

News

Sidevalve



Volume 24 • No 2 • April 2007



Features this issue

The Theory and Practice of Steering Geometry
Ignition Circuits Re-ignited
Still Wondering About Wandering
Ford's Ferry Princess
A Little Mouse-Coloured Dream



Sidevalve News

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Club Officials

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

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Technical Advisor 8hp, 10hp	John Pole, 82 Fruitlands, Malvern, Wores, WR14 4XB (written requests for advice only please).
Technical Advisor 100E, 107E	Tony Lloyd, 16 Harvard Walk, Elm Park, Hornchurch, Essex, RM12 4BB
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Registrars (Specific Model Enquiries and DVLA Applications)

Pre-War	Yvon Precieux, Cliff Lodge, 9 Cliff Road Terrace, Wemyss Bay, Renfrewshire, PA18 6AP, Scotland. Position vacant.
E83W	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA
Anglia, Prefect, Popular	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA
Specialist Applications	Rob Daniels, 66, Kingsbridge Road, Weddington, Nuneaton, Warks, CV10 0BZ E-mail: specials@fsoc.co.uk
Specials	Tony Lloyd, 16 Harvard Walk, Elm Park, Hornchurch, Essex, RM12 4BB

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. <i>3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.</i>
Cambridgeshire	Brian Cranswick 01733 203776. E-mail: b.cranswick@yahoo.co.uk . <i>Please ring for details.</i>
Coventry and Midlands	Position vacant. <i>2nd Tuesday at the Griffin Inn, Bedworth off the A444. Contact John Porter on Sv1172@aol.com.</i>
Devon and Cornwall	Ian Rooke 01752 266018. <i>Please ring for details of local activities.</i>
Essex	Roger Birdseye 01589 950582 and John Hull 07763 810386. E-mail: Johnrichardhull1@aol.com . <i>1st Tuesday: The Huntsman and Hounds, Corbets Tey, Upminster RM14 2DN (near Upminster Crematorium!). 7.30pm.</i>
Glos, Hereford and Wores	John Pole 01684 564829. E-mail: john@polej.freesevice.co.uk <i>3rd Thursday: The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.</i>
Hampshire	Mick Crouch 023 8069 2359. <i>Please ring for details.</i>
London North	Robin Thake 01279 659245. <i>1st Monday: The Speckled Hen, Hatfield Road, St. Albans, Herts. 8.00pm.</i>
London South East	Stan Bilous 020 8764 7068. <i>Please ring for details of local activities.</i>
Merseyside	Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR E-mail: joe@ajwheatley.freesevice.co.uk Mobile 07831 622075. <i>2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm</i>
Northamptonshire	Danny Moody 01604 810095. <i>1st Thursday: Stags Head, Earls Barton. 8.45pm.</i>
Norfolk	Colin Read 07957 557793 or norviccol@yahoo.co.uk
Central Scotland	Position vacant. <i>1st Thursday: Springfield Key Pub off Paisley Road, West Glasgow. 8pm.</i>
Sussex	David Taylor 01435 813665. <i>3rd Wednesday: Barley Mow, Selveston, A27. 7.30pm.</i>
Surrey	Tony Russell 01737 221578. <i>Please ring for details of local activities.</i>
Yorkshire	Nigel Hilling 01484 843115. <i>Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.</i>

International Contacts:

Australia	Gordon Cowley, 5 Weebo Street, Gilles Plains 5086. Tel: 00 61 8 8261 7631, email: gordon14days@yahoo.com.au
Belgium	François Jordaens, Reetsesteenweg, 143, 2630 AARTSELAAR. Tel: 03/844.07.68
Canada	Les Foster 1212-52 St. Delta, B.C. V4M 2Z2. Tel: 604-943-4936, email: leswfoster@hotmail.com
Germany	Rod Hawkins, 83 Dorfstrasse, 47624 Kevelear. Tel: 02832 70158. rodandcilly@hotmail.com
Ireland	Colm O'Neill, 29 Allen Park Drive, Stillorgan, Co. Dublin. Tel: 01 288 7173
Sweden	Boje Jernheim, Tennisv. 33 19277 SOLLENTUNA. Tel: 08-754-3032

Editorial

John Porter

Have you ever thought about why you own a Sidevalve? Have you pondered what draws classic car enthusiasts to the small Ford Sidevalve?

In my case, I was introduced to the charms of the economy Ford by the local motor club that my family and I were members of in the mid-sixties. The club ran very popular Production Car Trials, and had done since the Second World War, which were a cheap entry to what many rally-orientated enthusiasts felt was an eccentric motor sport. At the time the best and cheapest entry vehicle was the humble Ford Popular 103E and I bought mine for £9. With no MOT or tax, the car still seemed a bargain to me even though it was plainly running on three cylinders and the fabric in the roof was rotten. Some new valves sorted out the misfire and a piece of aluminium and some self-tappers sorted out the leaking roof. There were no fabric roof kits in those days! My father drove the Popular to the first event as I was not insured and as we were humming down the main road there was an ominous knocking noise as the big-ends failed. So much for the first event! I learnt all about car mechanics on that Popular and later joined the 100E Owners' Club, as the FSOC was then known. In those early days, I appreciated the ease with which I could fix the mechanics and the cheap parts that could be bought at clearance prices from the Ford dealers who were unloading all the 'obsolete' parts for these old Fords. I bought a new steering box for £5 which, incidentally, was as bad as the original within 12 months! The rest is, as they say, history and I have remained a committed Sidevalver to this day, although my Sidevalves these days are plastic with no roofs.

I am sure that your earliest memories of your discovery of Ford small Sidevalves would make interesting reading for the rest of us – so get writing and dig through the old snaps.

Further Thoughts on the Overdrive

So, what did you make of overdrive in the last issue of *Sidevalve News*?

The author of the Les Ballamy book *Out in Front*, Tony Russell, gave me a phone call the other night to say that the overdrive was designed by the aforementioned Mr Ballamy. It never went into production. Tony is fairly confident that the overdrive has not survived the last 50 odd years. However, taking a close look at the photograph in the last issue of *Sidevalve News* and then the technical drawing in the Ballamy book, there are some discrepancies in the dimensions and shape of the overdrive. Do we infer that there were at least two different versions of the basic design? If some other photographs come to light then it might become more clear. Of course, we all wish that the 103E type had the option of more gears as did the 100E with various makes of overdrives that replaced the extended tailshaft and mainshaft of the standard gearbox. Fitting any four-speed to the Ford 10 is a major task involving much machining and fabrication – certainly compared to the 100E. The main problem is the large structural cross member and footpedal mountings and the torque-tube. There were various 'preferred' installations, the most common of which was the MG'J' type gearbox followed by the very similar Wolseley Hornet gearbox and the widespaced Morris 10 unit, all of which will not fit into the space occupied by the standard Ford box. Also used was the Austin 7 four-speed gearbox and early Reliant gear-boxes (themselves a development of the Austin unit). I adapted a 105E gearbox in the 1970s which transformed the old Pop *but* I had to hack out some of the crossmember, remodel the gearbox cover, fit a hydraulic clutch release, modify the torque-tube to an 'open prop' and then support the rear axle location! It was not really worth it in the end.

AGM 2007

Members are reminded that the AGM of the Ford Sidevalve Owners Club Limited will be held on Saturday, 9th June 2007 starting at 11.00 a.m. The meeting will be held at the Orton Hall Hotel, The Village, Orton Longueville, Peterborough. PE2 7DN. A buffet lunch will follow the meeting.

A number of things will be organised for the AGM. Peter Williams, the archivist, will be showing a number of old Ford advertising films. Brian Cranswick, the local area contact, has arranged a photo-shoot at the venue. So have a day out, come to the AGM, meet the Committee, bring your Sidevalve to the photo-shoot and share your Sidevalve experiences with other members. I look forward to meeting you all at the AGM.

Shirley Wood

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Events

John Porter and Brian Cranswick

As a local area contact and now helping to co-ordinate all the club events, I am keen to encourage members to come along to the shows and display their classic Sidevalves. It does not matter what condition your car is in – the more cars we can show at these events the better. This promotes our club and is a good way of attracting new members. With the recent feature Sidevalve articles in *Practical Classics* and *Classic and Sports Car*, I am sure there are some new Sidevalvers who would be interested in joining up. This is also an opportunity to pick up some tips and inspiration for your restoration. All the area contacts and organizers really do need the support of the membership, so give your local contact a call and if you have not been to a show before with your car, give it a try in 2007.

22nd April. C.O.O.C. Herriott Run – A 70 mile run in support of the FBHVC's Drive It Day Campaign. Starts at Thirsk Market Place at 10.30 am, ends at Richmond N. Yorks at 5pm. Entry is free. To enter contact Steve Turner tel. 01653 693183.

22nd April. Drive It Day – FBHVC's initiative to raise the profile of historic vehicles, through an annual drive your old motor.

