 976 – Robin Thake
- 2nd Upright, 103E Popular OLH 20 – Brian Cranswick
- 1st Commercial, E04C DUT 277 – Jeff Lawrence
- Furthest travelled award to John Porter – Bessie the Siva MSJ 648.

I would just like to thank everyone who came along on the day, which was probably one of the best and hottest days of this summer. I trust nobody encountered any vaporising in this heat on their homeward journeys. Ollie the 103E certainly behaved all the way home and did not miss a single beat; this was very pleasing indeed considering the temperature was over 30 degrees.

Furthest travelled award to John Porter – Bessie the Siva MSJ 648.



Ireland

Craig Toomey

Yes OK. You were all right. Fate was tempted and the best Irish summer for 90 years at the moment is looking to be the wettest.

I've blessed two shows since my last dispatches, and both were badly affected by the wet weather.

Youghal, 27th May

This is a local show organised by volunteers, to raise money for a local hospice. The weather this year, unfortunately, was not as good as last which affected the numbers of cars attending, but by any standards it was very well attended with a huge variety of cars of all ages, rarity and appeal.

Just as last year there were a number of very nice and desirable classic and vintage cars, including a 1930s four seater open tourer Lagonda, which quite rightly won the car of the show; a 1924 Humber Tourer, which won the concours d' elegance; and two Model Ts, down on the five from last year. Despite its smaller numbers this year I would say that the cars on show were equally as good as any show that I've attended in England, and the public enter free.

Now where would that happen in the UK?

Sidevalves were well represented by: a Cream Anglia, ZR 805, in excellent condition (photo 1); a Dark Blue 100E Prefect, ZV 1712 (photo 2) and a Black 100E Anglia, CI 9081, which was in need of a little TLC (photo 3). John Guinan brought along his brace of Prefects (photo 4) and Bertie, my '33 Y (photo 5), made it there through the rain. Fortunately the rain held off and it turned out to be a very busy day, with as I said plenty of interesting cars for everyone to appreciate.

Innishannon Steam and Vintage Rally, 3rd-4th June

This is held to raise money for the Irish Cancer Society. The weather, for the previous two weeks, was still punishing me for my foolhardiness, and continued to bucket it down. It was touch and go as to whether Bertie could swim well enough to make it.

The intention was to camp over the two days, with bambino no.2, but the weather didn't look very good at all. At five on the Sunday morning I was woken by the rain lashing on the bedroom window and concluded that I was going to be lucky even to make the show for the second day. But over breakfast it had stopped raining, and looking to the west it did look as if it was getting clearer. So knowing that the weather in this area can



Photo 1



Photo 2



Photo 3

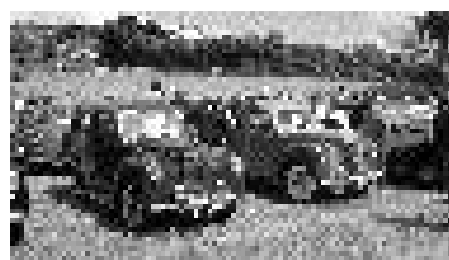


Photo 4



Photo 5

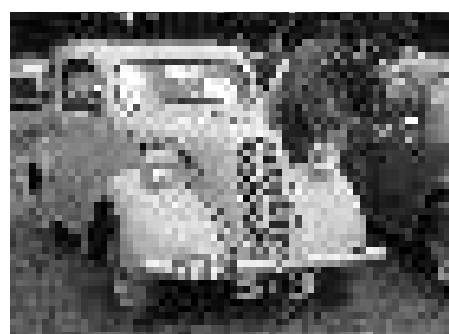


Photo 6

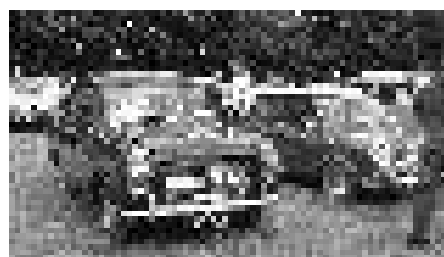


Photo 7



Photo 8

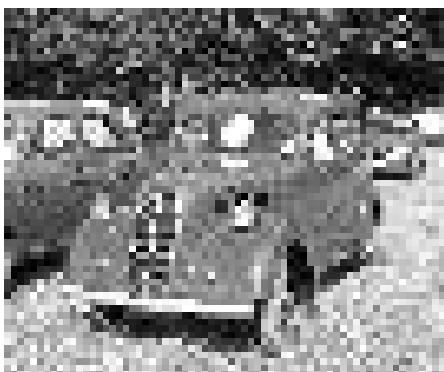


Photo 9



Photo 10

Area News

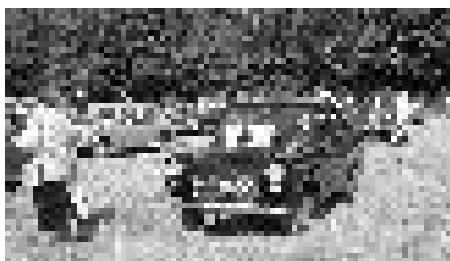


Photo 11

change as you go around a corner the decision was made to take a chance. Off we went on the normally relatively short journey of 30 miles, looking ahead of us for the brighter weather.

Sure enough as we entered West Cork it brightened up and the weekend looked promising. On arriving at the rally field, even though I was one of the first cars there, I was greeted by a quagmire with the stewards reluctant to let me drive on to the show area.

Not wanting to be towed, no doubt damaging both the number plate and bumper (I didn't have my heavy hammer with me to return Bertie to his pristine condition) I decided to take a chance. Into the mud I went, but as the wheels sank through the six inches or so of mud, the rear wheels gripped on the



Photo 12

hard ground underneath and we were away. As long as I didn't want to turn any corners or stop I was OK!

Once in the show area the ground was perfect, and apart from his dirty shoes Bertie was none the worse. Of course getting out on the Monday was another thing, particularly if it rained, but that was going to be tomorrow.

This was as the name suggests primarily a Steam Rally, and it very much lived up to its name with what was considered by the organisers to have been the biggest collection of Traction Engines etc. ever to have been assembled in Ireland. Two Steam Wagons and a Traction Engine had even made it over from Yorkshire.

The very nice Anglia ZR 805 was on show again as was the Prefect ZV 1712 (photo 7). Also at the show was an excellent 100E Popular deluxe, ZV 825 (photo 8), a green Popular 376 UXV (photo 9), a black Anglia, FI 5852, in very good condition (photo 10) and a 100E black Prefect, ZV 881 (photo 11). John Guinan was also there with his Prefects.

But the star of the Sidevalves was the 1936 Black Model Y, ZB 207 (photo 12), owned by Jerry Harrington. Before Jerry bought the car, two years ago, it had lain in bits for 21 years after the previous owner had started the restoration and gone no further. Jerry had spent the last two years busy restoring it to a very high standard. Quite rightly it attracted a lot of attention.

The weather held fine and the show turned out to be very successful, with the departure on Monday evening being event free.

Rain and finishing the extension permitting there are still a few shows within Y-reach, so here's hoping.

Federation News

Peter Williams

This is the eighth in the series to keep you up to date on news from the Federation of British Historic Vehicle Clubs. (See December 2005 for the full explanation.)

Tyres – Warning

This heading appears in the latest copy of the FBHVC newsletter. It concerns a fatal accident that involved an MGB on the M56 near Manchester. A rear tyre burst, the driver lost control, the car turned over and the driver was killed.

It transpired that a set of as-new tyres and wheels had been bought at an auto-jumble. The tyres were barely used but were 25 years old. The Department for Transport has earlier told the Federation that the age of tyres will not form part of the MoT test but this could

change if tyre failure due to age becomes a significant cause of accidents.

The British Rubber Manufacturers Association suggests that if a tyre is six years old and remains unused it should not be put into service. It also suggests that in ideal conditions tyres may have a life expectancy of ten years.

The Federation says that the moral of the story is not to wait for legislation, but to make sure your own tyres are in good condition and never use undated or obviously old second hand tyres however good the tread.

Have you got an old garage?

English Heritage is exploring the impact of the motor car on people and places from 1890 to the present day. It is looking at how the world around us was adapted for cars and how a whole new range of building types

evolved to meet the needs of cars and their drivers including garages, filling stations, car showrooms, car factories, car parks, motels and roadside cafes. Older garages and filling stations are disappearing rapidly and English Heritage would welcome help from historic vehicle enthusiasts.

EH would be delighted to hear from anyone knowing of any buildings in the above categories. Little work has been carried out to identify and record these buildings in the past and the EH survey will enable the significance to be better appreciated. While buildings dating from before 1940 are of special interest, any pre-1970 buildings that are still in substantially original condition may be worth mentioning.

Three-mailaddressisjohn.minnis@english-heritage.org.uk or by post at English Heritage, Brooklands, 24 Brooklands Avenue, Cambridge, CB2 8BU.

Merseyside

Joe Wheatley

Sunday 17 June – TVVCCC – Ashton Under Lyne Car Show

The first of our outings with the Thame Valley Vintage & Classic Car Club. This show consisted of a static display of cars around the Victorian Market Square and surrounding streets. I arrived to find Bernard (100E Pop), Tom Barnes (103E), Frank Wells (100E Pop) and Roy Barker (107E) already in the spot allocated to us. We even had room to put up our banner on the boarding around the old market hall (undergoing restoration). We were soon joined by Ian Sidebotham (103E) and Ron Taylor (E83W), though Ron had a bit of trouble getting in because the collapsing bollards preventing accesses to the pedestrian zone were up and the CCTV cameras were not manned to drop them. We eventually found a way around the bollards (narrow things, Sidevalves) so all was well.

Monday 18 June – evening do at Travellers Rest pub in Hope Valley, Derbyshire

I had known the Travellers Rest from my time living in Sheffield and so was expecting a small gathering in the pub car park. Very wrong! There must have been two hundred cars and bikes on display in the fields next to the pub with considerably more 'punters' in the next fields. Cars and bikes from pre-war to relatively modern racing and rally examples.

23 & 24 June – NW Motor Show, Victoria Park, Southport

Again this was a new venue for us but turned out to be a very pleasant venue in a large public park in Southport. A good turnout too; by lunchtime we had the following in our line up. Roy Barker (107E), a stray 105E from another club, Derek Boon from Blackpool with a very nice green 100E Prefect, Bill Moore with his 105E, Frank and Bernard with their 100E Pops, Ken and Andrea Riley with their black 100E Prefect (bought from Derek Boon earlier this year), Freddy, and Dave Rothwell brought his blue 100E Pop. Dave is a motor mechanic and the Prefect is his 'leaver' car that he leaves behind when he takes a customer's car away for service.

We persuaded Gordon Rimmer to join us with his unusual E83W pick up. This has a beautifully fabricated metal back very reminiscent of some American pick-ups and sign written for his building business. He had been on holiday in the Lake District but had driven down especially for the show. I believe he bottled out, took the E83W home to nearby

Burscough and returned to the Lake District in a modern car (something about cramps!).

Lots of other interesting vehicles to look over and a few stalls to amble round. For those less interested in cars Southport town centre was only 10 minutes walk away. A very good day out and one we shall repeat next year.

Sunday 1 July – TVVCCC – Oldham Town Centre Car Show

Another new show for us and another event with cars parked up in the pedestrian areas of the town. We managed to get a pitch near an overhang by some of the shops so had plenty of shelter from the frequent heavy showers. Lots of interest from the public and again nice to be in town rather than in a field.

Some disadvantages though. I did not spot the warning signs on the waste bins so was enjoying a can of Old Speckled Hen with my sandwiches when a policeman pointed out there was a £100 fine for drinking in the streets of Oldham! I'll have to decant into a Dandelion & Burdock bottle next time.

The organisers were very kind and Freddy received a prize for Best Sidevalve and 2nd prize in the Post War Saloon section. No winners in the raffle, though!

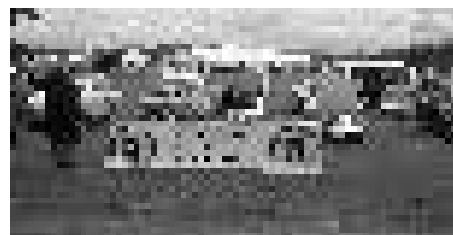
Sunday 8 July – Shaw & Crompton Vehicle Rally

I set off just after nine and had only gone a short distance when Frank called my mobile. He had broken down on the M60 just short of junction 17. We are both insured with Footman James, but he did not have the breakdown service number with him. I did, so gave him the number and carried on my way. Sure enough as I trundled up the hill towards junction 17 I saw Frank's 100E on the hard shoulder so pulled in front of him. The engine had overheated, spat out its water and now blew off the oil filler if started. Worse still the so-called breakdown service has proved useless, as all Frank had got was a recorded message for 10 minutes and then the credit ran out on his phone. Instead he had to call his son to come and tow him home with his Landrover. Bear this in mind if you rely on breakdown cover provided by your insurer!

I was commiserating with Frank when Roy Barker (107E), Ian Sidebotham (103E) and Ken & Andrea Riley (100E Prefect & people carrier thingy) saw us and all stopped as well (not to be recommended, ladies and gents; remember the hard shoulder is a dangerous place!). We tried changing one plug which was badly fouled with oil, but though the engine ran it obviously was not going anywhere. We sadly left Frank to wait for his son and carried on to Shaw.



Hope Valley: Freddy with Stan The Anglia (Nigel Hilling) behind and other friends.



NW Motor Show Southport: Bill Moore (105E), Frank Wells (Green 100E), Bernard Ellicott (Yellow 100E), Ken Riley (Black 100E Prefect)



Southport

They shut off the town centre for us, which made parking easy with plenty of facilities close to hand (café, flea market and pub to name but three). Bernard was already parked in his 100E Pop but we managed to all park together. At about 12.00 we set off to process around the parish, me being the second car after the Mayor and Mayoress in a Royal kit car. Unfortunately a policeman at the first junction directed them the wrong way, leaving me heading the parade! Having little idea where I should go I circled the first roundabout a few times until the Royal and Bernard took the lead. The rest of the tour was uneventful, but disappointing in that so few people came out of their houses to watch.

Back in the High Street it was time for lunch and for Ron Taylor to join us in his E83W. We should have had some others join us too. Tom Barnes set off from Blackpool in his 103E but had to turn back with a water leak. Alan Tomlinson just can't get his E493A to run properly despite assistance from Ken Riley and Mike Brocklehurst. Hopefully these can be fixed before Woodvale and Tatton in August.

Continued on page 30

Specials Register

Rob Daniels

Sorry about the lack of a Specials article in the last edition. Things had to take priority and the clock beat me in the end.

Due to the lack of decent weather the Shirley hasn't been out very much at all over the summer. The main event of course was the Historic Specials Day at Burford and as the forecast was looking good, I took the chance and drove down in her. We had a total of 54 cars attend this year, which was, considering the weather the previous week, a very good turnout. A big thank you to all who made the trip.

This year marked the 50th anniversary of the formation of Falcon Shells in 1957 and although I didn't make as much effort as I should have to publicise it, we still had nine cars turn out at the show covering virtually every model that Falcon produced over the seven and a half years they were in business (photo 1, photo 2). There was the Mk1 of Chris Henson: this is a short wheelbase Austin Seven based and Chris has been restoring it to a very high standard over many years. Also the Mk 2s of Ian Bovis, Pete Stanners (photo 3) and Ron Roper. Ron bought his car in 1968 and ran it for a couple of years before laying it

Photo 1. Falcon Mk1 with Mk3 behind



Photo 2. Falcons



Photo 3. Pete Stanners Falcon Mk2 with a 515 behind



up. Having reclaimed his registration via the club, he has now started the restoration.

Chris Fernyhough brought along his very nice Mk3, Adrian Leveridge brought along the Bermuda and Tony Thorpe the Peregrine 1000 works prototype. Last but not least, John Jarrett made a stop on his way back to Cardiff after picking up the first production Falcon 515 from ex Falcon works manager Mike Moseley that morning.