29th April. Classic Ford Day, Whitewebbs Museum of Transport, Enfield. Tel 0208 3671898.

29th April. Wheel Nuts – Classic Car Show, St Roses School, Stroud, Gloucestershire.

6th May. 37th Ipswich to Felixstowe Historic Vehicle Run. The premier road run in East Anglia for vehicles built before 1975. Over 500 cars, motorcycles, lorries and buses gathering in Christchurch Park, Ipswich ready for the start of the run at noon. They line

up on the promenade at Felixstowe all afternoon. A totally free event! enquiries @ipswichtransportmuseum.co.uk

6th May. Ripon Classic Motor Show & Giant Autojumble – General Static Classic Car Show at Ripon Racecourse Ripon, North Yorkshire.

12th & 13th May. Beaulieu Motor Mart – One of the best spring autojumbles, at this well known venue.

13th May. Classics at the Aquadrome – Classic Car Event in conjunction with Rickmansworth Week, Rickmansworth Aquadrome, Rickmansworth, Hertfordshire.

20th May. Chiltern Hills Vintage Vehicle Rally, Aston Clinton. Info 01296 631566.

3rd June. Leyhill Car Club Wildfowl and Wetlands Trust, Slimbridge, Dursley Gloucestershire. Bristol & South West Group to have a presence at this event. Contact Pam Millard, 9 Avon Way, Thornbury, Bristol, BS35 2DG Tel 01454 413050 or Ivor Bryant.

3rd June. Classic and Sports Car Show – Static exhibits of classic and sports cars, motorcycles. Northampton & Lamport Railway, Pitsford and Brampton Station, Pitsford Road, Chapel Brampton, Northampton NN6 8BA. Contact: webmaster@vintagetransport.org.uk.

3rd June. Yorkshire Post Motor Show & Classic Vehicle Rally, Harewood House, Leeds. 700 Classic & vintage exhibits. Contact Nicola Young 0113 218 1012.

9th June. FSOC AGM, Orton Hall Hotel, Orton Longueville, Peterborough. AGM starts at 11am with a buffet lunch at 12.30pm. Please come along early prior to the meeting for a Sidevalve *Practical Classics* photo shoot, with your Sidevalve if you can – you could be in the magazine. Club trophy awards for the best cars on the day and for furthest travelled. So we can allow space for parking, contact Brian Cranswick if you are attending in a Sidevalve.

10th June. Doddington Country Show, Doddington, Nr March, Peterborough. The day after the AGM, if you want to stay over in the area, this show is about 15 miles away from the Hotel. Spaces are limited so please book early – contact Brian Cranswick.

17th June. Kemble Air Day, Kemble nr Cirencester. The club has once again been invited to put on a club stand at this prestigious event. Camping is available on the Saturday 16th. Kemble is south of Cirencester. This is an expensive show to attend if you have to pay. Drive your Sidevalve along as club entries include the driver and one passenger free – contact Peter Williams if you are interested.

17th June. Bourne Classic Car Show, Wellhead Field, Bourne, Lincs – info 07885 152478.

24th June. Bromley Pageant of Motoring, Noram Park Bromley, Kent. The biggest one day car show in the world! For more details: <http://www.bromleypageant.co.uk/> or contact nick@livepromotions.co.uk

29th June-2nd July. East Anglia Weekend – weekend tour of Norfolk & Suffolk. See www.classictravelling.com for further details.

1st July 2007. 5th Annual Car Show at the home of the Institute of the Motor Industry, Fanshaws, Brickendon, Hertford, SG13 8PQ. All proceeds to charity and a FSOC club stand. Contact Robin Thake on 01279 659 245.

8th July 2007. Buckler Day and Road Run at a new start point at Kineton, Warwickshire. New route but same pub. The day will start at 10.00 am as usual but now at the new Buckler Register chairman's factory. It is on the main road. Used simply because it's free and there is plenty of parking. For more details and directions, contact the new chairman (Chris Johns) on email iccjohns@yahoo.co.uk or tel 01926 642555 work or 01789 840238.


15th July. Uxbridge Autoshow & Autojumble, Middlesex Showground, Uxbridge. A large established event, presented by the Rotary Club of Uxbridge. Info Alan Morris 07714 338 624 (evenings & weekends).

21st & 22nd July. Wood Green Steam Rally & Country Fare, Wood Green Animal Shelter, Godmanchester, Huntingdon. A well established show into the 19th year, club stand both days – if you attended last year you should have received your invitation from the organizers. I am trying to get hold of some more entries, however spaces are normally limited. Contact Brian Cranswick.

22nd July. Blue Oval Rally Day, Heritage Motor Museum, Gaydon. The museum is closed at present to update the displays, which are due to reopen in May. This is a chance to view all the new stuff etc on the day designated solely to Ford. Contact the Museum on 01926 645120.

I am going to organise a car show as part of the Culcheth Community Day (village fete) which takes place every May Day Bank holiday. Our local councillor is very keen so I'd be grateful if you could join us and pass this on to as many other enthusiasts as possible.

Please email Joe Wheatley on joe@ajwheatley.freemove.co.uk if interested and I will send more details.



www.mk1cortina.com

• We'd like to invite everyone to the MK1 Cortina O.C. annual national show weekend which this year will incorporate the Consort O.C. & Crayford Car club national rallies too

• All cars are welcome, standard or modified, concours or daily runabouts, race cars, rally cars or pro-street dragsters (non-Ford's most welcome too)

• International visitors & car clubs are coming from Holland, Belgium, Sweden & Finland

• Special guest & speaker: Finnish Car-Racing light car product planning manager & chief engineer for Ford Motor Co. in the 60's

*Autojumble
*Live band
*Disco & pop quiz
*Prizes for visiting clubs & cars
*Road Run
*Prizes for best 50's outfits
*30's entertainment
*Camping & hot shower facilities
*Just £5 entry for the weekend per car
*£5 camping for the whole weekend (entry includes four Friday 20% off pop. n.)

National Rally 2007
+
We're celebrating the
MK1 Cortina O.C.'s
25th birthday
1982 - 2007
Large Buses!

28th & 29th July - Stratford On Avon Racecourse
For further details please contact Brian Raymond tel. 01223 351626
email brian@mk1cortina.com or see our website www.mk1cortina.com

5th August. BL/ BMC Rally, Ferry Meadows, Peterborough. The organizers are happy for other makes to come along; room for a large club stand; we may use this show for the Eastern Sidevalve Day. This is a really good venue with loads of vehicles attending each year. The Nene Valley Railway Trains pass nearby. Camping is available on the Saturday night. Contact Brian Cranswick.

2nd September. Berkeley Castle, Berkeley Gloucestershire – antique collectors fair and car show. 400 cars expected and 100 stalls. Bristol and South West Group to have a presence. Contact Pam Millard, 9 Avon Way, Thornbury, Bristol, BS35 2DG tel 01454 413050 or Ivor Bryant.

9th-11th November. NEC – Birmingham Classic Motor Show. This show returns back to the original date for 2007. As this is the 75th 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 asap.

Looking back

... to the past events from 15 years ago, 1992, and some club records! Sixty years of Popular Motoring Campaign and thirty years since the end of production.

London International Classic Car Show, Alexandra Palace March 7 -8. The club had a ten car display at this event.

AGM 3rd May Nether, Heyford, Northamptonshire – 43 members attended. The membership secretary reported at the end of 1991 the club had 2313 members, the most since the club was formed in 1969 – a club record!

Hollowell Steam July 4th & 5th – 30 Sidevalves attended on the Saturday and 44 on the Sunday. Probably another record for this Northamptonshire Show.

National Sidevalve Day was held at Loseley Park Guildford on the 16th of August, organized by Mick Crouch. Seventy vehicles turned up on the day. 6 x Pre War, 5 x Post War EO4A / E494A, 6 x Post War E93A / E493A, 13 x 103E, 7 x 107E, 22 x 100E, 5 Commercials and 6 Specials. This has to be a club record for any Sidevalve day ever held!

Dagenham Pilgrimage – loads of Sidevalves on a pilgrimage run to the Ford factory in Dagenham. Does a copy of the video still exist? *[Ed: this is on the DVD that we hope to launch shortly.]*

Do you have any fond memories and some pictures from these past events?

To include any future events in the magazine or just to let us know about anything that is happening in your area, contact Brian Cranswick.

Area News

North London

Robin and Jennie Thake

In February we had a very good meeting at the Coventry Motor Museum with other area reps, to discuss how the club could help keep fellow members involved. It was a very good turn out with some good suggestions coming out of the meeting. The North London Group are planning to visit plenty of shows this year so if anybody out there who is local to us would like to join us, please get in touch. We usually go off together so there is no fear of being left alone in the case of breakdowns, getting lost or going too fast because you could follow the Anglia and that certainly does not go too fast.

While sorting out my late mother's possessions recently I found our introduction to the Sidevalve club with the purchase for my father of a 1961 100E Popular in Ming Yellow (6983 MF), in 1970 for the sum of £40. The

car was low mileage and the previous owner had bought the car for his wife to learn to drive in but she could not get the hang of the three speed gearbox (surprise!). My father drove the car for about eight years and then the rust took hold so he was going to scrap it; he bought a Marina to replace it! Robin, being Robin who does not throw anything away, decided to restore the car and three or four years later – after learning a lot about welding metal here and there – it was back on the road. The car was shown for about ten years when along came the Anglia and that is another story.

Plans are going well for the North London Group holiday to Bognor Regis so if anyone would like to join us for the week or some days please give us a ring. We normally have a great time with something on every day. Some of the show visits planned for this year starting in May are Rushden; Enfield Pageant; Luton; IMI Show at Fanshaws College, Ware, where there will be a club stand; and Woburn Rally in August.

ROBIN & JENNY THAKE

CONGRATULATIONS ON YOUR RUBY WEDDING ANNIVERSARY



20TH MAY 2007

THANK YOU FOR ALL THE HELP AND SUPPORT YOU GIVE US

THE CAR SHOWS THAT YOU ORGANISE

THE YEARLY HOLIDAY

AND THE ENGINEERING AND TECHNICAL HELP

WE WISH YOU A WONDERFUL DAY

WITH LOVE & BEST WISHES FROM THE NORTH LONDON GROUP

Bristol & South West

Ivor Bryant

As planned we put on a stand at Shepton Mallet on the weekend of 17th and 18th February, a couple of weeks later this year.

Our display comprised a rodged Model Y E93A Prefect and 100E Popular, both in standard form, a rodged 100E Popular and the rolling chassis. It was planned to include Peter's E83W but plans don't always work out. The rodged cars belong to Steve Cousins and Andy Ford (yes Ford), neither being members; the Prefect and Popular belonging to Tony Faithful and Rob Palmer. Thanks to all for bringing their cars and helping on the stand along with Brian Price, Martyn Clements and Paul Hanley.

For information the Y had a 2.9i Scorpio engine, Viva front suspension, E type rear Axle; the 100E a 2.8i Capri engine. All other details are in a recent edition of *Fast Ford*.

The two days were very busy and we signed up some new members. Visitors included new member Dave Perry who joined us at the November show and was surprised to see his photo in his first copy of *Sidevalve News*. When he's found a wheel brace his Pop will be complete and he's coming out to play.

Dave Sheldon from South Wales came to the stand and said as I was showing non members cars that he'd exhibit next year bringing Paul Rudge; that's two smart vans already to join Dave's Pop.

Mike Samuel, his wife, Geoff Dee and others also came to the stand – some regulars and some new faces.

The question of rodged cars was raised a number of times. Do we approve or not?

I have mixed feelings. I don't think a Model Y or C or early cars should be rodged, but if the alternative is the crusher then it's acceptable. Leftovers from rods do keep the standard cars going and they do help with repro parts etc.

No one volunteered an early car from either club. The Model Y was volunteered by a non member. I need cars to show, the workmanship is excellent and the rods do create interest. The 100E rod again showed excellent workmanship.

Elsewhere there was a Prefect utility for sale, two rodged upright Pops and an 8hp dragster van.

As was mentioned in previous reports, Peter Williams and myself have built this up to a six car stand with little support beyond that mentioned. If we do not receive some further assistance with running this then I am going to scale it down or let it go.

Coming Events

- St Rose's School Stroud, 29th April. 01453 763 793
- Transport Festival Swansea, 17th June. 07814 958379
- Chipping Sodbury Run, Sunday 24th June.
- Stroud Vintage Transport, 3rd, 4th, 5th August. 01453 823291

Read and digest.

If no one does it, it don't get done.

That's all from me for now over to Peter.

Postscript to the South West Area Report

Peter Williams

Regular readers will have heard how Ivor has led his willing troops into trouble in the past. Well, he's done it again, although, to be fair, this time it was really Noddy's fault. This sad tale illustrates the lengths that some of the more active members will go to put on a show stand to publicise the club and, hopefully, attract a few new members.

It all began when I agreed to put Noddy on the club stand at the Bristol Classic Car Show at Shepton Mallet. Noddy (an E83W

Photos 1 & 2: Busy on the stand



pick-up) has been plagued for some time with an occasional violent wheel shimmy which seemed to have been cured by a new steering box and track rod ends but, when heavily laden with all the paraphernalia needed to set up a stand, the shimmy returned with a vengeance as soon as I set off for the 50 mile journey to Shepton Mallet. (See 'The Theory and Practice of Steering Geometry' on page 30 for more on this.)

Panic stations! We would have a big gap in the display. Luckily I managed to contact Ivor just before he left home and the solution was that he would take the rolling chassis that we made up about two years ago and which has proved popular with the public at shows in the past. The only problem was that it had been stored for several months at what Ivor calls 'stores number 2' (hereinafter referred to as SN2). You need to know that SN2 is a fairly ancient barn in a field at the end of a muddy track.

Everything was transferred from Noddy to the 'everyday' car and I met Ivor at the bottom of the lane leading to SN2. About 300 yards

Photo 3: The whole stand



short of the barn is a locked gate on a fairly steep up-hill section. Ivor stopped some way short of the gate (so that he could get a run at it) while I went ahead to open the gate. As Ivor made it through the gate I shouted that he should keep going and I would walk up the rest of the way. This was not a good decision. As I started the walk up the hill the heavens opened and the 300 yards seemed much longer.

Arriving at the barn, Ivor's car was bogged down and required a push. This was not a good sign since he would shortly be trying to find traction while towing the chassis. The chassis was blocked in by various other 'useful stuff' that had been stored since it was last pushed in and assorted greenery had grown over it via gaps in the side of the barn. After clearing a path and pulling it out of the barn it was noticed that two tyres were extremely soggy and we hadn't got a pump between us. It was decided that it would probably make it the few miles to Ivor's house where a compressor was available, so it was attached via its 'A' frame to the ball on the back of the Vectra.

With me applying my shoulder to the rear corner of the Vectra, Ivor applied the power and the front wheels started spinning in the mud. As you do with a front wheel drive vehicle in these circumstances, Ivor turned the steering to try to find some grip. I failed to see the consequences of this action so when the steering was on left lock the off-side tyre protruded from the mudguard and I was covered from head to toe in large blobs of very wet mud (they're not called mudguards for nothing). If only someone had been videoing we could have had an easy £250 from *You've Been Framed*.

We eventually got the outfit moving, blew up the tyres and arrived (later than planned) at the show, so I suppose you could say that the story has a happy ending. It just shows some of the odd ways that some of us choose to spend our leisure time.

Returning to the problem of Noddy's steering, this episode would seem to confirm John Porter's diagnosis that it is due to a soft front spring which changes the caster angle of the front axle. A new front spring has been ordered.

Photo 4: Ivor and Peter, cleaned up



Yorkshire

Nigel Hilling

Area News

My February report didn't seem to make it into the magazine so I've updated it and added to it for this edition.

Our December meeting was held in an old cinema owned by Trevor Miller, one of our members. He is in the process of renovating the building to house his considerable collection of old TV and radio equipment and associated paraphernalia as well as some of his cars. After having a good look round we got the sausages and burgers on the go and sat down to watch a few old films (although not on the original cinema screen). An excellent time was had by all and hopefully we will be invited back when Trevor has got further with the project.

I am trying to compile a list of events in the area based on 'who's doing what', so if you are interested in its contents then give me a call. We are also hoping to organise a couple of road runs during the year but as we have yet to finalise the dates or the routes then the first may happen before the next *Sidevalve News*. Call me if you want your name putting on a list of those interested and I will contact you when details are available. Drive It Day is on the 22nd April and this could be one of the dates, although there are other runs that we may join (possibly the Elsecar Heritage Centre Run).

I do have some information on Cusworth Hall (Sunday 20th May), the High Peak Run (Sunday 3rd June), the Hope Motor Show (Monday evening 18th June) and some entry forms for Newby Hall (Sunday 15th July). The latter is currently our only organised area gathering but this could change if we can generate enough interest in other events.

Exeter Trial

Just like the Edinburgh trial reported last year, this trial was preceded by very wet weather and the forecast was for persistent heavy rain. The journey down to the Basingstoke start on Friday was reasonable with not too much rain and the worst of the weather held off until daylight on Saturday. This meant that our through the night journey and the first few hills were completed in the dry, although the hills themselves certainly weren't dry.