Other cars there were the two Shirleys of Geoff and myself, the lone Siva belonging to the chairman, and six Bucklers including the newly restored C Type bodied Mk5 of Roger Coupe (photo 4).

Photo 4. Roger Coupe's Rochdale C Type



I think I counted six Lotus 6s including the all enveloping bodied car pictured here. Nigel Halliday made a very welcome appearance in the Lotus 2 which, for those who don't know the car, is Austin Seven chassied with Ford axles and engine (also pictured). There were also three Hamblins, a modified Super Two, a Dellow, Tornados, Rochdale Olympics, Fairthorpes, Turners and a couple of Peerless.

Photo 5. Lotus 6s



Photo 6. Lotus Six with Williams and Pritchard body



The rain held off and a very good day was had by all. The Shirley had a good journey home, although I am still not happy with the

front axle even though I have now fitted a Panhard rod. Other options will be looked at when the time permits.

In my last article I mentioned that a gentleman had approached me at the Stoneleigh show and told me about the Shirley he built around 1957. He has sent me the photos as promised and the best two are featured here. As can be seen, it is a fairly early Kenmar with the long doors that cut through the sill line, a clever trick that a few of the early fibreglass body makers used to make the shell available for almost any length of chassis by just putting longer or shorter doors in between the front and rear sections. There were a few different styles of early Kenmars, more of which in a future issue, but this is the one that was standardized into what we now call the Shirley Mk1 (photos 7 and 8).

Photos 7 and 8. The standardized Shirley Mk 1



I have been having some correspondence with Bill Ashton, designer of some of the Microplas range. He also worked on the Pegasus race cars of Mike Eyeres of which he has sent me some articles. These will be published in due course. I am yet to interview Bill about his days at Microplas but he has recently sent me this picture of a Mistral (photo 9) which was the first shell that he mounted on the NZ chassis (see my website for details on the NZ Mistral). Bill states, 'you will see why I was annoyed when the chassis members – 3 1/2" dia. tube – were carried under the seats, raising the driver higher than necessary. This was at a Race Meeting at Mairahau, just N. of Christchurch, S. Island. The owner of the NZ firm is driving here. I drove in another race. The track was part sealed (asphalt), with the remainder shingle, oiled and rolled, which made for interesting driving!'

Continued on page 30

Anglia & Pop Register

Andy Main

The FSOC magazine Club News for October 1983 featured an article 'Getting Back On The Rails' which included an old photograph of a railbus consisting of two Model Ts with bus bodies placed back to back and fitted with flanged wheels. Introduced to reduce mounting losses due to road competition, the rough riding and noise only drove more passengers away from the Kent and East Sussex Railway. In 1983 it was reported that apprentices at Fords Swansea plant were building a replica but would be powered by a modern Ford engine and gearbox. Since then I cannot recall seeing a photograph of the replica or reading about it; was it completed?

Whilst the sidevalve Model T is outside the remit of our Club the post-war Uprights still included Model T technology, a sidevalve engine (the smaller 8 or 10hp), front and rear transverse springs, starting handle and wooden floor.

On the May Day weekend the Kent and East Sussex Railway held a gala which included a recently completed railbus built by Colin Shutt from Yorkshire. This replica used a Model T engine, gearbox, drive shaft and back axle. Started with a starting handle it gave short trips up a siding. I photographed it at Rolvenden locomotive yard prior to the gala. (Photo 1)

In East Sussex on a hot and dry day in August I attended the Bluebell Railway's 125 Gala. Not only is the railway in the premier league for its locomotives and rolling stock, the period road signs add to the ambience too. A speed hump is in place at Horsted Keynes station and a period road sign has been produced. (Photo 2) The speed camera sign that depicts an old camera appears in most towns and nearly every village. A Bluebell Railway version would not look out of place but thankfully is not needed yet on the road before the speed hump.

Whilst sitting by the 100E Anglia (as featured in September's *Steam Railway* on page 49 on the gala) a young family slowly walked past and made comment that his father had owned one. We got into conversation over the original purchase cost and how basic they now look when compared with a basic modern car. He had forgotten about the vacuum wipers and when I tried to explain how they worked looked at me as if I had come from another planet.

In October 1953 the Motor Show Edition of Ford Mail announced the World's Lowest Priced Car, the only family saloon with an all-in price of below £400. It was the 103E Popular that cost £275 plus £115 14s. 2d. purchase tax. Newer owners may not be aware of what extras you could buy for it. Ford offered through their dealer network a wide



Photo 1. Replica railbus

range of accessories bearing the trade name EnFo.

Supplied without trafficators they were sometimes fitted by the apprentices, either in the 'B' post between the driver and rear passenger windows, sometimes fitted below the windows or externally mounted on the scuttle sides. The scuttle mounted trafficators appear to be more common on the E494C 5cwt van. The trafficators were of course non-cancelling. The EnFo trafficators would have set you back £2 16. 6d. Flashing indicators became available and these were usually mounted above the guttering on the roof.

Most Populars I have seen are fitted with a parcel tray but that would have cost 12s. 6d. In October 1954 twin rear lamps were fitted as standard to conform with changes to lighting regulations. To upgrade one's earlier model cost £1 16s. 0d.

For better forward view a dual wiper arm propelled by a bar off the driver's one was £2 9s. 6d. (photo 3). More work for the vacuum powered driver's arm and no reservoir tank to hold that extra bit of air. Some have been fitted with a vacuum tank as the bolting holes are fitted. An extra aid to clear vision is the screen washer at £1 10s 0d. (Now a compulsory MOT item unless a vehicle is fitted with an opening screen.)

Chrome bumpers were £4 5s. 6d. and overriders £2 8s. 0d. to brighten up the exterior. Twin outside mirrors mounted on the top hinge of the doors cost £1 12s. 6d. With smaller headlights than the E494A Anglia and

Photo 3. Dual wiper arm

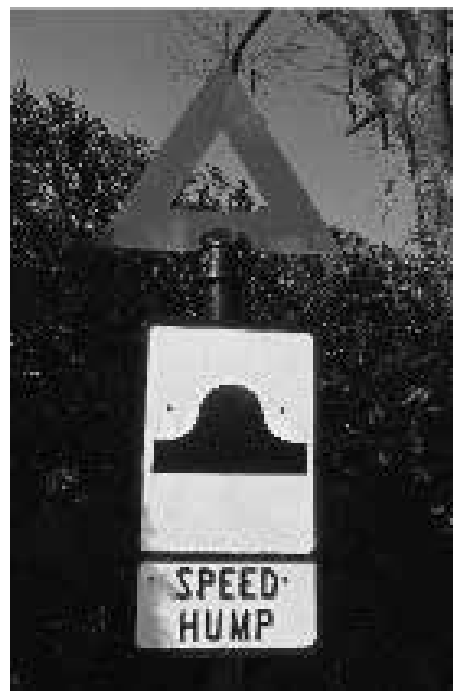


Photo 2. Period speed hump sign at Horsted Keynes station

lower powered 24 watt bulbs a long range driving lamp was available at £3 8s. 0d. However shortly after introduction 36 watt bulbs were fitted as standard but with no increase in dynamo output, on long night driving runs the lights got dimmer. The millions of coal heated houses and coal fired power stations which were often built in towns and cities helped to produce fog in the right weather conditions. A fog lamp was £3 8s. 0d. At the rear a reversing lamp cost £1 10s. 0d, an exhaust deflector 12s. 9d. and a petrol locking cap £1 0s. 0d.

A pair of swivelling glass deflectors fitted onto the doors to obviate draughts when the windows were open cost £4 10s. 0d. a pair. From late autumn onwards the radiator blind at £3 5s. 0d. would assist in warming up the engine more quickly; or you could use an old piece of cardboard for nothing. There was also a heater which cost £13; a recirculating type

Continued on page 23



October 2007 Spares & Regalia Lists, Pop Shopper and Order Forms

Please keep this list safely as the Spares Lists will possibly not appear in all issues.

Note that all prices for FSOC regalia and spares include postage and packing for the UK only.

Regalia List

Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£17.50
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£18.00
Reprint Parts Catalogue, Y/C/CX/TW/7Y	£13.00
Reprint Model Y Bulletin	£11.75
Reprint Workshop Manual for 100E and 300E	£24.95
Reprint Parts Manual for 100E and 300E	£19.95
Technical Tips for the 100E/107E by Jim Norman	£7.95
100E Anglia and Prefect Instruction Book (1953-59).....	£3.25
The John Howe Book of Cartoons	£5.00
Ford Motor Cars, 1945- 64	£7.95
Ford Model Y, Henry's Car for Europe by Sam Roberts	£29.99
Ford Popular and the Small Sidevalves by Dave Turner	£20.50
Out In Front – The Leslie Ballamy Story by Tony Russell.....	£19.75

Stickers

Running In Instruction Sticker (Upright).....	£0.90
Running In Instruction Sticker (100E).....	£0.90
Window Sticker – FSOC design.....	£0.75
Silver Jubilee Window Sticker	£0.60
Historic Ford – 'Keep off My Arse!!' sticker.....	£0.99
I Love My Sidevalve Sticker.....	£0.99
Register Sticker (state model) each	£1.10
FSOC 30th Anniversary Sticker	£0.60

Magazines

Binder for Club Magazines (holds 2 years).....	£7.50
Following back copies of Sidevalve News available	£0.95
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, August, October, December	
1997 February, April, August, October	
1998 February, April, June, August, October, December, with index for 1998	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, June, August, October, December, with index for 2000	
2001 February, April, August, October, December	
2002 February, April, June, August, October	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December	
2006 February, April, June, August, December	
2007 February, April, June, August	

Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.75
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Running in booklet Anglia / Prefect (date 9/49)	£1.75
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Models

Scale Link metal kit 4mm, 1937 Model 7Y van	£6.95
Ceramic Cream Model of 103E Popular	£4.95
Limited Edition E494C FSOC 30th Anniversary Model	£19.99

Badges

Enamel Lapel Badges: FSOC, 103E or 100E.....	£1.99
103E Popular Cut-out Lapel badge (Black or Blue)	£1.45
FSOC Grille Badge: Round or Square	£9.50
Register Grille Badge: Popular/Prefect/100E/107E	£10.25

Clothing

Please state size, design, colour and second choice of colour for all items of clothing.

FSOC black and red quartered rugby shirt embroidered in script	
SM/Med/L/XL	£25.00
FSOC Sweat Shirts embroidered in script.....	£15.50
<i>Racing Green in SM/Med</i>	
<i>Burgundy in Med/L/XXL</i>	
<i>Red, Black, Sky Blue or Royal Blue in Med/L/XL/XXL; Navy in Med/XXL; Jade MED; Raspberry SM</i>	
FSOC Polo Shirts embroidered in script	£13.20
<i>Lemon, Sky Blue or Emerald in SM</i>	

T-Shirts

Model designs	£8.00
<i>E83W picture printed on front in Black L; Red or Black XL; 100E Design White XL;</i>	
<i>Upright picture printed on front in Black XL; White L/XL</i>	
Script Badge Design	£7.25
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: Yellow, Royal Blue, Navy or Green in SM/MED; Red SM</i>	
<i>Ford Anglia: White, Green or Yellow in SM only; Navy or Red in SM/MED;</i>	
<i>Royal or Black MED</i>	

Other Regalia

Blue FSOC Mug	£4.50
DVD of Ford archive material and FSOC events	£5.00
Tea Towel, All models design.....	£3.40
Leather Keyfob; Popular / Anglia / Prefect (please state which)	£2.40
FSOC Woven Tie.....	£7.65
Xmas cards (pack of 5 different designs).....	£2.20
Licence Disc Holder	£0.80
Dusters: Yellow duster printed with various sidevalve models around border,	
Club logo in Centre	
Per duster	£1.35
Pack of two dusters.....	£2.40
Pack of three dusters.....	£3.40
Gift Vouchers (can be exchanged for Regalia, Spares or Membership)	£5.00

100E and 107E Spares List

Front Brakes

100E – 2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955)	£29.95
100E – 2018 – C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards)	£34.00
100E – 2035	Front shoe return spring kit.....	£3.70
100E – 2038	Adjuster repair kit (front).....	£16.00
100E – 2061 – A	Wheel cylinder pre 57 right hand side (exchange £10 surcharge *).....	£22.00
100E – 2061 – B	Wheel cylinder 1957 onwards right hand side	£12.50
100E – 2062 – A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *)	£22.00
100E – 2062 – B	Wheel cylinder 1957 onwards left hand side	£12.50
100E – 2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A – 2078	Hydraulic flexi hose	£13.25
100E – 2140	Master cylinder	£72.00
E66 – Z – 1	Master cylinder repair kit.....	£8.50
100E – 2207 – B	Dust cover wheel cylinder	£0.90

Rear Brakes

100E – 2041 – B	Snail cam (shoe adjuster).....	£0.50
100E – 2075	Connector (5 way brake pipes)	£8.50
	Rear shoe return spring.....	£6.00
	Rear brake spring (set of 4)	£22.00
100E – 2119 – B	Compensator (hand brake cable)	£5.00

100E – 2220 – A	Rear brake shoes 7" diameter (up to Jan 1955).....	£19.95
100E – 2220 – C	Rear brake shoes 8" diameter (Feb 1955 onwards).....	£19.95
100E – 2261 – B	Rear wheel cylinder 7" (53-55)	£14.00
100E – 2261 – C	Rear wheel cylinder 8" (55-57) Reconditioned exchange only – old unit must accompany order	£22.00
100E – 2261 – D	Rear wheel cylinder 8" (57 – 62).....	£15.80
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
100E – 2295 – B	Hand brake cable.....	£32.50
100E – 2857B	Hand brake clevis.....	£1.50

Steering and Front Suspension

E55 – DB1	Top suspension mount.....	£40.00
E55 – DB1	Pair top suspension mount	£75.00
E55 – DB1	Pair top suspension mounts and 2 sets mount bearings ...	£110.00
	Mount bearings per side – 2 x E 38- DB1 plus 2 x E 37 – DB8	£23.00
	Suspension insert.....	£65.00
	Suspension insert plus top suspension mount.....	£99.00
	Pair suspension inserts	£120.00
	Pair suspension inserts plus pair top suspension mount... ..	£190.00
100E – 1190	Hub seal 0.983"	£7.00
105E – 1190	Hub seal 1"	£7.00
105E – 1201	Hub bearing inner 1"	£12.00
Y – 1202	Hub bearing inner 0.983"	£29.95
Y – 1216	Hub bearing outer	£20.00
100E – 3073	Track control arm repair kit.....	£16.00

Please note that all our prices include postage and packing! (for UK members only)

E – 20 – LB – 1	Stud and bush.....	£15.00
100E – 3063	Bushes per set (track control arm / cross member).....	£7.00
100E – 3078 – C	Track control arm right hand (exchange £10 surcharge *)	£27.50
100E – 3079 – B	Track control arm left hand (exchange £10 surcharge *) ..	£27.50
100E – 3289/90-B	Pair track rod ends	£22.00
100E – 3304	Drag link (exchange £10 surcharge *).....	£25.00
	Front suspension bush kit – 4 x E-10-DB- and 8 x 3063	£25.00
E – 10 – DB – 1	Bushes per set (track control arm / anti roll).....	£7.00

Rear Axle

100E – 1107	Wheel stud.....	£2.50
100E – 1175	Rear hub seal, 100E only.....	£7.00
E493A – 4050	Retainer (rear axle shaft grease).....	£7.25
100E – 4209	Crown wheel and pinion.....	£80.00
100E – 4235	Half shaft.....	£30.00
100E – 4676	Pinion seal, 100E only	£7.00
100E – 4851	Flange (propshaft).....	£18.00
100E – 5713	Bar rear spring shackle – inner.....	£5.00
100E – 5719	Bush rear spring shackle (set of 4)	£7.25
100E – 5781	Rear spring eye bush.....	£6.50
100E – 5781	Pair rear spring eye bushes	£11.00
100E – 7091	Yoke (propshaft).....	£12.00
100E – 18080-A	Shock absorber.....	£40.00
E – 7ED – 1	Rubber bush (bottom shock) (2).....	£3.00

Exhaust

100E-5250 /5225/5255	Stainless steel exhaust system, 100E only.....	£130.00
	Clamp (silencer outlet pipe).....	£1.35
	Van silencer – mild steel	£20.00

Engine Parts

100E-6038	Engine mount	£30.85
	(exchange £10 surcharge* – remove rubber from mount)	
100E-6051-B	Head gasket.....	£15.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040").....	£150.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040").....	£38.00
E93A-6256-A	Cam shaft gear	£27.00
E93A-6270	Timing Chain	£14.95
100E-6308	Crankshaft thrust washers (per set) std, + 0.025".....	£13.50
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£28.00
100E-6521	Gasket valve chamber cover.....	£5.00
100E-6505	Exhaust valve	£7.50
100E-6505	Exhaust valves (per set of 4).....	£26.00
100E-6507	Inlet valves (per set of 4).....	£20.00
100E-6513	Valve springs (per set).....	£15.00
100E-6714-B	Oil filter element.....	£5.00
100E-9278	Oil pressure switch.....	£6.50
100E-9448	Manifold gasket, 100E only.....	£2.50
E55Z1	Conversion gasket set	£25.00
E81Z1	Decoke gasket set.....	£25.00
353000ESA	Core Plug.....	£2.50
	Big end bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£29.50
	Small end bushes (set of 4).....	£23.50

Clutch and Gearbox

EOA-2078E	Flexi hydraulic hose.....	£13.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *)	£32.00
E149-Z-1	Slave cylinder repair kit, 100E only	£4.00
100E-2140	Master cylinder	£72.00
E66-Z-1	Master cylinder repair kit.....	£7.00
E74-7580-A	Release bearing	£10.00
100E – 6068	Gear box mounting (exchange £10 surcharge *) fits 100E and early 107E.....	£18.00
100E – 7039	U / J repair kit	£9.00
100E – 7052	Front oil seal	£7.00
100E – 7086	Gasket tail shaft housing.....	£1.80
EOA-7107-A	Ring synchroniser blocking	£5.00
100E – 7111	Counter shaft.....	£10.50
100E – 7114B	Gear and bush assembly	£25.00
Y-7119	Washer (counter shaft gearbox thrust).....	£6.25
100E – 7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *).....	£30.00
100E – 7657	Rear oil seal.....	£7.00
100E – 7569	Clutch pressure plate, 100E only (exchange £10 surcharge *)	£44.50
100E-17286	Ring speedo gear retainer	£1.00

Cooling System

EOA-8100	Radiator cap, fits 100E and 107E.....	£3.80
100E – 8115	Radiator drain tap (not original).....	£3.50
100E – 8260A	Early top radiator hose, 100E only	£14.60
100E – 8260B	Late top radiator hose, 100E only.....	£6.75
100E – 8275	Water inlet tube	£8.20

100E – 8286	Bottom radiator hose, 100E only	£6.75
100E – 8501	Water pump, 100E only (exchange £10 surcharge *).....	£55.00
100E – 8507	Water pump gasket.....	£3.00
116E – 8575	Thermostat	£5.50
EOTA – 8620 – C	Fan belt, 100E only.....	£6.00

Fuel System

	Locking petrol cap	£22.50
	Petrol filler grommet.....	£12.50
100E-9437	Hot spot gasket.....	£1.95
100E-9627-A	Rubber (air cleaner)	£5.95
100E-9276	Gasket (fuel tank sender)	£1.00
100E-9288	Flexible fuel pipe	£14.50
100E-9959	Gasket carburettor float chamber.....	£1.45
	Fuel pump with spacer (no primer)	£43.50

Ignition System

7V – 12098	Emergency Breakdown Kit (round type distributor only)..	£42.50
	Nut H.T. lead distributor cap (set of 5).....	£3.00
	Set 100E ignition leads	£14.95
	Distributor only (rebuilt – exchange £10 surcharge).....	£50.00
	Distributor cap (D type).....	£17.50
100E – 12116	Distributor cap (round type)	£14.75
105E – 12116	Contact set (D type distributor only)	£6.50
100E – 12199	Contact set (round type distributor only).....	£6.60
EOTA – 12199-C	Rotor arm	£3.00
100E – 12200	Condenser (D type distributor only).....	£6.50
100E – 12300 – B	Condenser (round type distributor only).....	£6.50
105E – 12300 – A	Spark plug	£2.85
100E – 12405 – T		

Electrical

EOTA – 10001- B	Dynamo, not Popular (exchange £10 surcharge *).....	£65.00
105E – 10001- B	Dynamo, Popular only (exchange £10 surcharge *).....	£43.00
E93A – 10043	Brushes (EOTA Dynamo).....	£3.20
105E – 10043	Brush set.....	£3.20
E274 – CQ – 1	Pinion (starter motor drive).....	£11.00
100E – 10505 – B	Voltage regulator (push on terminals).....	£28.00
E0A – 10505 – D	Voltage regulator (screw terminals).....	£28.00
105E – 11057	Brush set starter motor	£3.75
204E – 13007A	Headlight bulb pre focus 40 / 50 watt	£3.50
100E-13450B	Rear light lens, red	£14.95
300E-13450	Rear light lens, red.....	£14.95
E0A – 13480	Brake light switch.....	£6.50
E1050 – NC – 1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards	
100E – 134641 – C	includes fixing screws	£15.75
50563 – S	Pair of rear red tail light lamp lenses	£26.50

Badges

100E – 16185 / 9	Triangular wing motif.....	£15.25
E6AJ – 1	Prefect boot script	£15.25
100E – 16606	Prefect bonnet	£15.25
E5AJ – 1	Anglia boot script.....	£15.25
100E – 16606	Anglia bonnet	£15.25
100E – 16606 – G	Popular bonnet	£15.25
100E -7042514	Popular boot script	£15.25
100E – 16850	Bonnet ‘V’ motif.....	£35.50
	Deluxe boot script.....	£15.25

Miscellaneous

E40GB1	Gear lever gaiter.....	£20.25
100E – 17262	Speedo cable	£17.50
100E – 964280	Window winder handle	£5.15
100E – 7029744	Rear side window rubber per side (2 door model)	£15.50
100E – 7042084-B	Rear screen rubber – deluxe only	£29.95
100E – 7043504	Boot handle rubber escutcheon seal (Anglia / Popular).....	£3.95
100E – 7303110	Front screen rubber	£29.95
EOA – 732003-B	Floor grommets – per set of four	£5.15
100E – 7322610	Interior door handle.....	£8.95

107E Specific Items

	Air cleaner rubber, 107E only.....	£3.50
105E 42A8B	Rear hub oil seal, 107E only	£7.00
105E – 4676B	Pinion oil seal, 107E only	£7.00
107E-5246C, 5228 and 5255B	Stainless steel exhaust system, 107E only.....	£140.00
107E-6020	Timing chain cover gasket	£2.50
	105E oil filter	£6.50
105E – 9448	Manifold gasket, 107E only.....	£2.00
E258 – GD1	Clutch slave cylinder, 107E only	£25.00
E72 – Z1	Clutch slave cylinder kit, 107E only	£4.00
105E – 7550C	Clutch driven plate, 107E only (exchange £10 surcharge *).....	£26.00
105E – 7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *)	£44.50
107E – 8260	Top radiator hose, 107E only.....	£6.95
107E – 8286B	Bottom radiator hose, 107E only	£6.95

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105E – 8501	Water pump, 107E only	£40.00
105E – 8620	Fan belt, 107E only	£3.00
105E – 12116	Distributor cap (round type)	£14.75
EOTA – 12199-C	Contact set (round type distributor only).....	£6.50
105E – 12300 – A	Condenser (round type distributor only).....	£6.50
105E – 10043	Brush set.....	£3.20
105E – 11057	Brush set starter motor.....	£33.00
353000 ES	Core plug, 107E only.....	£2.50

Spares List for 8 & 10hp Type Models

Braking System

Y-1175-A	Retainer (Rear wheel grease) assembly	£6.90
B-1175	Rear Wheel Retainer (fits E83W).....	£6.95
48-1190-A	Retainer (front wheel grease) assembly	£5.75
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W)	£76.00
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only)	£66.00
YE – 2019A } CE – 2019B }	Brake Shoes (set of 4 – all models – exchange £10 surcharge).....	£45.00
7W – 2019 }		
7W – 2035	Spring (brake retracting) not E83W.....	£4.95
7W – 2035	Spring (brake retracting) (set of four) not E83W	£18.50
E83W – 2035	Spring (brake retracting) E83W only	£5.75
E83W – 2035	Spring (brake retracting) (set of four) E83W only	£21.00
Y-2035	Spring (brake retracting)	£5.00
Y-2035	Spring (brake retracting) (set of four) Model Y	£18.75
Y-2036	Spring (brake retracting) short.....	£5.00
7W – 2116	Front Brake Dust Covers (pair, fits all models except Models Y and C)	£7.95
7W – 2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W)	£10.10
E93A – 2248	Rear axle brake plate securing bolts, long (each).....	£5.50
7W – 2249	Rear axle brake plate securing bolts, short (each).....	£5.50
Y – 2454	Brake Pedal (exchange – remove rubber from old pedal and send with order)	£10.25
E83W – 2498A/B	Brake pedal return spring.....	£5.60
E83W – 2580/1B	Rear Brake Cables (Pair E83W).....	£69.95
7W – 2580/1/4/5	Front Brake Cables (Pair E83W).....	£22.50
YE – 2793	Set of Brake Cables (not E83W)	£60.95
7W – 2853C	Spring (handbrake lever pawl).....	£0.75
	Hand Brake Cable (fits all models except Models Y and C and E83W)	£16.50
E83W – 2853B	Hand Brake Cable Clevis Pin.....	£2.00
119276 – ES2	Hand Brake Cable (fits E83W).....	£14.45
	1/4" Thackray washer brake expander lockwasher (except E83W)	£0.06

Steering and Suspension

CE-3030B	Perch Bolt.....	£38.00
E83W – 3032	Bolt (front axle to radius rod E83W).....	£16.50
YE – 3290 – E } E93A – 3290	Track Rod Ends (pair) all saloons and 5cwt vans	£62.50
YE – 3304C E493A-3304	Track Rod Ends (pair) E83W	£60.00
	Draglink (Y model).....	£72.75
	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....	£67.50
YE – 3332	Trackrod End Dust Cover (each, fits all models).....	£1.80
YE – 33111	King Pin Set, complete (Model Y)	£70.00
CE – 33111	King Pin Set, complete (Model C)	£70.00
7W – 33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans).....	£53.00
E83W – 33111	King Pin Set, complete (E83W).....	£59.00
7W – 3590 – A	Arm(steering gear) fits models 1937 to 1949.....	£20.00
Y – 3446	Front axle A-frame Bush (fits all models).....	£5.25
YE – 3616B	Horn Button and Nut (Y model).....	£5.45
E93A – 4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.50
E493A 4050	Retainer (rear axle shaft grease)	£7.25
Y – 4217	Bolt (diff gear case)	£3.25
18 – 4217	Bolt (diff gear case)	£4.00
E93A – 4607	Pin (Drive Shaft).....	£2.05
Y – 4615 – B	Bearing (drive pinion) assembly Model Y.....	£15.00
Y – 4636	Lock Washer (pinion bearing nut) all models except E83W	£2.35
Y – 4637	Thrust Washer (pinion bearing) all models except E83W	£1.95
	Front Shock Absorber Link to fit E493A, E494A & 103E	£20.00
	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.00
	Front Shock Absorber Link to fit E83W	£25.00
	Rear Shock Absorber Link to fit E83W.....	£25.00
	Front wheel bearings (wheel)	£56.00

Front wheel bearings (per axle set).....	£110.00
Suspension Buffer (fits all models except Model Y)	£15.75
Shock absorber (specify which one required)	£75.00

Exhaust Systems

E93A-5230/	Prefect and 7W stainless steel exhaust system	£115.00
E93A-5255-C	Model Y stainless steel exhaust system	£95.00
	E83W stainless steel exhaust system	£87.50
	5 cwt stainless steel exhaust system	£90.00
E93A-5230/	Anglia, 103E and 7Y stainless steel exhaust system	£115.00
E04A-5255-B	Clamp (inlet pipe to manifold)	£10.00

Engine Parts

E493A – 18666-A	Pipe (cleaner outlet) assembly and	
E493A – 18666-B	Pipe (cleaner inlet) assembly	£45.20
E93A – 18670 }	Oil Filter Unions (pair) (fits all engines)	£12.95
E98T – 18672 }		
Y – 6038	Oil filter.....	£35.00
	Front Engine Mounting (exchange and send with order – remove rubber from mount)	£8.50
	Front Engine Mounting bolt	£0.95
E93A – 6250A	Camshaft (Chain Driven).....	£59.75
E93A – 6258	Retainer (camshaft sprocket) chain driven camshaft.....	£3.05
E93A – 6270	Timing Chain	£14.95
YE – 6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE – 6310	Crankshaft Oil Slinger	£1.85
E93A – 6310	Crankshaft Oil Slinger	£1.90
E93A – 6319	Starting Dog (fits all engines).....	£4.50
Y – 6384	Starter Ring Gear (fits all engines)	£46.95
CE – 6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A – 6505F	Long Exhaust Valve (Can also be used as inlet)	£14.75
Y – 6513	Valve Springs (set of eight) (fits all engines)	£15.50
Y – 6520	Valve Cover (fits all engines)	£5.85
Y – 6560	Drive Bush (oil pump and distributor) (fits all engines)	£4.50
Y – 6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines).....	£3.95
Y – 6566	Dowel (oil pump and distributor drive gear bush) (fits all engines).....	£2.00
Y – 23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£0.75
Y – 6610B	Oil Pump Gear (fits all engines).....	£4.50
YE – 6623	Oil Pump Screen (fits all engines).....	£9.65
	Main Bearing Set (std, -0.010",-0.020",-0.030",-0.040", -0.060") (fits all engines).....	£50.00
	Pre-War Piston Sets (8hp and 10hp).....	£40.00
	E93A 10hp Piston Set including rings (std, +0.010",+0.020",+0.030", +0.040").....	£125.00
	E93A 10hp Piston Ring Set (std, +0.020",+0.030", +0.040").....	£38.00
	3 – Ring 10hp Piston Ring Sets (+0.010", +0.020")	£15.00
	8hp decoke gasket set (1932-34)	£35.00
	8hp decoke gasket set (1935 – 1953)	£45.00
	8hp manifold gasket.....	£7.50
	10hp manifold gasket.....	£7.25
	Valve guide (per split guide).....	£23.00
	Valve guide (per set)	£169.50
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£25.00
	Conversion gasket set (E93A 8hp and 10hp engine).....	£25.00
	10hp cylinder head gasket.....	£15.00
YE-24052C	Studs (Cylinder head) set.....	£29.95
	Used engines suitable for rebuilding available (collection only)	£70.00

Clutch and Gearbox Parts

Y – 7015	Main Drive Gear (8hp)	£35.75
YE – 7015	Main Drive Gear (10hp)	£38.50
Y – 7040	Baffle (main shaft gear bearing oil) – rear	£1.25
7W – 7050	Retainer (main drive gear bearing).....	£7.50
7W – 7052	Seal (main drive gear bearing oil) assembly	£2.95
YE – 7059B	Mainshaft and Bush	£35.50
Y – 7065	Bearing (main shaft) drive gearball assembly	£21.65
E04A – 7070	Retaining Ring (snap ring).....	£1.50
YE – 7071B	Washer intermediate gear thrust washer	£4.50
	Baffle (main shaft oil) – front.....	£1.25
E93A – 7085	Rear Bearing Retainer.....	£19.50
Y-7090	Universal Joint	£30.00
103E – 7114	Counter Gear (10hp)	£45.95
Y – 7119	Washer (Counter shaft gear thrust)	£6.25
CE – 7141	Reverse Gear	£29.95
YE – 7222	Selector Housing.....	£19.05
Y – 7523	Clutch return spring	£5.25
7W – 7533	Clutch linkage clevis pin.....	£2.10
Y – 7550	Clutch Plate – All models, except E83W (exchange and send with order).....	£25.00
7W – 7561	Clutch Release Bearing Hub – All models	£19.50