A fairly full entry of 300 included a sprinkling of Sidevalves, particularly in Class O (an easier run for novices and more fragile

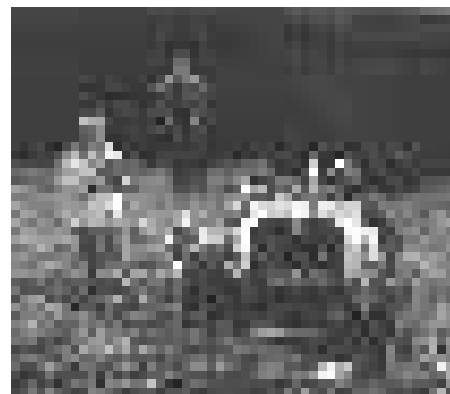


Photo 1

machinery), although a few failed to make the start. I was running in front of David Child in the Naco special but not for long as the Naco broke a half shaft on the third section and had to retire. I had done exceptionally well on last year's event, only failing Simms Hill, but the conditions this year were not so kind. Our first failure came on the upper reaches of Clinton which was still quite satisfying as a number of more modern cars were failing much lower down. The next hill, Waterloo, was a second failure but again we were very close to cleaning the hill. We made a number of good climbs through the day despite the weather and even put up an excellent performance on Simms (still failing though!). The fourth and final fail came on Tipleys as we lost traction due to being thrown about too much by the very rough surface. We had a good time despite the fails and put up a good performance considering the weather.

Northern Classic Trial

This event starts at Wigton in Cumbria and has its sections in the forests around Bassenthwaite Lake and Whinlatter Pass. Every year this event seems to attract fine weather to enhance the stunning scenery and this year was no exception. It remained dry all day and was mild to boot. The entry consisted of 33 bikes of varying ages from a 1930's Scott to modern Japanese machinery. The 38 car entries included Model A Fords, Austin Sevens, as well as the usual Marlins and trials specials. Ford Sidevalves were in short supply with just my Anglia, a Mk6 Buckler owned by Michael Stead from Chester-le-Street (photo 1), and Mike Telford's Tucker Nipper Special. The sections proved to be very muddy after significant rainfall over previous weeks and grip was difficult to find, and as a result only Mike Telford featured high up in the results taking a Class O win. All of us however had an excellent day out.

Cambridgeshire

Brian Cranswick

It is the time of year when I start planning the shows I will be attending and getting the car ready: see the main event listings for details of the local shows. It would be great to have some more cars at these events – as the area is mainly all flat, it should not be a problem to a 3 speed Sidevalve. You do not have to live in Cambridgeshire to be in the group; many of the PE post codes extend into parts of Lincolnshire and Norfolk, which are really not that far from Peterborough.

Ollie the 103E Update

I am pleased to report that Alan my local mechanic has now finished all the long list of jobs that I wanted fixing. This resulted in 50 hours labour. The engine came out to repair the large gearbox oil leak and numerous other leaks. Hopefully no more drips on the block driveway to clear up. Alan seems to have sorted the wavering speedo, which has been like this for over 30 years. I sent him a copy of the recent article from the magazine and a new cable was fitted, taking in all the comments. The 15 mile drive back home was very pleasant indeed as the car drove extremely well; fingers crossed it keeps going like this. I am now planning to have a respray completed. Although from a distance the paintwork appears good, I know all the little



faults which really annoy me. I had one quote for £5000 which came down to £4000 for cash; this would be a near concours finish, but is a lot of money to spend. With the trimming, new loom and mechanical work completed the total spend is already £3000. I have decided to go with a second quote which is a fraction of this cost and much more realistic. I have to factor in the cost of all new rubbers and some exterior trim, which all adds up. Not forgetting I have just purchased a new battery at a very reasonable cost of £44.20 + VAT. I

hope to have all the bodywork completed by the end of April, so Ollie should be in first class order when all this work is finished.

Mike's 103E

Our local Sidevalver Mike Capps from Wisbech had his unique white painted 103E featured in the March edition of *Practical Classics*. This article compared the original upright Pop against a 140mph full dragster Pop which is powered by over 500bhp. I prefer the proper slow version any day!

Merseyside

Joe Wheatley

Our meeting on Monday 12 March at the Bottle & Glass attracted our usual regulars. Some excitement was caused by another addition to Dave Broad's collection, not a Sidevalve but his 1940 Chevrolet pick-up truck is very pretty and has the brightest pair of 6V headlamps that I have ever seen. Dave says they are sealed beam units. I will have to inspect them to see if they will fit Freddy.

Most of the meeting was taken up with discussion of the shows and events that we will attend this year. I have prepared the following list from our discussions. Please get in touch if you would like to attend any of these events, or better still come along to the Bottle & Glass on the second Monday of each month and pick up a form in person. You will be assured of a warm reception.

Sun 22 April: National 'Drive It' Day. We are having a run out starting from the John Gilbert pub opposite the parish church in

Worsley, just off junction 13 on the M60. Not sure where we are going but the intention is to finish up at a pub somewhere!

19 & 20 May: Kelsall Steam Fair (Nr Chester).

Mon 28 May: Prestatyn Classic Car Show. A very good do last year. Right in the middle of town and on tarmac so no mud. There is also a road run round North Wales on Sunday 27 if you feel like a challenge!

2 & 3 June: Tatton Park. Best show in the North West. Club Stand.

Sat 9 June: FSOC AGM in Peterborough.

Sun 17 June: TVVCCC – Ashton Under Lyme Car Show. New for us.

Mon 18 June: Evening do at Travellers Rest pub in Hope Valley, Derbyshire.

23 & 24 June: NW Motor Show, Victoria Park, Southport. Club Stand.

Sun 1 July: TVVCCC – Oldham Town Centre Car Show. New for us.

Sat 7 July: Westhead Carnival. Small village fete. Good mix of old cars.

Sun 8 July: Shaw & Crompton Vehicle Rally. They shut off the town centre for us! Makes a change from being in a field.

14 & 15 July: Cheshire Steam Fair, Tabley House, Nr Knutsford.

4 & 5 August: Woodvale Rally. Lots and lots to see and do. Club Stand.

11 & 12 August: Astle Park Steam Fair. (Between Knutsford & Macclesfield.)

18 & 19 August: Tatton Park. Second best show in NW! Club Stand.

26 & 27 August: Capesthorpe Hall or Blackpool Vehicle Preservation Group?

Sun 2 September: West Lancs Festival of Transport (at new venue). Club Stand?

Sun 9 September: Bury railway or TVVCCC – Uppermill Show (Oldham).

Sun 16 September: TVVCC – Port Sunlight Village Show (another new event).

Sun 30 September: All Ford Rally – Abingdon (another year over).

That is 20 events in all, which might be a bit ambitious if we all want to stay married. Hope to see you at one of the above.

Ticked Off With Tick Over

Dear J.P,

Having fairly recently fitted a new carburettor I am still having problems with the tick over and a lack of consistency with the carburation. The problem can be summed up as follows:

1. To achieve non-stalling when depressing the clutch it is necessary to set the tick over too high. This hampers gear selection and makes no sense. Equally, once the engine is warm, the tick over will sometimes be okay with a slow setting. It is rarely consistent in operation.
2. Regardless of tick over setting, if you rev the engine there is a noticeable drop in engine speed before the engine settles to a reasonably steady tick over. (This assumes it doesn't just stall.)
3. Background information: the coil is relatively new, leads are okay, distributor cap believed okay, fuel pump okay; in fact there are no other faults except carburation/tick over.

Do you know what I am doing wrong or is the carb faulty perhaps?

Dear Tony

I'm sorry to hear of the problems you have been having with your new carburettor.

(First of all I assume you have seen the well detailed 'Flat spot' article reprinted from the archives by Peter Williams on page 23 of the February magazine.)

I am sorry if what I suggest is rather simplistic but it is easier to start from the basics before looking for a more complex solution.

From the symptoms you describe I wonder if you have fitted an eight rather than a ten carburettor. Apart from 10 incised on the side of the float chamber the number 22 should be moulded on the throttle barrel bell. (19 is moulded in the same position on the eight.)

I have seen several carburettors where the casting has warped with age and this has the effect of making it very difficult for the float chamber to mate firmly against the vertical edge of the carburettor body when the two float chamber screws are tightened (or as is often the case, over tightened).

Are all the mating surfaces flat, gaskets sound and sealed tight?

I suggest that if you have not done so already, you take out the jets to check that you can blow through them and confirm that they are the correct sizes using the specification and repair data on page 62 of the Workshop Manual.

Is there any tension in the choke cable? Could the choke be partly open all the time?

With my, admittedly very used carburettor, I found that the actual setting of the throttle adjusting screw differed from that suggested in the manual by a full turn or two.

Is it possible that the throttle plate and/or throttle lever momentarily 'stick' when the throttle linkage is moved? Is there undue 'play' in the throttle linkage itself?

In the past I have had an irritating problem with an intermittent 'sticking' of the needle valve.

These are my immediate thoughts, Tony. I hope that if they don't affect a cure they may at least help you eliminate some potential problems. I look forward to hearing how you get on.

Enquiry re Post-War Uprights

Dear J.P.

Why is the top speed of the 8hp E04A and E494A 65mph, but the 10hp E493A and 103E shown as 61mph? Were the more powerful cars actually slower? Surely the Pop should be faster than the Anglia?

Dear Geoff,

That's a very good question!

This puzzled me too and so I trawled through my Ford books for enlightenment.

1. There is no practical difference in top speed. These figures are from *Anglia Prefect Popular* by Michael Allen published in 1986.

	Mean	Best
Anglia E04A/ E493A	57.2mph	62.9
Prefect E93A/ E493A	59.7	62.1
Popular 103E	60.3	60.8

2. The revised front end of the E493A Prefect was supposedly less resistant to airflow and this allowed greater (?) speed. The post-war Prefect has a slightly smaller wheel and tyre size than the Anglia or Popular, i.e. 5.00-16 as against 4.50-17.

3. The 10hp engine is heavier than the 8hp.

4. There is a small difference in the two gearboxes, i.e. gear main drive 14 teeth 8hp, 15 teeth 10hp. Gear countershaft 30 teeth 8hp, 29 teeth 10hp.

5. *British Family Car of the Fifties*, again by Michael Allen published 1985 says: '[the Prefect 1172cc engine] produced 30 bhp at 4000 rpm, a very useful increase over the Anglia, and more than just sufficient to compensate for the weight penalty of almost 2cwt that was imposed by the larger four door bodywork ... the larger engined car was pulling slightly lower overall gearing. This was due to the adoption of larger 5.00 section tyres ...'

'On the road, the Prefect showed a marked improvement over the Anglia in terms of acceleration, bringing down the 0-50mph time by some 12 or 13 seconds, and thus enabling the similar 60mph or so maximum speed to be appreciably more usable than on the smaller car.'

6. *Ford Popular and the Small Sidevalves* by Dave Turner (published in 1984) compares the export 10hp Anglia with the 8hp Anglia. 'The increase in performance – in acceleration and hill climbing rather than in top speed – led the usually conservative journals to make unexpected comments.'

It seems to me, based on this information, that the more powerful 10hp engine allowed the Prefect and Popular to be more responsive in acceleration but did not demonstrably increase the top speed. (60mph in an upright Sidevalve is interesting enough anyway!)

P.S.

Thanks to Messrs Ken, Joe and Dave for their enlightening responses in the last magazine.

Happy Sidevalving.

Andy Main

David Frost from Benfleet, Essex wrote his first article on his E493A Prefect – ‘I Bought an Upright on eBay’ – in April 2006. A year later David has most kindly supplied me with his second article. I look forward to receiving his next.

Painting the Underside of an Upright – Laying Down

‘My 53 Prefect is coming along slower than expected but I am determined to get the chassis frame properly painted before proceeding to fit all the parts previously removed, repaired and painted. There are some areas which are more difficult to access so will finish these when I remove the axles for their face lift. I have used Rust Converter from Screwfix to treat the rust and it is an excellent base providing a hard black coat. I am following up with Bondaprimer to hopefully seal any remaining rust spots. I tried chassis black, which is a gloss finish, over the red Bondaprimer but this did not cover well, even two coats, so I am using (appropriately named) Rustins matte black as an undercoat. I am yet to decide whether to use chassis black as a final finish on the frame members or give it another coat of matte black.

I am currently sourcing the fixings and found the Internet quite good both for information and supplies. I was originally going to use all new bolts but some of the originals have deeper heads so I decided to clean them up and send them for zinc plating along with other small metal parts. I found the club ads very helpful in finding some better bumpers and over-riders (thank you John). These have been stripped of their chrome for tidying up ready for re-chroming. I will fit new headlamp shells; the plastic ones from Vehicle Wiring Products seem a good idea. I rubbed down the worn steering wheel and gave it two coats of Plasticote. The enamel is very quick drying and gives a finish similar to the original although time will tell if it is durable. I mix in a little black with the standard nut brown to match the original colour, and what is left over did the column and gear stick.

The rear number plate lamp had a very cloudy and distorted perspex so I made a new one from an offcut I had in stock and used my hot air gun to soften and shape it. Next job is to weld new wing flanges and I just need a few dry days so I can use my homemade blast cabinet on the remaining small parts for painting. I have decided to stick to 6 volt for the time being but I am collecting the necessary 12 volt parts in the meantime, having got a voltage box so far. Having read about fuel vaporisation I wonder if another way of dealing with this is by having a re-circulating fuel system that I experienced

on a Vauxhall Astra some years back. This system keeps a trickle of fuel returning to the tank at all times and therefore a fresh supply of cooler fuel to the pump.

Finally, some points for anyone considering the chassis frame in a restricted space, i.e. where the car cannot be rolled over. Get the car up as high as possible and make sure it cannot fall or roll; I use ramps at the back, with wheels chocked, and axle stands at the front. I protect the garage floor with a large offcut of vinyl floor covering sourced from a contractor and I find it quite easy to slide around on this when laying on the floor. Good lighting and ventilation are essential but above all make yourself as comfortable as possible with an old cushion or carpet offcut. A floor creeper is good but reduces valuable headroom. Remove as many components as possible, which is another subject in itself. When preparing the rusty surface you will need hat, overalls, eye protection, disposable or heavy duty mask. Degrease first and frequently vacuum clean the floor and any ledges and cavities in the frame. Stop work before you have had enough. I find two hours just bearable.’

- Registrar's comment: **NEVER WORK UNDER A VEHICLE UNLESS IT IS PROPERLY SUPPORTED AND NEVER WORK UNDER A VEHICLE THAT IS SUPPORTED ONLY BY A VEHICLE /TROLLEY JACK.**

Chassis Repainting

North of the border, Bill Logan from Springfield, Fife is repainting the chassis on his 1948 E04A Anglia and sent me the following article.

‘A colleague at work mentioned that he had a 47 Ford Anglia that he had bought to convert to a hotrod, but as his wife was expecting their third child he could no longer afford to do this. My first car being a 47 Anglia (then subsequently Populars of 53 and 56 vintage) I was prompted to go and see the car, located in a barn behind RAF Leuchars in Fife. After inspecting the vehicle, which was basically sound but with missing interior parts and hand painted black over beige, I did the deal only to find afterwards that the car was a 48 model (photo 1).

The engine was reconditioned by the previous owner to my friend, who had reinstalled the engine but never got round to completing the work due to failing health. The engine and front wings were not bolted on securely and he sold the car to a garage and took the original registration. It sat unused for about five years before I acquired it and after checking the engine was turning freely I cleaned the plugs and points. After priming the carburettor etc, it fired up on the second try – it would have probably started first time



Photo 1. A 48 model

if the choke had been fully closed (no choke cable). It ran like a sewing machine despite not being properly bolted down and using the petrol that has been in the car for years and smelling decidedly stale, which bodes well for the future performance of the engine.

Progress so far is limited to removing the engine and gearbox, fuel tank, etc. and other parts to allow cleaning and repainting the chassis (photo 2). New kingpins, bushes and track rod ends have also been fitted along with rubber boots for the front brakes. There is not a lot of welding required considering the age of the vehicle; it is confined to the body mounting below the driver's door pillar and the rear of the boot floor/lid. The interior requires total restoration; as there is no headlining, most of the panel board has been replaced with hardboard covered in corded carpet and the upholstery is in a very poor state.’

Photo 2. Minus engine, gearbox etc



Regretfully, during 2006 Bill required a restoration on his knee, being in and out of hospital a lot before having a replacement knee fitted which has slowed down the restoration. Bill is looking forward to getting full movement back, so he can start getting into the awkward places and positions again.

Register 25 Years Ago – Club News February 1982

Part two of the 1947 E93A Prefect restoration filled over one page. Does DVN 869 still survive? In Kensington, West London Martin Shore was using his 1952 E493A Prefect daily on his commuting journey across the Thames and through South London. It was assembled in Ford's Port Elizabeth plant in South Africa,

Anglia & Pop Register contd . . .

and imported into Britain in July 1959 and registered in Southampton, presumably straight after unloading? One major difference is the bench front seat instead of the bucket seat produced by Dagenham for the home market. In the article Martin finds that the Prefect keeps up with the other traffic very well – the only problems are the locals who, more used to Rolls Royces and Mercedes, can't believe the sight of the old Ford!

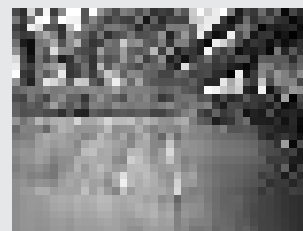
Re-Manufactured Parts

Two further items were under development subject to demand: how many were fitted, to which models, and still retain them?