Please note that all our prices include postage and packing! (for UK members only)

YE – 7563B	Clutch Cover – All models, except E83W (exchange – send with order)	£62.00
E83W – 7563	E83W Clutch Cover (exchange – send with order).....	£66.00
E74 – 7580A	Clutch release bearing – All models.....	£10.50
E70 – 7600 – A	Clutch Pilot Bearing.....	£5.75
C – 943070	Gear Lever Gaiter (except E83W).....	£17.00
E83W – 943070	E83W Gear Lever Gaiter.....	£19.95
Y – 2454	Clutch Pedal (exchange – remove rubber from old pedal and send with order)	£10.25
Y – 5102	Gearbox Rubber Mounting (Y and C models only)	£30.15
	Large selection of used gearboxes available (collection only).....	£30.00

Cooling System

E0A – 8100	Radiator Cap (pressure type for 103E and some E493A's).....	£3.80
Y – 8109	Radiator cap (brass screw type).....	£6.50
Y – 8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom)	£4.50
	Radiator Hose (moulded – bottom)	£10.50
	Radiator Hose (moulded – top, state type of radiator cap and model).....	£11.50
	Radiator Hose (moulded – E83W – state top/bottom)	£10.50
YE – 8606B	Fan Blade (11").....	£5.90
E93A – 8610C	Pulley (fan and generator 3.12" O.D.)	£7.90
E494A – 8610	Pulley (fan and generator 4.12" O.D.)	£7.50
E93A – 8620 – A	Fan Belt (late 8 and 10 hp engines without waterpump)	£5.95
E493AFS – 8620	Fan Belt (late 8 and 10 hp engines with export waterpump)	£5.95

Fuel System

	Fuel Pump with spacer (no primer)	£42.70
	Fuel Pump repair kit	£27.25
E04A – 9080	103E/E494A Petrol Filler Grommet	£12.85
7W – 9080	7W / E93A / E493A Petrol Filler Grommet	£10.75
BE-9288-A	Flexible Petrol Pipe (except E83W).....	£15.25
YE – 9355	Fuel Pump Cover (all models).....	£1.95
YE – 9364-B	Gasket (fuel pump screen cover).....	£0.60
YE – 9365	Fuel Pump Cover Screen (all models).....	£1.50
YE – 9374	Gasket (fuel pump to cylinder).....	£0.95
7W – 9425	Inlet Manifold (10hp).....	£17.00
YE – 9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models)	£2.75
YE – 9555	Carburettor Gasket Kit.....	£7.95
	Carburettor Float (all models).....	£4.50
	Rebuilt 8 hp Carburettor (exchange – send with order)	£80.00
	Rebuilt 10 hp Carburettor (exchange – send with order) ..	£80.00
YE – 9660	Connector (Starter Valve) Assembly)	£2.00
48 – 9735	Accelerator Pedal (all models except Y,C and E83W).....	£12.95

Ignition System

	Emergency breakdown kit	£42.50
E83W 12024A	6V Ignition Coil (All models – not original).....	£38.75
	Set E93A ignition leads.....	£14.95
YE – 12100B	Distributor – rebuilt (exchange – send with order)	£50.00
YE – 12116B	Distributor Cap (All models 1935 onwards).....	£13.00
YE – 12135B	Oiler (screw-in type) All models 1935 – 1955.....	£1.50
YE – 12185B	Toggle (All models 1935 onwards)	£0.59
YE – 12199B	Contact Set (All models 1935 onwards).....	£6.60
YE – 12200C	Rotor (All models 1935 onwards).....	£3.25
YE – 12300B	Condenser (All models 1935 onwards)	£8.50
52 – 12405A	Spark Plug, L86C (All models also 100E).....	£2.85
	Spring (distributor weight) no 1 – light.....	£2.85
	Spring (distributor weight) no 2 – heavy.....	£1.25

Electrical System

	Dynamo – 2 brush, early type (exchange – send with order)	£87.50
E494A – 10001	Dynamo – 3 brush, early type only (exchange – send with order).....	£110.00
E494A – 10001	Dynamo – 3 brush, late type only (exchange – send with order).....	£87.50
	Bearing (generator drive end) assembly.....	£5.95
YE – 10160	Felt (dynamo drive end bearing).....	£0.65
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only)	£24.95
E93A – 11001	10hp Starter Motor rebuilt (exchange – send with order) £110.00	
YE – 11001C	8hp starter motor (exchange – send with order).....	£110.00
7W – 11359	Spring (starter pinion retaining).....	£0.75
BE – 11450	Starter Switch.....	£18.00
E493A – 13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only)	£3.75
E493A – 13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only)	£4.95
ET6-13007-B	Headlamp Bulb 36W/36W.....	£4.95
E493A-13044	E493A Gasket (headlamp to wing) E493A Prefect and 100E models.....	£12.20
7V – 13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W)	£0.75

CE – 13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.75
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only)	£4.00
YE – 13081	Spring (front sidelight socket 1934 onwards except E493A)	£0.60
CE – 13101	Spring (headlamp focusing).....	£0.65
E493A-13111	E493A Headlamp Lens Rim Outer (E493A Prefect only) ...	£7.75
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£19.50
103E – 13408B	103E Plate (Rear Lamp Base), please specify nearside / offside.....	£21.25
103E – 13408B	103E Plate (Rear Lamp Base) (pair).....	£41.50
103E – 13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.60
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.95
	103E Complete Rear Lamp Unit including bulb (pair).....	£82.00
40E-13466	Panel bulb 6V 3W	£1.70
78E – 13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£1.26
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£1.26
E83W – 13550B	Popular no. plate lamp (E83W and 103E only).....	£21.50
CE – 13740A	Toggle Switch (panel lamp).....	£2.60
38193-57	Headlamp mounting bolts plus nuts (each)	£8.95
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£47.75
	Rebuilt bulkhead cutout (exchange only)	£24.65

Rubber Grommets and Seals

E68 – AD – 1	Fixed side window rubber (per ft) (saloons 1937 onwards)	£1.99
7W – 16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.30
	E83W Bonnet Corner Pads (Pair).....	£8.95
	E83W Bonnet Corner Pads (Full set)	£12.95
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.90
81A-16760	Bumper (bonnet dowel locating) fits E493A	£3.50
	Grommet – gearbox cover	£4.50
	Set of three grommets – gearbox cover.....	£12.00
CE-171515A	Grommet (windscreen wiper).....	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair) ...	£16.95
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair)	£24.95
E93A – 35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.99
	Opening windscreen rubber for E83W	£18.95
E83W – 111172	Blind Grommet (fits under 103E/E494A bonnet).....	£0.60
40-700546A	Door post rubber bumper (one per door post 1937 onwards)	£2.39
48-702610A	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.15
E04A-7040318	Boot T Handle Escutcheon rubber seal	£3.95
100E – 7043531	E83W Door Rubber seal (enough for both doors).....	£13.75
62E – 731942	Opening windscreen rubber for Prefect and 5cwt van	£15.50
7W – 940502	Front screen rubber for 103E/E494A/E04A	£13.25
7Y – 940502-B	Weatherstrip door bottom (per ft) all saloons 1937 onwards£2.75	
7W – 941480 / 1	Roof weatherstrip (per foot) All models except Y and C.....	£1.99
7W – 970700	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£14.25
103E – 7025856		

Miscellaneous Body Fittings

E03CF/A – 8213	Grille Badge, "Thames" (blue enamel) (E83W).....	£12.60
103E – 8213-A	Ford Popular Grille Badge (103E Popular)	£9.35
E494A – 8215	E494A/E494C/103E Grille Badge Mount	£14.50
E83W – 8215 – A	E83W Grille Badge Mount	£19.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole)	£5.90
YE – 16750B	Bonnet Clip (Y model).....	£19.85
103E-17261 / 2-B	Speedo Cable (state model)	£19.85
C46412AR	Dovetail (female)	£4.25
E93A-7022400-A	Door handles and escutcheons – pair (Anglia/103E/5cwt van – shafts and barrels not included)	£49.50
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van	£29.95
E493A – 7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included)	£31.50
E493A – 7022401	E493A Prefect Non Locking Door Handle complete.....	£16.90
E93A – 7043500	Locking Boot Handle, chrome plated, with keys	£11.95
C – 943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E).....	£11.75
BE – 964280 – H	Window Winder Handle.....	£4.95
7Y – 949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards)£4.90	
Y – 949967A	Striker Plate (Rear door 4 door Y model 1932-1934)	£3.80
C – 949967C	Striker Plate (C and CX, 1934-1936)	£3.80
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£14.75
	E83W wing mirror	£15.00
	Reconditioned window regulator (please return old unit with order).....	£45.00
	Radiator Muffs (E93A Prefect only).....	£26.60

Pop Shopper

Advice from DVLA

The DVLA may refuse to register vehicles without a vehicle identification number (VIN) and/or engine number, and may ask the Police to inspect them.

Readers are advised to think carefully before purchasing such vehicles.

Post-War Upright for sale

E494A, 1949, Anglia maroon, all parts included have had engine working, need work on the electrics, unfinished project due to lack of time, good condition, log book. Telephone Ken Blair 07722501981 Leicester.

Ford 1953 Prefect E493A Black, original reg, Essex, currently laid up, solid condition, currently not running as sump sprung a leak but engine will run fine once sump is replaced. Turned over regularly. I have a spare engine, which you can have as well. Interior pretty good no rips or tears. Headlining is a bit browned with age.

Also I have a spare Dynamo and a few other bits, A heavy duty rear bumper (a 100E gearbox in the boot, don't ask). Original leather boot straps for luggage. Oh and a new complete exhaust.

I paid £800 for it in 2000. since then I have bought the engine from Pop parts plus £250, the exhaust £130, had the Dynamo reconditioned etc. Plus countless other little bits and bobs. When I bought her I had no kids, now I have 3 and not enough time to get her back on the road. I'll let her go for £800. Paul 07960 096 027 or paulandnickhewer@talktalk.net, Essex

1958 Ford Pop 103E. MOT May 08. We show car at various shows. Very good condition, various original paperwork. Used nearly daily. 50 years old next year. Reluctant sale. 15000 original miles. £2995 (insurance valuation certificate for £3500). Telephone 01255 851656. Club member.

100E/107E for sale

1962, Ford Popular Deluxe, Cambridge Blue, fine original condition, 13730 miles from new, aquaplane head, manifolds, twin carbs, SS exhaust system, moray overdrive, electric wipers, original rubber floor covers as new. All original parts kept to revert back to original. Too many awards to list, original brochures etc. £5250.00 no offers, sale due to ill health. Telephone Alan Hart 01608 661047, Shipston on Stour.

100E, 1956, Prefect, very good condition, taxed and tested April 08, ready for showing, but ill health forces sale, full history of car. £2000. Telephone E. Thorton, 01642 497618.

100E 1960 escort estate, 40000 miles on the clock, last used 2003. Needs some welding for MOT, reasonable offers accepted, original number plate with V5. Telephone M.A. Parr 01446 721432, south Wales.

Black early 1955 Prefect good original condition recon engine, new brakes ss exhaust 2nd owner from new many other mods £900 ono pictures available. Telephone Ian Rooke 01752 266018, Devon & Cornwall, email rookemanor@aol.com

Cars for sale. Telephone Mr Beardsley 01785 660387, Stafford.

Popular 100E, 1960, light green, body work fairly good, sidevalve engine runs well, reliable, used often. Interior in need of TLC but is useable, just not that beautiful! Sweet little car, good runner, nice project for someone with a bit of time and experience. Telephone Chilli King 01453 753072, Gloucestershire, email chilliking@hotmail.co.uk

Commercial for sale

E83W, 1954, van fully restored in blue & cream, good original tyres & battery, original registration RNX123, MOT can re test, some history £3800. Telephone Rodney Marshall 01582 599912.

Wanted

Windscreen glass wanted for Ford Thames

1955 10cwt pickup with butterfly bonnet. Please contact me on email george.smith733dimey@ntlworld.com, telephone George Smith 01582 582242, Bedfordshire

16"-41/2" Ford 5 stud Wheels E83W etc. Telephone Mike Young 01296 748254 Bucks, email mryoung@btinternet.com

Boot lid wanted for a sit up and beg Pop. Must be as rust free as possible, will pay good money for the right one. Could Brian from Coventry contact me by phone as I have sent you emails ref your boot lid but have not got a reply? Telephone John Gumble 01992 632486 after 8pm or 07949 248537 anytime. Herts/North London. Email john@gumble.freemove.co.uk

Spares for Sales

100E 1957 Anglia 2 door breaking good doors and boot panels, also floor panels in perfect condition. Many other parts available. Telephone M.A. Parr 01446 721432, south Wales.

Model Y parts Radiator £20 each x 2, Hubs £5 each x 6, axle casing £20, Road springs each £5, gearboxes each £10 x 2, brake drums back plates etc £10, E93a radiator £10, 8 & 10 dynamos £15 each, new E83W chassis front cross member £20, set 7Y front spring shackles £10, valves, wiper motor and many other parts, all must go will take £90 for the lot. Telephone J. Janicki 01403 251184 after 6pm.

E493A engine overhauled ready to go £350 can post if required. Sussex. Telephone Richard 07769692973, East Sussex, email richvpc@yahoo.co.uk

Body repair panels and front and rear wings available new, hand-made from steel, A-post repair panels, sills, rear valance. Telephone Steve 01604 646620 Northampton, email stevwaddingham@hotmail.co.uk

From 4 door model Y. Manifold, rear window glass, rear side glass, door glass for one side, bumper irons, set of 5 wheels and hub caps, pair of headlights, spare wheel bracket, welded front axle to use in a trailer. Telephone Ivor Bryant 01454 411028 Bristol / Gloucester/M4, M5 interchange. Email ivor_bryant@msn.com

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Sidevalve News

Sidevalve News is published every two months on the fifteenth of the month, commencing February.

Please email your adverts to pop.shopper@fsoc.co.uk or use the advert page on the web www.fsoc.co.uk or post this form to:

Geoff Hammond
103 Shorncliff Road
Counden
Coventry
Warwickshire

Classified advertisements appear at the editor's discretion, and are subject to submission to the editor by the tenth of the month preceding publication. **This is a free service** for both members and non-members, although an individual may not normally have more than two advertisements in any one issue.

Please complete this form in BLOCK CAPITALS and include your area and phone number.

The FSOC's status as a mutual trading company precludes the acceptance of paid advertising from third parties who are not fully paid-up members of the FSOC.

Trade advertisements from members whose income derives in whole or part from the sale of spares or vehicles must be pre-paid, at £5 for each 28 word insertion. Please make cheques payable to *Ford Sidevalve Owners' Club Limited*.

Advertisements must be with the Editor by first post on the 10th of the month preceding publication.

Model (e.g. 100E)	Year (e.g. 1961)	Model Type (e.g. Prefect)		
				Region
Telephone (include STD Code)			E-mail address (if applicable)	

Please indicate heading:

☐ For Sale ☐ Wanted

☐ Pre-war

☐ Post-war upright

☐ 100E/107E

☐ Special

☐ Spares

☐ Miscellaneous

☐ Other (please state) _____

Name _____

Address _____

FSOC Membership No _____

Email address _____

You may photocopy this page if you prefer.



Please fill in the whole form including official use box using a ball point pen and send it to:

Membership Secretary
The Ford Sidevalve Owners' Club Ltd
PO Box 8095
Bishops Cleeve
Hertfordshire
CM23 4QZ

Name(s) of Account Holder(s)

Bank/Building Society Account Number

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Branch Sort Code

--	--	--	--	--	--

Name and full postal address of your Bank or Building Society

To: Branch/Agent	Building Society
Address	
Postcode	

Reference Number

P	E	C	S	U	B	S										
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Banks and Building Societies may not accept Direct Debit instructions from some types of account



Instruction to your Bank
or Building Society to
pay by Direct Debit.