- Boot lid lockable T handle at an anticipated selling price of £6.20 including p&p and taking £3 deposits. Twenty five years later they are still available from club stores at £11.95 including p&p.
- Anti-roll tie bar which was fitted as an optional extra to improve road handling and ride, but it appeared to have been fitted to few cars. The quote received was for 100 units but if my memory is correct we only had 25 units made due to reduced demand. When produced they came individually wrapped from the manufacturer and all sat in my garage until final payment was received on top of the initial deposit of £25. I then made a number of journeys to my local Post Office for dispatch – a task continued by our Spares Secretaries today. All 25 were sold and I did not buy one myself.

Barn Fresh

New member Steve Cooper from Birmingham has found this proverbial 'barn fresh' 1954 103E Popular. Steve learnt about this car from Tuckett Brothers who are better known for their big Sidevalves – Model T. The car was resting in one of their many sheds, and is complete and un-molested with the original engine. This is unusual given Ford's service replacement scheme for engines – which means that the car has done few miles or that the engine is completely worn out! The mileage is 36,000 which supports the original engine number. An original tax disk was found in the car and we hope that DVLA will allow recovery of the registration number. Hopefully we can persuade Steve to get the car to a show or two before he starts restoration as stand visitors always like to see the 'before' as well as the 'after'.



Also announced was the idea of a needed a supply of old shoes so that we could
reconditioning service for brake shoes but we then offer them on a return by post basis.

Tales of BLC

Jim Norman

Well, it looks as though 'Helena' (aka BLC) is going to follow in the footsteps of 'Louise' (BOA): there is virtually nothing to report this issue! The mileage has gone up by exactly 6,000 miles in four months (i.e. she's increased the total miles covered in forty six years by 25% in four months); and of the outstanding jobs mentioned last time, the suspension knock was the strut and has now been replaced, and excellent seat covers which are not only the right size but are even in the two correct shades of grey are now fitted. The seats below are in excellent condition; I just want to keep them that way.

There have been a couple of niggles: the indicators insisted on self cancelling as the wheel was turned towards the left, but some oil in the lever mechanism cured that. The main one is the oil leak: this will need serious investigation – after the winter is over!

The only other outstanding job is uprating the rear springs; again, this can wait until warmer evenings come.

Teaching Motor Vehicle Craft Studies does have some advantages; this is the easy way to check and repair the underseal prior to winter.



100E & 107E Register

Tony Lloyd

When the Ford Motor Company produced the 100E they made decisions that gave all 100Es an Achilles heel. The two most important of these decisions were the Sidevalve engine and the 3-speed gearbox. These were traditional Ford items that had been included in Ford cars since the Model A. Technology and customer awareness of the product had moved on and with the 100E Ford signally failed to address either of these points.

The 100E therefore had a built-in obsolescence, and although when introduced it was the fastest and best handling small car around it would not last long. The Sidevalve engine was at its zenith. It could not be improved upon, or have its capacity increased without affecting an already moderate fuel consumption. Ford did not have a new small efficient engine waiting in the wings so the 100E had to keep the Sidevalve. In the six or so years that the 100E was the mainstay of the Ford range its lead over its rivals was gradually eroded away.

The gearbox was a bone of contention with 100E owners throughout its production life. Ford fiddled with the second gear ratio several times in an attempt to assuage criticism. This, however, was always a sticking plaster job. The only real answer was a four speed gearbox. The 3 ratio box was the culprit for more broken piston rings and thrown conrods than any other cause. Owners thrashed the cars in first and second gears in an attempt to keep up with better equipped cars and the

high piston speed of the 100E meant that these components were working at full stretch. It was lucky that in good condition the 100E engine was pretty much unburstable.

In 1959, with the introduction of the 105E and 107E, at last Ford began to produce the type of cars that they should have produced in 1953. Get in to a 107E Prefect and you have an entirely different car. With the over square, overhead valve engine and four speed gearbox this car is an entirely different beast. You still have the famous 100E handling, but now the engine feels unstressed and the acceleration, whilst not mind blowing, is better over the entire speed range. You can now think about overtaking without waiting for a two mile gap in the traffic.

With the introduction of the four speed gearbox there came a bonus for the 100E owner. Specialist companies, such as Bowden Engineering, cottoned on to the fact that here was a gearbox that could be fitted into a 100E without too much trouble. They began producing kits to change the 100E to four speeds using the gearbox from the 105E/107E range. Whilst the ratios were not ideal there was an improvement in acceleration times over the speed range.

In the October 1962 edition of *Car Mechanics* there was quite a comprehensive article about fitting one of these kits. The one in the article was produced by C. T. Wooler Ltd and came complete with gearbox for £56.

The picture shows the two gearboxes with the 100E 3-speed at the top. The writer of the piece found that the car handled much better particularly in traffic where the extra gear was most useful. The car to which the gearbox was fitted was an Escort and the comparative performance figures were as follows:

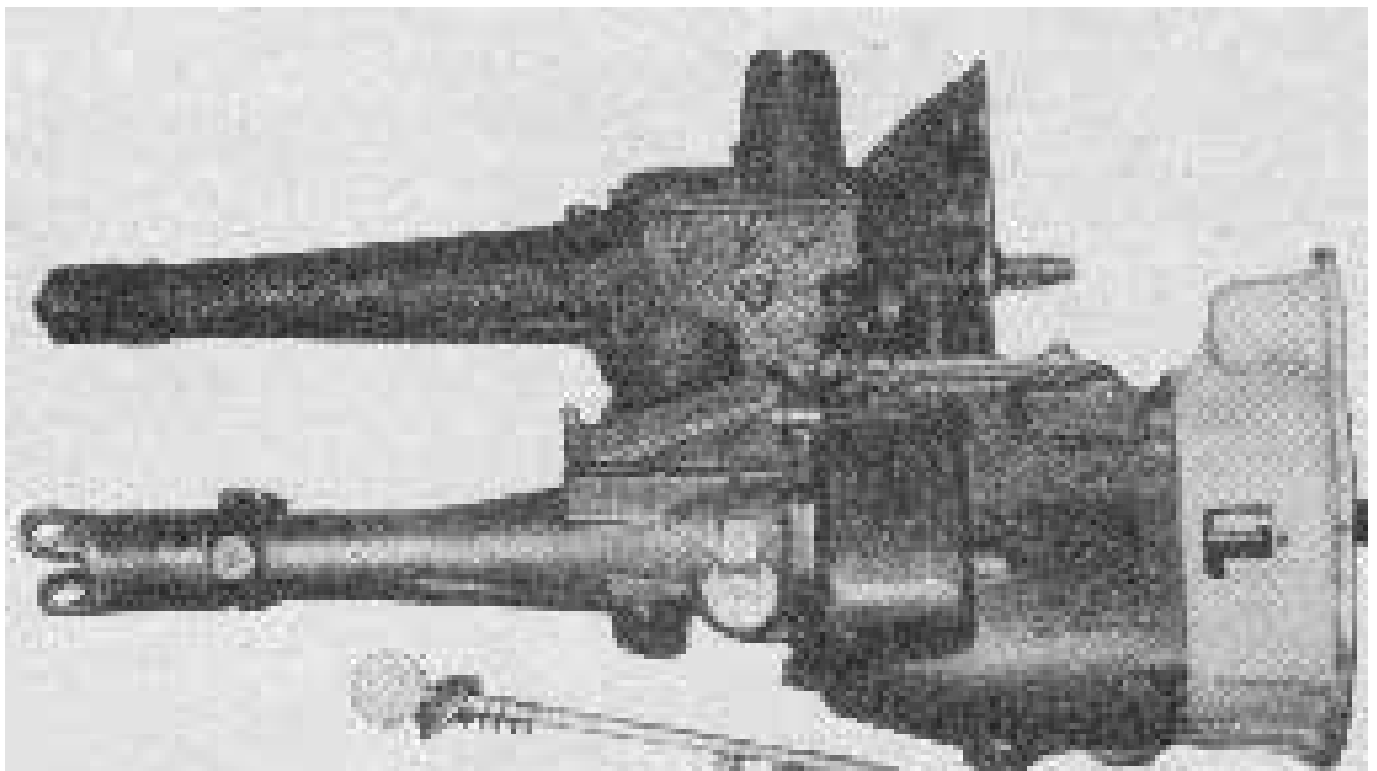
	Standard	4 speed
0-30mph	8.5 secs	7secs
0-40mph	13 secs	11secs
0-50mph	23 secs	19secs

There was also a marked improvement in fuel consumption of around 3 mpg.

This arrangement also reduces the need to thrash the engine in the 0 to 30mph speed range, which is a major plus point, as there is a reduced chance of a broken piston ring, a major weak point of the 100E engine.

For the brave hearted this conversion can be done at home using a 100E bell housing and details of it are in Jim Norman's 'Technical Tips for the 100E', which is available from the club.