Originator's Identification Number

6	3	0	6	5	6
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FOR FSOC LTD OFFICIAL USE ONLY

Printed part of the instruction to your Bank or Building Society

THE FSOC UNDERTAKE TO USE THIS DIRECT DEBIT MANDATE FOR ANNUAL MEMBERSHIP SUBSCRIPTIONS ONLY.

MEMBERS - PLEASE COMPLETE YOUR MEMBERSHIP NUMBER BELOW:

FSOC MEMBERSHIP NO: _____

Instruction to your Bank or Building Society
Please pay FSOC Ltd Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain in force with FSOC Ltd and if so, details will be passed electronically to my Bank/ Building Society.

Signature(s)

--

Date

--

This guarantee should be attached and retained by Payee

The Direct Debit Guarantee



- This Guarantee is offered by all Banks and Building Societies that take part in the Direct Debit Scheme. The efficiency and security of the Scheme is monitored and protected by your own Bank or Building Society.
- If the amounts to be paid or the payment dates change FSOC Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed.
- If an error is made by FSOC Ltd or your Bank or Building Society, you are guaranteed a full and immediate refund from your branch at the earliest paid.
- You can cancel a Direct Debit at any time by writing to your Bank or Building Society. Please also send a copy of your letter to us.

Anglia & Pop Register contd.

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dependent on water from the engine cooling system for heat supply and provided by a circulating pump driven by a pulley that ran on the outside of the fan belt and was held against it by a spring. In the summer the spring was removed and the pulley moved off the fan belt. The windscreen could be demisted through two nozzles. Other interior comforts could be moquette seat covers, which not only protect the upholstery but also add colour, the set costing £10 10s. 0d. The carpets could also be protected with rubber link mats, the set costing £4 10s. 0d.

Driving into the sun the driver needed either a tinted transparent plastic sun visor at 16s. 6d. or a cloth sun visor at 12s. 0d. Splash out on a passenger sun visor and for an additional 11s. 11d. a vanity mirror could

be obtained. To make the steering wheel look smarter a cover was available at 7s. 6d. With anyone in the back seat having difficulty getting out of the front doors, assist cords cost 10s 0d. the pair.

For nearly £20 a Ford radio was fitted by cutting an aperture in the steel fascia, with volume and station dialing knobs either side of the speaker.

For the engine an oil filter was £2 2s. 0d. and an oil bath air cleaner £2 10s. 0d. A more audible warning to others, dual windtone horns cost £4 7s. 6d.

For those used to only decimal currency there were 12d (pennies) to a shilling and 20 shillings to a £1.

One did not have to obtain their accessories from the local Ford dealer as other companies produced them and they were obtainable from Halfords or one's local accessory shop. There were electric heaters that warmed the interior air but rather drained the battery if used for long periods or left on when stopped. Another heater was one fitted between a cut top engine hose (photo 4) which also shows the oil filter below and the oil bath air cleaner top behind. The warmed air was drawn into the passenger foot well as illustrated in the Tudor Accessories Ltd, Hayes, Middlesex electric fan. (Photo 5) Sometimes it was just a pipe with a flap. (Photographs 4 and 5 are provided by new member Michael Scrale from his 1954 Popular.)

Other accessories that you could buy included an electric de-mister for the driver and attached to the windscreen by two rubber suckers. Plastic picnic trays attached to the doors. We had a pair that were red and tied in with the red panels. If only I still had them. The rear wings could be fitted with aluminum wheel arch protectors.

With more money to spend and for the more adventurous there was telescopic damper conversion and Ballamy multi leaf road springs.

Register 25 Years Ago – Club News, October 1982

William Wade regretfully was giving up using his Popular as everyday transport in favour of a modern Escort. Although it was 100% reliable he found the absence of heating plus dim lights quite a hazard in freezing fog. However, he would lay it up for the winter and get it out next spring. The editor John Skinner, on the other hand, had just sold his modern Escort and intended to use his E494C 5cwt van a little more often than previously. The headlights had been changed for a pair of contemporary Wipac pre-focus units and a heater and water pump ready to be fitted when necessary.

We had returned from a holiday for a fortnight to Milford-on-Sea in Hampshire in my 103E Popular. Being the first time that the family had consisted of four I had to put the £1 secondhand roofrack on from an E493A Prefect. With fourteen days of sunshine we travelled 623 miles and on the following Saturday the car passed its MOT.

A photograph of a big Sidevalve was featured, a South Australia Harbour Board shunting engine and preserved in a railway museum.

Photo 4. Heater fitted between a cut top engine hose, oil filter below the heater



Photo 5. Tudor accessories fan unit



E83W Register

Yvon Precieux

01475 529267
6-9pm

Registrar's Comments

Since taking over this register I have been pleased to receive the odd call and much trickling of correspondence from the E83W membership. This certainly is more mail than I have received to date from, dare I say it, the Pre-war Register. I am impressed by the records held in the E83W Register and certainly the enthusiasm of E83W members. From the continuing details received from Jennie (Membership) this Register seems to be increasing. The internet also seems to be the medium on which a number of these versatile vehicles are being advertised and a further two members have been notified to me, identified below.

New Members

A welcome is given to Geoffrey Strutt, Chessington, Surrey. Geoff has recently purchased his E83W via the web. The vehicle is described as a woody estate and is possibly a Martin Walter conversion. Date of manufacture is 1950 with paintwork in white. A welcome is also given to Rouston Howews (hope I've got your name right) from Wales with his Fordson truck. Again the vehicle was purchased from

Photos 1-3. Patrick Russell's E83W truck, MBW 138, blue + white with a hint of black and gold



the web. Its original registration number appears to have been changed from DTR 163 to TYJ 212, possibly at the time the vehicle was converted from a van into a truck at some time in its past. The paintwork is blue and the year is 1945.

If all new members could forward me with as much detail as possible about their Ford with photos for Club record purposes, it does mean that a comprehensive archive is maintained and advice can be given on history etc. Also it helps me to help you. The club has mechanical parts for E83Ws so a good look at the spares list is worthwhile.

Member's Profile

Patrick Russell of Ducklington owns the E83W truck detailed in photos 1, 2 and 3. Pity the mag's not in colour as the paintwork and artwork look superb. The colour is blue with designwork in white with a hint of black and



gold. An article on its progress was published in June 2004 on how Patrick came across the truck, which continued until the loss of the previous editor. Luckily for me and the E83W Register, Patrick has decided to continue his progress report with me and I can now report in these pages that the E83W has now completed its restoration and attended its first rally at the Classic commercial show at Gaydon. Over

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R.E.S.P.E.C.T

Les Foster

Aretha Franklin sang about it. Rodney Dangerfield could never get any. Thames truck enthusiasts know the feeling. Imagine the most famous example of your favourite marque being auctioned by its maker's museum as unwanted surplus and ending up rotting in a backyard in Michigan!

That's exactly what happened to Emergency Food Van No. 1, the first of 450 E83W Fordson canteen vans given by Henry and Edsel Ford to the people of Britain for relief work in bombed British cities during World War II. Emergency Food Van No. 1 was presented to the Lord Mayor of London by Ford of England's head, Sir George Perry, on September 16, 1941 and, after inspection by the King and Queen, was dispatched to Newcastle for war work.

Sometime after the war, this stalwart little truck was shipped to Dearborn, Michigan to take a place of honour in the Ford Museum. Whether it ever was displayed is unclear. Sometime in the late 80s or early 90s it was turfed out and bought at auction by a fellow who stored it in a friend's backyard

in Inkster, Michigan. I actually called at the home where it was being stored after seeing an article in *Sidevalve News*. The man said that he thought that the owner wanted 'about \$10,000' for it. I *am* that crazy but I just couldn't lay my hands on that kind of dough!

I later wrote an article for the International Ford Historical Project and the Old English Car Club's *Roundabout*, called 'Mr. Fordson's War', which chronicled the wartime service of the E83Ws including the Food Vans. Years passed but the Emergency Food Van No. 1 was always in the back of my mind and I hoped that someday it might be rescued and repatriated.

In mid-March a couple of years ago my wife, Trisha, and I went on a junket to the Royal Military College at Kingston, Ontario, via Ottawa. While in Ottawa it was our intention to visit the Canadian War Museum but, sadly, it was closed pending its re-opening at a grand new site on 8 May 2005 (V-E Day). We had to make do with the Parliament Buildings, Museum of Civilization and the National Gallery.

Upon returning home (and thawing out), I was perusing Rick Jones's excellent E83W Commercials website (www.e83w.co.uk). I

noticed 'weblinks' on the sidebar and clicked on it. The resulting page contained a link to the Canadian War Museum. It actually was a link to Dana J. Nield's unofficial 'Vimy Vehicles' website – Vimy House being the old venue of the CWM. This, by the way, is a treasure trove of interesting machines with a Canadian connection. Before me lay colour photographs of Emergency Food Van No. 1 on display in the fighting vehicle collection of the War Museum in Ottawa. I was simultaneously jubilant and frustrated! I, arguably North America's most obsessed fan of the Ford E83W, had travelled over 3000 miles and practically walked past the most famous example ever, only to be turned away!

I immediately contacted the Museum and Cameron Pulsifer, Ph.D., Historian of the Canadian War Museum replied, saying that in 1999, 'we acquired it as one of those iconic vehicles associated with the experience of Canadian troops during the Second World War.'

'Iconic.' I have heard Thames trucks (née Fordson) called many things but never 'iconic'. 'Iconic' ... kinda has a nice ring to it, doesn't it?

Pre-War Register

Yvon Precieux

01475 529267
6-9pm

Registrar's Comments

I've managed to attend a few more events this year on the Scottish calendar although the rain has been the main factor to the odd washout at some events. However on the whole the sun has probably shone more than anywhere else in the country. The Eglington Park Sunday event organised by the East Ayrshire group was a recent casualty with a constant downpour from dawn to dusk, despite the Saturday before and Monday after being sunny. Of those attending in the downpour besides my Model C van was a 100E owned by member S McCartney of Irvine and I was also able to meet up with a couple of further Sidevalvers from Dalry, who are restoring a 1947 Prefect. From speaking to people it does appear that a local group in the vicinity could be viable. For anyone interested in a local group, please drop me a line. I am on the phone and if enough people are interested we can thrash out a venue to meet?

Scottish Ford Day

The Scottish Ford day at Stathallan, Bridge of Allan is the premier Ford event with a list of entrants exceeding 400 vehicles. Many of the vehicles are later Fords but unknown pre-war cars do lurk in these parts and the event is well worth going to. I took my 103E rather than the C van as the weather was unsettled. The worst thing about driving the van is the small offset windows to the rear, which means visibility isn't that good on dismal looking days via the interior mirror. The exterior mirrors assist, but like any old car travelling on roads these days, there is a need to keep a beady eye on silly modern motorists who get too close.

Unlike the previous year when it pelted down, the Scottish Ford day was relatively dry though a bit dull and the journey to Stathallan was surprisingly quiet. Most interesting to see at the Ford day was a Siva van owned and beautifully restored by Ben Weston of Cryston, Glasgow. The van had been purchased derelict with the original number GM 9881 (now 547 UXO). Ben showed me a clever modification to the van canopy, in which the rear top of the van could be uncoupled to produce a pickup. Painted blue with sign lettering, the van was certainly a highlight of my day as it was an unknown Siva model. Hopefully with John following up, we may have a new member to the FSOC.

Photos 1 and 2. John Z. Millers latest 7W, LMN 571



Of the pre-war Fords in attendance the most original was a black Model Y, registration number YJ 3023. The car is in daily use and is owned by Mike Tinson. Although MOT'd Mike's car had some major play and heaviness at the steering wheel. We managed to identify the problem, so it was good to hear from him a few days later saying that his steering play had been reduced and steering was that much better. Although these early steering boxes are provided with a flimsy cover with no adjustment nut, they can easily be provided with a means of adjustment. I have mentioned this in earlier articles but it may be worthwhile repeating the detail modification at some future date, if this assists members.

Of the two other Pre-war models attending, both had been rodded. A Model 7Y, DSS 253 and a Model Y, registered YSY 702 both had immaculate paint jobs and very interesting mechanics. It's amazing the engines and suspension that can be slotted into these small cars, although it usually ends up with the accommodation being reduced to just the driver and one passenger.

Also in attendance were a variety of 103Es, one of which in blue, OAS 656 is owned by John Z. Miller of Jersey. Those who know John will identify that he is an avid collector of 7Ws and when in Jersey it is probably worth while dropping him a line to chat and see his collection. His latest acquisition, LMN 571, is seen here in all its glory (photos 1 and 2). Of special note was a 103E, 570 UXO, with 15" Ballamy wheels. According to the owner Ian Sharpe, who wants the car to be sympathetic to the era, a Willment overhead engine is intended to be installed for next year so watch this space next time round.

A few 100Es were scattered around the park and worth mentioning was a 1956 Thames 300E, UAH 72 owned by James Guthrie of Edinburgh. With better weather more pre-war

Photos 3 and 4. Jim Miles's Eifel



cars may be in attendance next year and maybe we can have a Ford Sidevalve Owners' Club stand, complete with banner?

The Eifel Roadster

Photos 3 and 4 depict an Eifel, in this case a roadster which refers back to my article on the German Fords in the last two issues. I do have a slight bias towards these later European designs as their lines are just that bit more graceful, but then again it may just be down to their being different. The car shown is owned by Jim Miles and the beautifully restored Model Y shown adjacent is that owned by Tim Brandon. The event was southern based, I believe the Chatham dockyard celebrations, the pictures being taken by our Post-War Registrar Andy Main.

Ford Trunk?

I noted this in a magazine way back, made enquiries but found it had been sold on (illustration 5). I certainly would query if indeed it does fit adequately under the back seat, but if you know better, tell us and I'll reserve a space for your spiel in the next issue. According to the information in the advert, it was made by Newbury and Johnson Ltd of Clapham, London. It measures 32" by 17" and dates from 1933. Does anyone have anything similar? For as most of you are aware, there were all sorts of accessories for our little Fords.

Where Are They Now?

This somewhat dilapidated car (photo 6) was for sale some good time ago. The seller was a guy from Poland who asked me if I could advertise it in the magazine, which I did, but



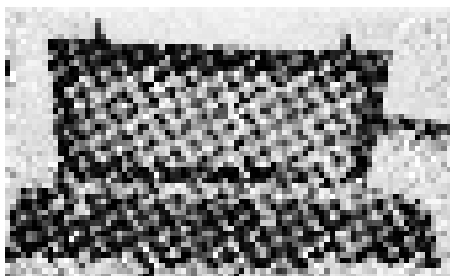


Illustration 5. Ford Trunk

alas not surprisingly, no takers. The amount asked for was quite a tidy sum and unrealistic considering the condition of the metalwork, the roof and bonnet open to the elements and the effort in transporting the vehicle the distance required. Still, you never know, some enterprising local may at this moment be restoring this Euro model. Also intact but needing much loving attention was JT 2127 (photo 7). This car was mentioned in what must now be a dusty issue, so restoration should be complete by now.

Chrome

The majority of Model Ys and Cs were produced with painted grilles and accessories with chroming limited to bumpers, door handles and headlamp bezels. However some Model Ys did come with fully chromed grilles. In most cases these were seen on the more sporting versions of the Model Y, although on the Model C, the best known car I have identified with a chrome grille was Leslie Ballamy's split axled models. So if you do come across a fully chromed grille lamp bezel or wheel cover etc, it is more than likely that it is indeed an original part. The full chroming of these Ford parts was not unusual on the styled bodies of certain coachbuilders, especially where similar bodies were made for other makes as similarly other manufacturers used highly polished grilles to front their sporting models. In most cases chroming tastefully done enhanced the vehicle and this was most definitely seen on the coachbuilt models. The company, Abbey Coachworks of Minerva Road, Acton in London built a nice fixed head body for the Ford dealership, Dagenham Motors and a fully chromed grille headlamps and side lights were used to good effect.

2008 ... 70 years of the E93A

The Prefect E93A was introduced on 3rd October 1938 at a time when the 7W was

Photos 8 and 9. Robin Del Mar's Model Y



Photo 6. Polish Ford: still for sale?

receiving a makeover. Pre-war Prefect models still remain rare and there has been a slight improvement on numbers over the past decade. The E93A gave us the final engine version which culminated in chain drive, one inlet/outlet, chunkier valve guides and collets etc. Liberal use of this iconic reference is synonymous to everyone inside and outside the Ford Sidevalve fraternity, who typically use this name to refer to any engine and indeed sometimes any small Sidevalve Ford regardless of model and date of manufacture. The term E93A is always readily accepted where this ubiquitous Sidevalve is installed in the bowels of machinery, whether it be a motor, elephant or special etc; after all it was the E93A engine in its most updated and potent form that powered the early specials of three of the oldest racing companies in Britain, besides spawning a myriad of legendary race designers and drivers.

The Model Y started the chain of events but the process of engine development was initiated by the Model C in 1935 when the new 'C' engine casting was used for both models. However it is the Prefect E93A engine that was the final version of such a successful era culminating in the 100E. Pre-war Prefect membership is shared with the Anglia, Prefect and Popular Register (Andy Main). Member Haakon Oeverland owns a 1939 Prefect and I do know Angela Hume and Ken Bare's 1938 version is on the road, so that makes two hopefully for 2008. So let's pick up the numbers for 2008 now as it would be good to see as many 7Ws and E93As besides Model Ys, Cs and 7Ys at events next year. I might even come down south to judge and meet you, so get your sleeves rolled up and that restoration done.

Home Built Model Y

I recollect this Model Y many years back in 1988 (photos 8 and 9). The owner, Robin Del Mar, dropped a line to me just after acquiring the vehicle. The car, WV 2898, was painted



Photo 7. JT 2127: now restored?

a brilliant canary yellow, which included the wheels and though quite garish looked extremely versatile in this colour. Originally a van of 1933 vintage it was converted sometime in 1935 and promptly purchased by Robin's then-to-be mother-in-law. Limited to two seats the body is reminiscent to that of an Austin Seven with dicky seat.

Monograde/Multigrade

Strictly speaking, multigrade keeps the solids in suspension by means of additives. I personally prefer this as years ago when I used to clean out an engine, which used a monograde, the valve chambers were coated with all forms of viscous contaminating ooze. Yet, if drained frequently, monogrades were usually no problem. Oddly enough the earliest oil additives to be used commercially were anti-oxidants, now part and parcel of the stupid excesses of today's cosmetic industry. These additives started to come in at the time when our vehicles were entering the marketplace and early additives were soon to be recognised as having a beneficial advantage to increasing oil and indeed engine life. Our engines run without oil or indeed air filters and some of you may think that the idea of contaminates swirling around the oil ways will encourage aggressive peroxide and free radical reactions – not ideal. If you intend using a monograde oil, ask for guidance via the manufacturers on the recommended service intervals, as regardless of how good the base oils can be, they will degrade depending on the temperature and actions of the engine when driven by you. However, whatever your preference, changing the oil earlier and regularly is probably the next best thing.

100E & 107E Register

Tony Lloyd

A New Small Car

Before work on designing the model 1600, as the new small car was designated, could be commenced Ford had to know what the market wanted from the proposed new vehicle. Consequently they embarked on a major sales research exercise so that a template could be produced within which the new car could be designed. It was ascertained from this that prospective owners wanted more power, better handling, and improved comfort for a price that was as low as possible. It was decided that the new car would come in two or four door form and would mirror the E494A Anglia and E493A Prefect in that respect. The old 8HP configuration would be dropped and both cars would share the same engine capacity. However, the proposed new Anglia would have to be a pretty basic car if it was to remain one of the cheapest cars available. It was decided therefore to produce a new detrimmed version of the previous Upright cars in 10HP form but with only two doors. Known as the 103E Popular, this would keep Ford as the manufacturer of the cheapest car, and give room for manoeuvre on the price of the two new models.

It was decided that the new car would be powered by a completely new engine. It was widely known that Ford were keen on producing an over square small engine that would follow the success of the Consul and Zephyr engines. Several options were produced experimentally including an overhead valve engine. However, so much had been spent on producing the Consul/Zephyr range that economies had to be made. The Sidevalve engine is relatively cheap to produce and not as complex compared to an overhead valve unit, so it was decided to continue with an all new Sidevalve engine. It would be another six years before the over square OHV engine appeared.

Further economies could be made if the new engine kept to the cylinder and stroke dimensions of the previous 10 HP unit as then much existing production equipment could be utilised. The new engine would have little in common with the older versions except for the 1172 c.c. capacity and a few bits and bobs. It would represent the pinnacle of Ford's design for the Sidevalve genre. Differences in design to the former engine included an oil filter, adjustable tappets, integral water pump, thermostat, larger valves, an increase in compression ratio to 7:1 and an increase in power of around 10 BHP. This engine became known as the 100E. Disappointingly the new engine would be mated to a 3-speed gearbox but the clutch would be operated hydraulically.

Ford's tradition of vacuum wipers would be adhered to and would be one of the first things that people remember about the cars fifty years later.

The styling of the new cars was to be as modern as the Consul and Zephyr. This would be Ford's second excursion into the world of the monocoque and if you put a 100E next to a Consul or Zephyr you can see the family resemblance. Although over engineered by today's standards, the new cars would be over a cwt lighter than their predecessors. Not as bulbous as their big sisters, an impression of speed was given by lowering the rear wheel arch so that the car looked as if it was accelerating even when standing still! What is now known as the three box design would give a boot that could take a family's luggage, a significant first for a Ford small car and a major consideration for a prospective buyer. The new Anglia would have silver painted bumpers with just a thin chrome strip and carriage lock for the boot. The more luxurious Prefect would have chrome bumpers, chrome surrounds to the windows, a chrome grille, headlight surrounds, and bonnet aeroplane motif.

With the increase in power and potential speed the brakes would be improved by the provision of an all round hydraulic system, which as well as being cheaper to provide was much simpler to set up. The new front suspension units created by Earle Macpherson would again be utilised to good effect and would transform the handling of the new cars, as would the fitting of longitudinal semi-elliptic rear springs and telescopic shock absorbers.

The faster you go, the more you need to see, so larger front and rear screens would be provided and the electrical system would be improved by the move from 6 to 12 volts. This would give better lighting at night and more battery capacity. and flashing indicators would replace the old trafficators, albeit red at the rear and white at the front. Ford were amongst the first manufacturers to provide these.

The upholstery would be PVC and come in a range of colours to complement the exterior paintwork, but the roof lining would still be cloth. To keep costs down, instead of carpets full width moulded rubber mats would cover the floor pan. The new cars would be full four seaters (five at a pinch) and the leg room in the rear would be adequate for an adult passenger. The cosy closeness of the front seats in the old models became a thing of the past and driver and front passenger would have plenty of elbow room. Standard on the Prefect would be interior light, twin wipers, sun visors and horn ring. These would be optional extras on the Anglia.

Although these were completely new vehicles, the new models would still retain



some components from their ancestors. Ford continued their tradition of not changing something that worked well. For instance the front wheel inner bearings were first used on the Model Y of 1932, and the camshaft chain and sprocket were from the E93A. Many other small components were utilised.

Eventually all decisions would be made and the new models would be known as the New Anglia and New Prefect, but in the end they quickly became known as the 100E Anglia and Prefect. The new cars were announced at the end of September 1953 and were the stars of the Earls Court Motor Show the next month.

The British small car market was becoming hotly contested and the prices of the Anglia and Prefect (£511 and £560 respectively) pitched them in the middle. The competition offerings were Austin A30 (£504), Morris Minor (£529 two door, £574 four door) and the Standard 8 a basic 4 door car at £481. All of these cars were equipped with the more efficient OHV engines, which although of smaller capacity at 803c.c. nevertheless made them more economic. The cheapest car of all was Ford's own 103E Popular at a bargain £390.

The plus points for the new range were modern styling, modern suspension giving superior handling, roomy interior, large boot, and powerful Sidevalve engine which gave them better acceleration than any British small car at the time and the highest top speed. Negative points were the 3-speed gearbox, vacuum wipers, and mediocre fuel economy (although they did run on the cheapest 2 star Regular fuel).

Letters and E-mails

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Cross flow, Overdrive and Rewiring

Dear Sidevalve,

Once again an interesting FSOC Magazine from the UK, volume 24, no. 4. Like Steve Waldenberg I too joined the Ford 100E Owners Club and was there and voted yes when it metamorphosed into the Ford Sidevalve Owners Club.

I made an attempt to buy the Fred Murray cross flow 100E engine from Steve way back in November 1977. He described the head: 'I have now taken the rocker cover off. It's amazing under. Twin overhead camshafts worked off the original cam with push rods, those to inlet side extended very cleverly.' The engine most likely had two rocker shafts with the inlet ports on the right hand side of the head and the exhaust ports on the other, hence the cross flow designation. Then again, I could be wrong too and it would be nice if the engine turns up. One thing is for sure, if I had bought the engine it would be still be in one of my vehicles.

At the time that the engine was for sale, so was a local 1959 Porsche 356A 1600N coupe and that is what I bought instead. Whilst I do not regret buying and then selling the Porsche ten years later I do regret missing out on the 100E cross flow engine. It took me another 25 years to eventually get a 100E Willment OHIV head.

In one of the world's 'modern' cars there must be some small four speed gear box that some mechanical whiz kid could shoe horn into a Ford Ten gear box case in a way that allowed us to keep the torque tube drive. That would be a neat way out of the three speed gearbox and the big gap between second and top. It would not be 'kosher' but it would be nice. The 100E with its propeller shaft drive was a bit easier to fit a four speed to and kits were available to do it. They were available in the time that 100Es were in normal use so that should be 'kosher'.

I have from time to time seriously looked at fitting an overdrive unit to a torque tube drive. I have a couple of Vanguard Laycock units and as I wish to keep the Ford Ten chassis without

modification the only place where one seems to fit is directly in front of the diff unit. That increases greatly the unsprung weight and that is not good. There is a 'modern' overdrive unit made in the USA for pre 1948 Ford V8 vehicles (torque tube drive) that is placed in front of the diff but I have not checked out that overdrive unit. They might be interested in making a Ford 8 and 10 adaption.

I have a price list from Willments from about the time they moved from Brentford to Twickenham. They sold the following 100E overdrive kits: Murray (£29), Handa (£42) and the Laycock (£66). The Murray and Handa used levers or vacuum to change whilst the Laycock was electrically switched. The Laycock was the most user friendly and the most expensive. I have a reconditioned and ready to go 100E Laycock gearbox but I have yet to use it. Mine is number 44 and I know of only three others.

My c. 1952 Anglia Sports Tourer was converted properly (no bodgy work by me) to 12v negative earth operation with an alternator 20 plus years ago. It has relays and fuses in the reworked (original wired) electrical system. The only failure (and shortly after the conversion) was the ignition switch which objected to the load caused by the radio and amplifier. The replacement ignition switch now only turns a relay on. No smoke escapes from my electrical system – it is all safely contained. I fitted an electronic speedo in 2002 and have done 14,000 kms since then.

Yours sincerely,
Gordon Cowley from Oz
gordon14days@yahoo.com.au

Battlesbridge Report

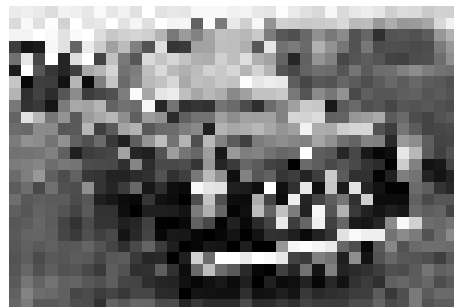
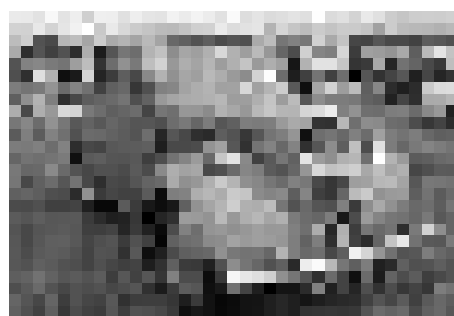
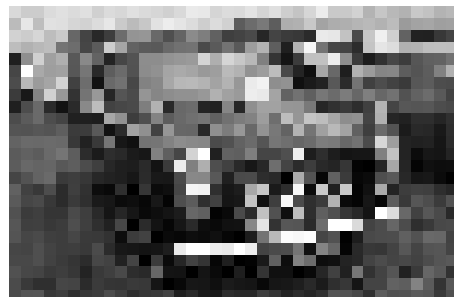
Dear Sidevalve,

I was interested to read in the August *Sidevalve News* about the gentleman from Brazil in his 1938 Prefect Tudor. Many cars were right hand drive before 1945 in South America because like Sweden they did not change to left hand drive until after 1945. Thus it would be correct for a 1938 Prefect to be RHD.

I visited Battlesbridge Classic Ford Show last Sunday and was pleasantly surprised to see at least twelve Sidevalve Fords on display. This is situated on the A130 between Rayleigh and Chelmsford in Essex. I attach some photos of some of the cars on display which I thought you may like. I had a chat with Sidevalve 100E advisor Tony Lloyd whilst there. I travelled to the event in my own Sidevalve – a Ford V8 Pilot I have owned for 33 years. An excellent turn-out of cars considering that, as was usual this summer, the weather on rally days was not at its best!

Keep up the good work; I always enjoy *Sidevalve News*.

All the best,
Chris Sanders



Letters and E-mails contd . . .

Show Tell

Dear Sidevalve,

John Porter asks what people do having arrived at a show – in our case this is in a 1959 103E.

Preparations begin before we set out. The car is stored at a farm, two miles away, so first thing is to collect her! Then load up with two folding chairs, tool kit, old brown suitcase (more of that later), food and drink, dog, wife, two boards with complete set of tax discs from 1965-2006. We also have two boards with plaques going back to the 1980s; sometimes we take them, sometimes not.

Arrive at show, hopefully parking with other members of the Mid Wales Classic Vehicle Club. Tie dog to bumper, erect chairs, prop tax discs against front of car. Open old brown suitcase. As well as being a nice period accessory this contains: some spare parts, a 1960 AA Book of England & Wales, a 1950s picnic tray (complete with lovely box) which clips on the door, Ford Pop handbook, information sheet. Blutac info sheet to side window, put bits and bobs on passenger seat, sit down, open flask of coffee.

The information sheet is home-made, which is easy now we all have a PC. It is A4, laminated, with some technical details and a brief history of the car. I think people do like to read these sheets. The set of tax discs always generates enormous interest, and it is certainly worth taking them.

Wife begins a crossword, or reads a book, and looks after dog. I alternate between wandering round the other exhibits and sitting with our car, chatting to those viewers who show a particular interest. If any other Ford Sidevalves are present they are, naturally, of particular relevance. Ford Uprights are definitely in short supply in Mid Wales and I seldom encounter another.

We don't like to be first to leave, so around 3.30pm watch out for signs of others packing up then follow suit. Pick up a plaque (if supplied) on the way out, return home, unload, take car back to farm.

So that's our typical routine for a classic car show. I guess it is much the same for everyone else!

Best wishes,
Dennis J Duggan

Guernsey Siva

Dear Sidevalve,

This Ford Siva was bought from Guernsey in June three years ago; optimistically I was going to restore it in three months. There is no MOT in Guernsey, so roadworthy is somewhat different to the mainland. The car has had body-off restoration. I had to rework the body to move the seat back two inches as I couldn't fit

in it. Chassis strengthened, new dash, new or secondhand tyres all round, all metal parts powder coated, brass horn fitted, recond steering column, body completely repainted in the time honoured tradition with coach paint, new coach lights, new rear luggage rack, engine painted, completely rewired, UK number plate. Various new metal parts were fabricated: new lights, left to do surround for radiator. The car was authenticated by John Porter and Rob Daniels – the DVLA were a right pain to deal with – and it lives happily within six miles of John Porter's Siva.