Three and four speed gearboxes



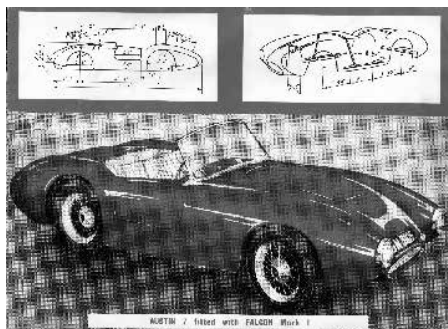
Specials Register

Rob Daniels

As I write this I am in the middle of changing my broadband connection, so by the time this is published my email address will have changed. Until I publish the new one in these pages can you please contact me at the specials@foc.co.uk address or via my website.

A Brief History of Falcon Shells

This year would have been Falcon's 50th anniversary, so as part of the celebrations here is a brief history of the company. As you can see, I have illustrated the story with some of the many sales brochures I have for Ford and Austin based Specials.



Falcon Shells Ltd was started by Peter Pelandine in a building behind a grocers store (it was a 'Spar' shop) in Highbridge Street, Waltham Abbey, Essex in January 1957 after he had left Ashley laminates. The first shells made at Falcon were the Mk1: a two-seater sports car shell for the short wheelbase Austin Seven and the Mk2 for 7'0" and 7'6" wheelbase chassis. The Mk2 came about because Frank Nicholls had approached Peter to make a copy of a body that clothed one of his first Elva Cars. This shell was then adapted to fit the larger 7'6" wheelbase. Many of the 7'6" wheelbase shells were fitted to the Ford 8-10 chassis, as this was the Special builders favourite chassis and running gear and they were easy to maintain and cheap to purchase. But not all wore the Ford chassis. At a price of £85.00 these shells were bought to replace aging Morris eight bodies etc, and to clothe many of the new space frames made by



Buckler, Lotus, Elva and Cooper etc. From November 1957, a hardtop was available for £25.00. Of somewhat ungainly appearance, they certainly spoil the lines of the car and only five are known to survive.

During 1957, Peter went to New Zealand leaving Laurie Salmon in charge at Falcon Shells. He returned later in the year with a set of moulds for the Mk3. This body was especially designed for the Ford 7'6" chassis, although chassis of a similar wheelbase could also be used. Development of the doors, hard top etc was done at Waltham Abbey by Peter and Sam Pinnock, and by April 1959 the Falcon Mk3 had been announced.



This was to become Falcon's best selling shell with about 500 units being sold. Priced at £135.00, its specification included: chassis mounting lugs, internal boot, bonnet and door hinges, bulkhead, battery box, boot floor, inner wheelarches, radiator grill and dashboard with glove box. By December the price was down to £115.00 and in January 1960, the price of the Mk2 fell to £65.00. At the same time the Mk2 was renamed the Competition and the hardtop version of the Mk3 named the Caribbean.



Surely, one of the greatest achievements for a Falcon must have been the win at Le Mans in 1960 with a Mk2 shell clothing a Healey Sprite in the prototype class. After 2055.142 miles the car finished twelfth overall in the sports car class and first in the 1000cc sports car class.

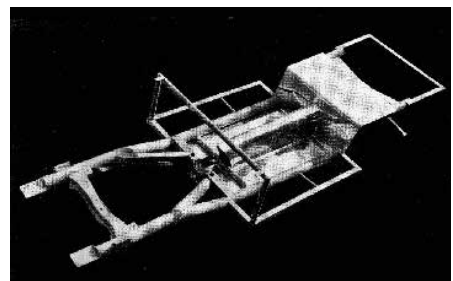
Throughout 1960 development continued, with refinements such as side windows and

lockable exterior door handles being made available for the Caribbean and twin headrest fairings as an option for the Competition. Later in the year both models were offered as a complete kit, which included a Terrier spaceframe, the specification of which included wishbone suspension and rack and pinion steering, Armstrong dampers and hydraulic brakes and clutch. Engine options were: Ford 105E and 109E, Climax 1100cc and 1220cc and the MGA 1600cc. Optional extras included disc brakes, wire wheels, close ratio gears, high ratio back axle, etc.



In October 1960 one of the Mk3 shells were sold to Ron Hickman who was chief road car designer for another small firm just up the road from Falcon called Lotus Engineering. The Falcon shell was used to clothe the first running prototype of what was to become the Lotus Elan. The car ran with a Formula Junior engine and had the great honour to be driven for ten miles by the great Jim Clark.

Also during 1960 Falcon announced a ladder chassis for Ford 10 powered Specials. This was designed to take E93A type mechanics and was priced at £50.



Falcon were slowly breaking away from the Specials theme, but not before the announcement of one more model designed especially for the Ford 8-10 chassis. In December 1960 Falcon announced the Bermuda, a four-seater version of the Caribbean. The new shell was wider as well as having more head and legroom in the rear.

Also announced in December 1960 was the Peregrine 1000 Sprint. This was basically the same spec Terrier chassis as mentioned earlier

Specials Register contd ...



but with a highly tuned 105E Ford engine, with Lita cylinder head, Cosworth camshaft, twin DCOE 40 Webers, Buckler gears etc. plus the new Peregrine two seater body. The lines were similar to the Caribbean and Bermuda but with a 7'0" wheelbase and 13" wheels it was shorter, lower and a lot sleeker. Peter had a serious accident in 1961 and only three or four Peregrines were made; only two are known to survive including the works prototype 8017 VX.



During 1961 the Bermuda Mk2, Competition Mk3 and Caribbean Mk4 were announced. These were upgraded versions of

the previous year's models. The new cars were distinguished by the redesigned bonnet, dashboard, grille and side windows of the Caribbean, and the grille and side windows of the Bermuda. The Competition was now available with a fully tilting front and rear.



With the decline in the Specials craze Peter Pellandine decided to sell the company in 1961. Sam Pinnock, who was works manager and a director at Falcon, brokered a deal between Peter and Mike Moseley, whose partners were G E P Green and J Farrell. Sam managed to sell Falcon Shells for £2000. As the sale of car bodies was in decline other glassfibre work was undertaken, including the manufacture of boat hulls, window boxes and other items. Later boats were made to Lloyds A.1. spec. Drill jigs were made for Trident aircraft and panels were made for Blue Streak Rockets.

However managing director Mike Moseley would not give up on the car side, and in January 1963 Falcon announced its final new car, the 515. The new spaceframe was made by The Progress Chassis Co. and the prototype aluminium body made by Williams and Pritchard (production bodies being made in



fibreglass). The engine used was the new Ford 116E 1500cc Classic engine complete with twin carbs. As before, wishbone suspension and rack and pinion steering were incorporated into the very well made spaceframe, which was then bonded to the new bodyshell. Three cars were entered for Le Mans that year, but even with three French drivers it was not possible to sway the Automobile Club de L'Oust and all three entries were rejected.

Just after the introduction of the 515, Falcon Cars Ltd, as they were now called, moved from Waltham Abbey to new premises in Hatfield. Some two dozen 515s were built, and only two are known to survive, including chassis no. 1 which is back in the hands of Mike Moseley.

In mid 1964 after both Sam Pinnock and Mike Moseley had been sacked, Falcon closed. The body moulds and all outstanding work was transferred to a factory owned by one of the partners in Bradford on Avon.

Ford Sidevalves 8 & 10 Horse Power Ratings

Geoff Hammond

Ever wondered why our cars have a horse power (hp) rating of 8 and 10 when in fact the actual value is 23hp for the 933cc engine and 30/36hp for 1172 Upright/100E engines?

Well, it's a short story and surprise, surprise its all to do with TAX.

Back in the early 1900s the government wanted to put a tax on cars to enable it to maintain the roads. It decided that the more powerful the car, the more wear and tear on the roads, hence the larger the tax should be. Funny that today we have recently changed back to a sliding scale away from the fixed car tax, so perhaps they were the good old days.

So the RAC ratings were born, using the following formula $hp = (D^2 \times n) / 2.5$, where D = the diameter of the pistons in inches and n = the number of cylinders.

Hence with the 933cc engine, 2.23" x 2.23" x 4/2.5 = 7.95 = 8hp (rounded up) and the 1172cc engine 2.5" x 2.5" x 4/2.5 = 10 exactly = 10hp.

This formula also had three fixed criteria built into it for simplicity – namely a mechanical efficiency of 75%, a mean effective pressure of 90lb/sq.in in the bores and a mean piston speed of 1,000 ft/min. It is these three values that engines over the times increased and hence gave rise to higher actual hp values

than the standard formula calculated. The original formula was based on engine designs circa 1910.

A consequence of the RAC rating system was that engines were designed with small diameter pistons and long strokes. These gave a lower RAC hp rating and lower road tax. In fact, as engine design evolved, the stroke became shorter and shorter until today we mostly have short stroke engines where the stroke length is less than the bore diameter.