Yours,
David Aston



Mile Limits

Dear Sidevalve,

According to the latest issue of Sidevalve News most FSOC members are reluctant to travel much more than 30 miles to events/shows/rallies etc. No doubt that also applies to drivers of any sort of classic vehicle, not just Ford Sidevalves.

Clearly the '30 mile limit' is a general statement, and we all know of people who are happy to travel long distances in the most unlikely vehicles. However, they seem to be the exception rather than the rule. We have owned our 1959 103E since January 2005, and we soon made a decision to limit our activities to within an approximate thirty mile radius of Welshpool. What made us decide on that figure?

We like to attend some half a dozen shows each year, and invariably you have to be there by about 9.30. Otherwise there is a risk (and it seems to depend on the individual organisers) that entry to the field will be refused. This happened to a friend of ours at a show in early August. I guess this is for reasons of the dreaded Health & Safety.

Now, to travel 30 miles in a 103E on 'A' and 'B' roads probably takes us about one hour. There is little or no chance of overtaking anything except push bikes, so there is always the risk of journey times being extended if we get stuck behind a tractor or other slow-moving vehicle. At our age we have no wish to get up at the crack of dawn to attend an event 60 miles away! Also, after purposely making one trip at night we vowed never to do so again. So we want to be home well before dusk, and therefore like to factor in plenty of spare time in case of problems and delays on the return trip.

Another reason is the sheer concentration required when piloting an Upright Ford. Brian says it all on page 11: 'You really have to know how to pilot one of these all the way.' It is undiluted driver involvement, and although I really do enjoy the experience I sometimes find it somewhat wearing for a couple of reasons.

You have to *steer* a Pop. There is a well-documented constant tendency to wander, according to the road surface, especially at higher speeds. Nothing serious, but the driver needs to maintain 100% alertness. And although I keep well clear of the car in front there is always the risk of a clown pulling out of a side road at the last minute, so I am always wary at every junction. Let's face it, the brakes are fine but you need to realise their limitations. A 103E will not stop on a sixpence, though some other drivers fail to make allowances for that.

And what about bends? You have to slow down for them. I have misjudged it on a couple of occasions, admittedly with no harm done, but it is not a pleasant experience. So again it is 100% concentration.

Then we have gear changing. No synchromesh on bottom, and it is worn between top and second, with a big gap between the upper two gears. So it is double-declutch (50% chance of getting it right!). On a steep climb you never seem to be in the right gear.

Last but not least I find myself constantly listening for any unfamiliar noises amongst the general din. Is that a new rattle? Is it serious? Can we ignore it?

I have tried to explain why we are reluctant to travel much more than 60 miles in a day. It is a personal thing and I do hope I have not made myself sound like a wimp. We do enjoy our trips, and I do enjoy driving our Pop. Maybe I should chill out more and relax. But we are what we are, and it is impossible to change one's character.

Best wishes,
Dennis J Duggan

Continued on page 30

Hi Dennis,

Thanks for your e-mail. I agree with all your comments – driving an Upright really does need 110% concentration and can be quite draining at times. I certainly don't think this is wimpish at all – you are just playing safe and trying to avoid all the idiots who seem to have a mission to knock you off the tarmac.

Keeping to the back roads and limiting the travel really does help, making the driving of our type of car much easier and no hassles. When going to a show I always try and leave early and this way the journey can be enjoyed a lot more with the morning roads being very quiet. One of the reasons for me getting more involved with the club as an area contact and now events coordinator was to look at organising more local events, which I have done with some success over the last two years for the Cambs area group.

For the 100E owners the problem is not quite so bad as the road holding and cruising speeds are much better.

Kind regards,
Brian Cranswick



Popular and proud owner outside a period garage

They Only Play the Music to Show They've Run Out

Dear Sidevalve,

This E83W Ice Cream Van MBU512 was seen working outside York Castle Museum by my daughter Laura, whilst on holiday there in August. (See E83W Register, next column.)

Yours sincerely
John Skinner
Member LM19



Merseyside News

Continued from page 12

The rain set in properly after lunch so the prizegiving was brought forward. In the Post War classic section Ken got third prize, Ian second and Freddy and I first!

Saturday 14 & Sunday 15 July – Cheshire Steam Fair, Tabley House, Nr Knutsford

It had been raining for most of the previous week, but the forecast for Saturday was not too bad so I set off just after nine. On arriving at the entrance to the show in the grounds of Tabley House a marshal told me that I would have to be towed onto the pitch because of the mud. Before I set off home I called Bernard who had tried to contact me while I was on the M6. He had gone into the public car park and stopped near the main track down into the show ground proper with a few other classics. As the only alternative was to go home, I did the same. In the end almost all the classic cars parked in the same spot, which remained mud free all day. No rain either!

Bernard and I were soon joined by Ronnie Rees who has bought Bill Moore's 103E. Ronnie lives over in Macclesfield but is keen to show his Pop so I expect we will be seeing a lot more of him at future shows. I do hope so as his 103E is really a bit special. Tony Ikin in his 100E Pop was next to arrive so we were now about 10% of the cars on display.

We walked down to the show area and wandered around the stalls. I managed to buy a bench grinder, 12V Power Pack, some fudge for t'boss and some cheese for me. Large modern tractors were employed all day dragging steamrollers out of the mire and towing vehicles and trailers up to the exits. Fortunately the public car park was okay and filled up during the day, so I hope the organisers managed to cover their costs.

Ron Taylor arrived in his E83W van at lunchtime, having delayed his departure to see what the weather would do. During the afternoon we were approached by David Riley, a young chap who is restoring an original E83W pick-up. He had a good look around Ron's van and asked lots of questions of our 'commercial' expert, so I hope that we will see him out with the pick-up next year.

We attended lots more shows this summer but lack of space and time means I'll include these in later reports along with updates on members' cars. I hope that you all had a great summer, despite the monsoon conditions. Let's get those Sidevalves sorted out over the next six months ready for a better season in 2008!

Specials Register

Continued from page 13

I think Bill is going to have some interesting stories to tell.

My computer is still giving me loads of trouble and I have got to the stage where I now can't send any emails (although I can still receive) and I can't update the website. Hopefully this will be sorted soon, but I think it will mean wiping the hard drive and reloading everything back on. Hopefully no files will be lost.

Why did I change internet servers?

Photo 9. Mistral at Mairehau



From the Archives

Peter Williams

We return to the *Ford Times* again in this issue, including news items involving Ford vehicles towards the later years of the war.

Emergency Food Vans

Yvon gave an account of the introduction of these vehicles in his E83W report last time. Following on where he left off, the vans went from strength to strength and a report of their second year of operation appeared in January 1944. They were now being used to supply a much wider clientele. They were now carrying meals to schools (by the end of 1943 220 vans were providing schools with daily meals), civic restaurants in outlying districts, farm workers, dockers and small factories without their own canteens. It is reported that in their second year of operation they carried 26 and a half million meals and the volunteers put in 250,000 hours to operate them on 100,000 journeys. Photos 1 and 2 show one van supplying hop pickers in Kent and another serving bombed-out people in Lancaster.

Other Food Vans

Talking of food vans, here's one you don't see everyday (photo 3). It was built in 1943 for the Somerset Education Committee for carrying meals to schools that did not have their own kitchen. The text in the *Ford Times* says that *'It is mounted on the standard Prefect chassis. The bodywork being cut off behind the front door pillars, with floor and rear wings left in situ, the only chassis modification being the reinforcement of the rear spring. The main framing of the van is of oak or ash with steel panelling and a plywood roof, canvas-clad and waterproofed.'* It makes you wonder why anyone would ruin a perfectly good car and go to so much trouble to make a van that finished up remarkably similar to an E83W.

The vans were built by J.H. Plater & Co. Ltd. of Streatham who also built similar bodies on V8 and larger Ford chassis for NAAFI, WVS and the Salvation Army.

Private Car Production Starts Again

The September 1945 copy of the magazine announced that the Anglia and Prefect would once again be available to buy from 1st October. They were announced as the 'after-war' Anglia and Prefect. There were lists of 'after-war improvements'. Amongst those for the Anglia were brake drums increased to 10 inch with new design linkage; greater efficiency lighting with horizontal and anti-dazzle beams; driver's sun visor provided; improved supports and easy engagement for the starting handle; direct battery to engine earthing strap; oil-resisting rubber engine



Photo 1. An Emergency Food Van providing sustenance to hop pickers in Kent



Photo 2. Bringing relief to bombed-out citizens in Lancaster

mountings; inside of body panels, doors, luggage compartment are anti-rust treated; new style upholstery with alternate flutes and wide panels. The Prefect had a similar list plus larger generator with constant voltage control; 5.00 x 16 tyres; resilient front seats on tubular frames with new design adjustment.

The prices were £229 plus £64 purchase tax for the Anglia and £275 plus £77 for the Prefect (leather upholstery was available in the Prefect for another £7).

Changes to Lighting Regulations After the War

The *Ford Times* felt it would be a useful service to their readers in September 1945 to remind them of the details of the lighting regulations following the cancelling of the wartime restrictions. They reminded people that the requirements stem from the 1927 Road Transport Lighting Act and the subsequent 1936 Lighting Regulations. These required one rear lamp on the centre line or to the off side and no part of the vehicle or its load may extend more than six feet to the rear of the lamp. It pointed out that the Regulations did not require nor forbid the use of two rear lamps but that, in this case, one must comply

with the law. Number plate illumination was also now required again. Two side lamps were required not exceeding seven watts and with frosted glasses. They also explained the headlamp dipping requirements in some detail. In summary, this called for either permanently dipped, single dipping or double dipping. I remember cars of that period which used solenoids to actually tilt the reflector downwards on the nearside lamp and simultaneously switch off the offside lamp. These mechanisms were famously unreliable.

One interesting point in the article is that the law does not specify when or if headlamps should be dipped, merely that they should be capable of being dipped (is that still the case today?). The use of lamps seems only to cover the use of the side and rear lights 'during the hours of darkness' and that headlamps must be switched off while parked. Also pointed out is that the famous 'parking lights' which were regularly clipped on the roof gutter to save the battery when parked for long periods were not legal.

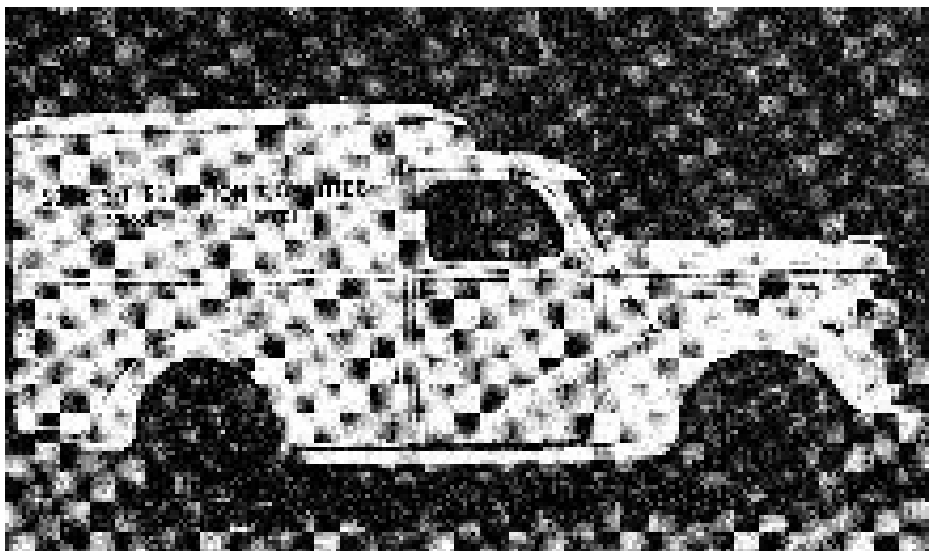


Photo 3. The van on a Prefect chassis by Platers of Streatham

Tales of BLC

Jim Norman

Summer is always a busy time for classic cars; despite this year's weather, this has been the case for BLC. Holidays were based on Ruthin in North Wales, and a large part of the Principality was covered in a five – mostly sunny – day period. Then in August there was yet another visit to the B&B near Cleobury Mortimer, this time as part of our thirtieth anniversary celebrations (doesn't time fly ...), covering much of Mid-Wales, then heading to the book capital, Hay-on-Wye in South Wales. She fully understands what 'ALAF' means! The car performed amazingly well; the model is ideally suited to that sort of winding, undulating road and, with radial tyres as the only modern aid, it was astonishing just how well she handled and cornered. I admit that I was often at the end of a long queue of slow-moving, frustrated traffic, but invariably at the back of it! All these modern, high performance cars kept getting in the way!

Only one fault developed during the whole time: the alternator died leaving Ruthin on the way home. I believe in big batteries and we got home without difficulty, where the alternator was removed, the brushes replaced and the alternator refitted, all in twenty minutes. Try that with a modern car ...

There has, amazingly, been some maintenance carried out: a full service happened; the wiper cable was replaced to remove the play in the arms; the gauges were replaced by genuine Lucas types and a vacuum gauge added; the doors adjusted so the rattles are now gone; and the interior light was made to work. But the major job started (though not yet completed) was the removal of the underseal, priming the excellent steel, then Hammeriting and finishing with several coats of Imperial Maroon top coat. The underside's condition fully justified the purchase price!



Gauges replaced by genuine Lucas types



Removal of the underseal



In all her glory!

Technical Tips

John Pole

Here's a problem that was hard to resolve. Are there any 'experts' out there who can offer better advice on fan belts to Dave?

Hi John,

I enjoy the technical pages in *Sidevalve News* as you never know when you will suffer the same problem as the writer and then if you do you are hopefully well prepared or can pass on the info to others. Anyway, I have a question I hope you can help me with. I am getting to the point of starting my engine and recently tried to fit the fan belts supplied by the club (I bought one for pump use and one without pump as at the time I was still looking for a pump). I now have a pump so tried that out first, but the belt was too slack and, using some 'A' section belting from my machine tools that can be cut and joined, I found the belt was about 40 mm too long – 960mm instead of the 1000mm supplied. The ODs of my pulleys are: dynamo 3.12"; pump 3.75"; crankshaft 4.250". The only thing I can think is that the dynamo pulley is increased in size when used with pump as the club supplies one that is 4.12" OD. Do you think a small dynamo pulley is the cause of the slack belt or is it possibly some other fault?

Regards, Dave

Hi Dave,

I do not think that there is a problem with your dynamo pulley. The problem is more likely to be the belt supplied. Unfortunately the club is only able to supply two sizes of remanufactured fan belts at the moment although there were, depending on water pump/ no wp and pulley combinations, four different sizes. (I have an old 'Raybestos' data book and it gives Ford references as well as their own; I copy the w/pump part numbers in Table 1.)

What I suggest you do is measure as accurately as you can the size of belt you need and try and obtain a modern belt that can be substituted, and/or let me have the inside length and I will look in the stores to see if there is an appropriate NOS belt and get it sent to you.

Hi John,

Thanks for your reassuring information as I thought I had a hybrid arrangement on the car. In fact I had two belts from the stores, one for pump and one without pump, and neither fitted. I noticed the dynamo (4" diameter) was not dropping to the lowest end of the

Table 1.

Prefect with w/pump	Ford	Raybestos
Late 1939/46	E93A8620A	R69*
Aug 55	EO4A8620C	R69
Aug 55/59	E93A8620C	R66

* also rarely used export R110

adjustment slot because the body was fouling the bracket radius. I ground the bracket radius high spots carefully to exactly fit the dynamo. This allowed the dynamo to nearly reach the end of its slot and the shorter belt fitted ok, needing about 1/2" raise to give the required belt adjustment. The puzzle for me originally was that one belt was way too tight and the other way too slack so there were possibly multiple faults but your info is making it clearer. I have some belting that I use on my machine tools that has a line of small holes along the centre line. The belt is cut to approximate length and a joining link fitted, using the holes for the link screws. It is usually too slack at the first attempt so it is easy to progressively cut small amounts off until the fitted belt is the right length. I used some of this belting to arrive at a length of 960mm with the belt laid out on the bench. This length, I assume, equates with the outside circumference of the joined belt and therefore the mean line would be about 930mm. The joined belt has a radial thickness of about 9mm so I calculate the inside length to be about 900mm. The difference between the outside and mean lengths seems to roughly match the sizing system on the modern belt (1000mm outside to 970mm mean) from the stores. The outside length of 960mm seems to be the one that is most practical to measure and I just hope that it is an accurate guide. Of course I could run with the joined up belt but this is a bit risky and this belting usually runs on low speed arrangements and if it does let you down at least it is not 50 miles from home on a dark wet night. However, could be useful as an emergency backup. I hope I have given you the required information but if not I will be pleased to clarify.

Regards, Dave

Hi John,

Sorry to take so long to have a further look at the fan belt situation. Firstly the good news, the charging system was quickly sorted with a couple of passes with the finest of abrasive paper through the regulator contacts. I have tried the replacement fan belt as supplied by the club but it is much too short, even without water pump, and the reason is quite clear. (Please excuse me if I appear to have discovered something which you have

probably dealt with before but this is the first time I have ever really looked at fan belts in this way.) There are two sections of fan belt and they are 13 mm wide (modern) and approx 15 mm wide (original pattern) respectively. They each sit in the pulley groove at different depths and therefore the effective outer circumference for each has to be different. If it were straightforward to measure the inside circumference then the comparison would be direct, I imagine. My joined up machine belt system appears to be a good comparator to the modern belt so I will try to find a supply for the 960 outer circumference belt in 13 mm width. In the meantime I will return the replacement fan belt with my next order. I will let you know if I have any success and the details of the belt or belts identified.

Regards, Dave

Hi John,

I spent a bit of time searching the web today and found a company who replied saying that they have a fan belt for my car with water pump at £8 each, a Ferodo V136. 9/16" wide and 39 23/64" outer circumference (about 999.72 mm).

Will let you know how it fits when I get it fitted.

Regards, Dave

Hi John,

I received the fan belt today so went to my son's garage this afternoon to try it. Hey presto it fitted perfectly. There is no need to put any tension on and it sits with about 1" play. It is a Ferodo V136 new old stock, I imagine, as it has the wider 14mm or 9/16" section. It seems to me that 960mm is about right with a 13mm wide belt and the 14mm wide version I have just fitted is about 990mm circumference according to the supplier who I believe took the data from a manufacturer's list. If I get any more data I will pass it on to you. Ah, next, the bit I have been looking forward to – repairing the wings and running boards. Hopefully the weather will help and I will be able to get a few coats of paint on before the spring.

Regards, Dave

The Aerodynamics of Sidevalves

Jim Norman

The June 2007 issue of *Sidevalve News* contained several references to aerodynamics, but what, when you get down to it, are they? And while we're at it, should we consider the whole topic of resistances as applied to the car on a scientific basis? We can certainly try!

A basic understanding of principles is necessary, expressed by Sir Isaac Newton (1642-1727) in his three Laws of Motion:

- *First Law:* A body will remain stationary, or continue to move at a constant velocity in a straight line, unless acted upon by a force.
- *Second Law:* The acceleration (a) of a body is proportional to the force (F) applied and inversely proportional to its mass (m). This is usually expressed as Force = mass x acceleration ($F=ma$).
- *Third Law:* This is usually paraphrased as: for every action there is an equal and opposite reaction. Although there is more to it than this, the Third Law doesn't really concern us here so we can leave it at that.

The First Law explains why a space capsule, once pointed in the right direction and set on its way, has its engines shut down for several years until it arrives at its destination: there is no friction in space to stop it. Unfortunately this is not the case here on Earth and any moving object soon rolls to a halt unless power is maintained. We do have friction, and on a car it is encountered in several places.

The internal workings of the machinery all generate friction: wheel bearings; crownwheel and pinion and their associated bearings; gearbox gears and bearings. All these have their resistances to movement which gradually reduce the car's speed. The engine has much more resistance, as can be demonstrated by lifting your foot off the accelerator and noting the braking effect, but as it provides the power it can normally be taken out of the equation.

Another source of friction is the tyres, not only from their contact face with the road surface but also internally. As a given point of the tyre's tread reaches the road, the adjacent wall deflects. This causes the plies within the wall to rub against each other and the resultant friction produces heat. Try touching your tyres after a good, long run; you'd be surprised at how hot they get (hence you should check your tyre pressures only when cold).

Other items cause further friction: a slightly binding brake, front tracking slightly out; all will raise the rolling resistance. In practice, all these are bundled together as the Coefficient of Rolling Resistance and multiplied by the car's mass (we'll say weight, which isn't quite the same thing), C_r and is generally given as

about 0.02 or 1/50. In other words, the wheels must be delivering a force of one fiftieth of the car's weight to maintain a constant speed against the Rolling Resistance: say 2,000 lbs divided by 50 gives 40 lbs of Tractive Effort.

The next impediment to forward motion, especially in a Sidevalve, is gradient. This is easily calculated: take the total weight of the car and divide it by the gradient. So if the car weighs 2,000 lbs and you are going up a 1 in 10 hill, 2000 divided by 10 means you need a force of 200 lbs of Tractive Effort at the wheels to maintain a constant speed against that grade. This is additional to the force needed to overcome the Rolling Resistance. Both are constants and *do not alter with speed*. If you are on a level road, 2000 divided by a gradient of zero gives, as can be expected, no resistance. If going downhill, the force is calculated in the same way but is a negative retarding force, i.e. it will cause the car to accelerate. Again, it does not take Albert Einstein to see this.

The Coefficient of Aerodynamic Resistance (Drag, given the symbol C_d), is different: it is the resistive force of the air through which the car is trying to travel. It isn't effected by weight but rises with the *square* of velocity (i.e. the velocity through the air, not over the ground. Wind speed and direction are therefore factors). So if a car needs a certain amount of power to maintain 30 mph against its Aerodynamic Resistance, it will need four times that power to maintain 60 mph, and sixteen times that power to maintain 120 mph. This is why gaining 10 mph from 20 to 30 mph doesn't take very long but going from 60 to 70 mph does. It also explains why getting that extra one or two miles per hour extra at the top end can be so very difficult.

The point is that the car occupies space that would normally be occupied by air. If the car moves, air must also move out of its path in front of it and also into the space previously occupied behind it. Air doesn't really want to move and takes energy to do so; energy which the car must supply. So to improve aerodynamic performance, you need a vehicle which moves as little air as possible, combined with a shape that makes it as easy as possible for the air to move from front to back. Alas, the designers of the 100E did not seem to appreciate this fact; the resultant car has the aerodynamic qualities of a breeze block!

The shape of a modern car determines its Drag Coefficient (C_d), which is in turn determined according to basic criteria: frontal area; length, air density and the square of the vehicle's velocity through the air. These are monitored in wind tunnel tests, where scale models of the vehicle have a flow of air impregnated with smoke drawn over them at scale velocities. The smoke shows the air's path over, under and around the model, which is then shown (in its basic state) as lines superimposed on an outline of the model.



Figure 1. Smooth progression of streamlines from front to rear



Figure 2. The Sidevalve way

These lines are the 'streamlines' and it is from these that the term 'streamlined shape' originates.

Figure 1 shows a rather futuristic vehicle, but more important is the smooth progression of the streamlines from front to rear. There is no similar model for the 100E, but Figure 2 shows how it would probably look. The flat front being forced through the air gives this air nowhere to go; so it is forcibly rammed out of the car's way. The result is turbulence, which requires energy to create. The only available source of energy is the Kinetic Energy of the car, so some of this is transferred to the air, and must in turn be made up in the car by the engine. (By definition, a moving body contains Kinetic Energy, the formula for which is $KE = \frac{1}{2}MV^2$, where M is mass and V is velocity. Note again that this is a squared function.) The engine thus needs to work harder to maintain a given speed, which results in a lower maximum speed, and higher fuel consumption to maintain what can be reached.

The 100E always had a reputation for high fuel consumption and the inefficiency of the Sidevalve engine was usually cited as the culprit. This is true to an extent, but the main problem is simply a shape that is unsuited to high speeds. That flat front and the very upright windscreen are the main determining factors, but other items butting out into the air flow also contribute: wing mirrors and aerials, screen wipers, door handles and rain gutters. All of these do their bit to raise the Drag Coefficient.

The strange thing is that the Uprights were far better. Consider the slim front of the 103E, which gradually tapers into the body's full width; the flowing shape of the wings. Yes, there were those headlamps stuck on top, and several other protrusions, but the basic shape is much better from an aerodynamic viewpoint. Having said that, the E493A has its problems ...

So the 100E isn't really a car in which to travel fast or, at least, economically. I found that speeds over about 50 mph became an expensive luxury, and even in the 107E, with its far more efficient OHV engine, rarely exceed 55 mph. But as the saying has it, it's not the arriving that matters; it's how you get there!

Pop Shopper

Continued from page 20

100E special engine complete recon Jeff Howe cam, new aquaplane head, aquaplane flywheel oversize inlet valves sump enlarged polish ported + many other things done. Telephone Ian Rooke 01752 266018, Devon & Cornwall. Email rookemanor@aol.com

Popular 103E Front Wings (2x driver & 1x near-side) – repairable spares £25 each. Front grill cowlings £15, Inner Wings £40 pair, Bonnet halves (pair) + hinge £30, Radiator £25. Telephone R Edwards 01234 838331 Bedfordshire. Email robin.p.edwards@btinternet.com

I have a boxed set of 4 60 thou oversize Hepolite pistons for a 1932-35 Ford 8 HP. Standard size is 2.230. They are complete with rings and gudgeon pins. They are in A1 condition. These are for sale, make me an offer. Postage at cost. Any questions, phone me or email my associate who has a computer! Telephone Andrew Whitehead 07712178010 East Northants. Email gareth.hampson@ntlworld.com

100E Haynes owners workshop manual. Ex library use so in good condition with no oiled pages. Some loose leafs but all complete. Email me for photos £7.50 (or offers) including post & packing. Telephone Mr Bernie 01827 895620 or 07899 651949 Midlands. Email jimmystewart2004@aol.com

Pair of front seats for upright Popular in pale brown. Good condition. 16" Prefect wheel. Telephone Ivor Bryant 01454 411028 Bristol. Email ivor_bryant@msn.com

E83W Register

Continued from page 24

400 vehicles attended with 28 lightweights with Patrick's in the same class. From the photos, I am certainly not surprised to be informed that the vehicle won 'Best in Class'.

Historywise, the truck was built in 1957 so would have been one of the final versions off the production line since the initial introduction in March 1938. E83Ws were always a popular choice for fleet and small business users, and during the 50s and well into the 60s were a common sight on British roads. Patrick's truck, MBW 138, was originally purchased for a country estate in Oxfordshire, being used to transport full milk churns from various farms on the estate. This continued for some 10 years after which it was taken across to another part of the county and served as a general purpose farm vehicle for some five years. In 1972 it was taken off the road and traded in for some vehicle parts at a scrapyard. The scrapyard owner was alert to the possibility that its increasing scarcity was more valuable than the scrap value, which meant that the vehicle was laid up sympathetically in a lean-to open shed so that air could circulate and deterioration was lessened during a period of 31 years.

In March 2003 Patrick came across the truck and the owner agreed to part with it on the understanding that it would be restored. This was immediately started and over a four year period the truck was totally stripped down with the intention to use as many of the original parts as was feasibly possible. It turned out that only the two front wings and the timber in the wooden body were replaced. The old timbers were useful in providing the necessary template for the new, with an exact replica body integral to the original metalwork. The truck is now finished in the livery of an Oxfordshire Brewery, specialising in traditional ales. The truck is used to make periodic local deliveries to Oxford's historic public houses and for promotional work with the brewery.

I mentioned ice cream vans in the last issue, and in the brochure for the Scottish Ford day, lo and behold, under catering was an illustration of an E83W ice cream van. I'm endeavoring to follow this up with an article soon. Thanks go to John Skinner and Denis Mathewman as both referred me to an E83W ice cream van still operating in York, MBU 512 (see letters, page 30). I do not have the full quota of registration books on the E83W membership and will soon pick up the remainder so I'm not sure if this vehicle is on our register. However, please keep sending me your photos and info on this type of E83W, be it in strawberry, chocolate, vanilla ... I don't mind.

More from the AGM

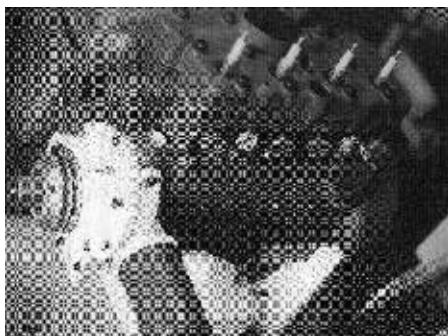


100E Speedboat

Andy Main

After a few years you get to know the comments you will get from visitors to club stands at shows. 'I learnt to drive in one of them' and 'our milkman had a van just like that' are pretty common but at the Kemble Air Show we had a visitor with a different connection to Sidevalves. His classic speedboat is powered by a souped-up 100E engine and he was offering an assortment of left-over parts which were not needed on the marinised version. While collecting said parts it seemed a good opportunity to gather more information to add to our collective knowledge of all things Sidevalve. The man in question is Mike Tarry and he kindly loaned copies of his club magazine, the Classic Motor Boat Association of Great Britain, in which he had published a detailed account of his restoration of the boat and its engine.

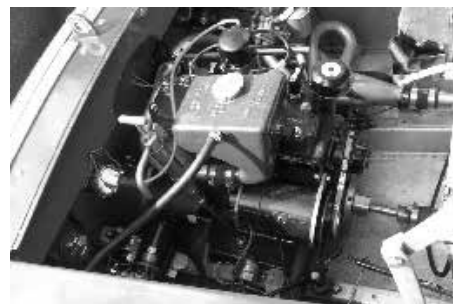
The boat is a 4-seater 1958 Albatross Continental named Vital Spark. The following details were borrowed from the web site of the National Maritime Museum in Falmouth: 'The Albatross was the first class of speedboat to be produced in quantity, in this country, after World War II. They were used for a variety



A picture taken by Mike showing the modified front end and oil filter.

of leisure activities including water-skiing and racing. Some were owned by famous people including Brigitte Bardot, Prince Rainier, and the Duke of Edinburgh, who used his as a tender to the Royal Yacht.'

But we are more interested in the engine. Apart from the usual mods required by a marinised engine the biggest difference from car use is that the drive is taken from the front of the engine with no gearbox and no means of disconnecting the drive. It is angled in line with the prop shaft and mounted on four rubber mounts very similar to the front mounts on an E93A. Taking the drive from the front requires a special timing cover which includes a provision to connect the prop shaft



Dynamo side of the engine. The big brass pump is for draining the oil.

and, most importantly, a big ball race to take the thrust from the propeller.

The engine cooling system uses the normal pump with a header tank bolted on where the top rad hose is normally connected to the head. The water is pumped through two heat exchangers in contact with the bottom of the hull. In addition, a separate electric pump pushes external water through a coiled pipe in the sump for oil cooling and then via jets into the exhaust manifold to exit with the exhaust gases. The oil filter bowl has a special casting so that the bowl points sideways to allow the engine to sit lower in the boat.

As supplied the engine was equipped with sporty manifolds of Albatross design and an SU carburettor but, in the search for more performance, Mike has had a very exotic tuned exhaust manifold made by Nick Pavaroni. A large chunk of the flywheel (the recess where the clutch goes) has been removed, bigger inlet valves fitted and much internal polishing all in the search for more speed. Mike now reports that he runs the engine at 5500 rpm which translates to about 35 mph (or should that be knots?) on the water.

In its tuned state and high revs the engine life is quite a bit shorter than in a car so Mike likes to have a spare on the bench ready for a quick change in emergencies. He is keen to find a spare engine that he can prepare to his high standard. If you have a 100E engine surplus to requirements then he would be pleased to hear from you on 01249-720931.

I'd like to thank Mike for his hospitality and information. The picture of the bare engine is taken from Mike's articles in his club magazine.

The exotic manifold. You probably couldn't get this under a 100E bonnet!