April 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 FSOE 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 – FSOE 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
FSOE 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	

Leaflets

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

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).....	£13.50
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	£0.80

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

Models

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

Badges

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

Clothing

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

FSOE black and red quartered rugby shirt embroidered in script	
SM/Med/L/XL	£25.00
FSOE Sweat Shirts embroidered in script.....	£15.50
<i>Racing Green in SM/Med/L/XL/XXL;</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;</i>	
<i>Raspberry SM</i>	
FSOE 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/L</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 FSOE Mug	£4.25
Tea Towel, All models design.....	£3.40
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.40
FSOE 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)

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
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
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

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

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
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	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	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
100E – 12116	Distributor cap (D type)	£17.50
105E – 12116	Distributor cap (round type)	£14.75
100E – 12199	Contact set (D type distributor only)	£6.50
EOTA – 12199-C	Contact set (round type distributor only)	£6.60
100E – 12200	Rotor arm	£3.00
100E – 12300 – B	Condenser (D type distributor only)	£6.50
105E – 12300 – A	Condenser (round type distributor only)	£6.50
100E – 12405 – T	Spark plug	£2.50

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
EOA – 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
EOA – 13011	Headlight unit (Wipac, Lucas equivalent)	£22.50
100E-13450B	Rear light lens, red	£14.95
300E-13450	Rear light lens, red	£14.95
EOA – 13480	Brake light switch	£6.50
E1050 – NC – 1	Rear red tail light lamp with	
100E – 134641 – C	rear lamp gasket for Anglia Prefect 1957 onwards 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
ESAJ – 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
105E – 8501	Water pump, 107E only	£40.00
105E – 8620	Fan belt, 107E only	£3.00
105E – 12116	Distributor cap (round type)	£14.75

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

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
	Rear Wheel Bearing Repair Kit (fits all models except E83W)	£150.00
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
	Brake pedal return spring.....	£5.60
E83W – 2498A/B	Rear Brake Cables (Pair E83W).....	£69.95
E83W – 2580/1B	Front Brake Cables (Pair E83W).....	£22.50
7W – 2580/1/4/5	Set of Brake Cables (not E83W)	£60.95
YE – 2793	Spring (handbrake lever pawl).....	£0.75
7W – 2853C	Hand Brake Cable (fits all models except Models Y and C and E83W).....	£1650
	Hand Brake Cable Clevis Pin.....	£2.00
E83W – 2853B	Hand Brake Cable (fits E83W).....	£14.45
119276 – ES2	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 }	Track Rod Ends (pair) all saloons and 5cwt vans	£62.50
E93A – 3290		
	Track Rod Ends (pair) E83W	£60.00
YE – 3304C	Draglink (Y model).....	£72.75
E493A-3304	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 (metastatic 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
	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
YE – 7563B	Clutch Cover – All models, except E83W	

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

	(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).....	£16.00
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 – state top/bottom, type of radiator cap and model).....	£10.25
	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).....	£0.65
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 Float (all models).....	£4.50
	Rebuilt 8 hp Carburettor (exchange – send with order)	£60.00
	Rebuilt 10 hp Carburettor (exchange – send with order) ..	£60.00
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)	£8.30
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.....	£5.50
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)	

YE – 13081	(E493A Prefect only)	£4.00
CE – 13101	Spring (front sidelight socket 1934 onwards except E493A).....	£0.60
E493A-13111	Spring (headlamp focusing).....	£0.65
E93A-13130	E493A Headlamp Lens Rim Outer (E493A Prefect only) ...	£7.75
	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
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available)	£1.60
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.

Pre-War for Sale

1938 Ford 8 7Y restored 6 years ago still in very good condition full mot £4750 ono. Telephone Alan Summons 01502 500335 Suffolk, email alan@lcv.co.uk

1937 Ford 10 7W good condition throughout, complete rebuild over last 4 years £4750 ono. Telephone Alan Summons 01502 500335 Suffolk, email alan@lcv.co.uk

Post-War Upright for Sale

Black 103E Ford Popular, very nice car just re-MOT'd. Garaged and hardly used family car with as-new rebuilt engine. Original log book. 12v conversion for reliability. Need for space forces reluctant sale. Acquired and fully restored in 1980 by my father. £2000. Telephone Robin Edwards 01234 838331 / 07702 257200 Bedfordshire, email robin.p.edwards@btinternet.com

1959 103E Popular. Complete but in need of a good home and loving restoration. Last ran 10 years ago. 57,000 miles, many spares included. Offers. Telephone Ann Cresswell 01686 420448 Welshpool / mid Wales, email cresswell.ann@btinternet.com

1956 Ford Pop 103E in good condition 60300 miles, great car drives very well first to see will buy. Telephone Michael 01494 862569 / 07956 899 734 Great Missenden / Prestwood, email desborough6@aol.com

100E/107E for Sale

Escort estate 1960 beige 40,000 miles last used 2003. Needs bonnet, front panel and R.H. front wing. Good engine and mechanics, excellent red interior. Offers. Telephone Tony Stanley 01274 569951 North Bradford, email stanley908@bt.net

100E Ford Anglia sidevalve 1959. One owner from new. Vehicle still has original plastic covers on seats and 1960s child seat fitted. Even have original workshop manual and original sales invoice when vehicle purchased in 1959. Telephone Eddie Boyda 07727088052 Hampshire, email eddie@westheathcitroen.com

1957 Popular two owners from new, me for 17 years. Black no rust clean tidy car used regularly 72000 miles MOT June £1500 ono. Telephone Richard Leach 01189484006 Caversham Reading, email richardleach88@btinternet.com

1958 Ford Anglia de Luxe, original but tired condition. Taxed and MOT until recently. Many spare parts and historic documents. Owned by the family since new. Good home wanted. Telephone Joe Hawley 0121 358 6963 West Midlands, email joe@hawleyassociates.force9.co.uk

1961 Ford Popular in good condition MOT to Oct 07 space needed. Tel Dale Pinnock 07946126790 Bedfordshire, email dalpin@hotmail.co.uk

100E, 1959, Popular, unused between 1969 and 1999, all original underneath, not welded, original sills. Extensive repaint in 2001 Linchen Green. MOT May 07, waxoiled, garaged, many new parts. £1600. Telephone Martin Wilson 01234 353265 Bedford.

100E. 1960, Escort estate, beige, requires bonnet and O/S front wing. Good interior and mechanically sound. Needs somebody to bring it back to life, any reasonable offer. Telephone Tony Stanley 01274 569951 Bingley, email stanley908@btinternet.com

Commercial for Sale

Fordson 1955 Thames E83W. Telephone Ivan Garcia 044-55-91471998 Mexico D.F., email corre069@hotmail.com

Wanted

I'm looking to buy a Ford E83W van, preferably in good condition and driving but I'm open to all offers. Telephone Noel Kennedy 00353872422992 Ireland, email noelkennedy1@eircom.net

Anglia E494A wanted in good/reasonable condition. Will travel anywhere to collect. Guaranteed good loving home. Telephone Tony Redmond 00 353 41 98 25313 Duleek, Co Meath Ireland, email athcarne@yahoo.com

100E engine, either sound or seized. Telephone Mr Baker 01438 798206 Herts

Spares for Sales

Ford 100E front and rear screens for sale about six of each. Front £15 ea. Rear £10 ea. Telephone Mike Sarling 01279 423745 Harlow Essex, email grasshopper1@btinternet.com

8hp & 10hp engines, gear boxes and most other parts from 1937/1954 & Prefects + 100E parts also available. We want 100E sidevalve engines. Telephone David Barber 07721646123 Ipswich, Suffolk, email david.barber14@btopenworld.com

Various body panels etc for sale for E493A. Telephone Paul Brown 01354 741168 East Anglia, email g4aje@yahoo.co.uk

100E rear hub puller if any one wants it f o c they can pick it up from Loughton Essex. Mobile M Cook 07711638240, email cook93@btinternet.com

100E rear seats two-tone blue also 100E engine not used since rebore, 100E gearbox and 107E engine stripped. Other spares available phone for price. Telephone John Perren 01767 652953 Bedfordshire, email robjenthake@aol.com

107E part from car broken for spares, almost everything, except engine, doors, x-member, interiors, bumpers, reasonable prices, also 1500 pre-crossflow engine and lots of 100E spares. Telephone Martin Wilson 01234 353265

Offers for original 'New Anglia Instruction Book' 100E from Ford, printed 1955. Printers Ref. No Y5651/1255. Complete but grubby cover and some pages. Also first few pages have water damage, but readable. Telephone Ray Smith 02083034350 Bexley, Kent, email ray@rayandruth.co.uk

The NEW ANGLIA Instruction book 1954 edition. Ref. no R5859/754 excellent condition.

FORD 10 AND PREFECT HANDBOOK. Pitmans Motorists Library edition, fourth edition 1951, hardback. Excellent condition. FORD PREFECT INSTRUCTION BOOK 1953 GOOD CONDITION All the above for sale. Offers! C. Evans EVANS@aol.com

The Prefect Instruction Book 1953 onwards. Repair Manual for new Anglia, new Prefect, Escort, Squire, new 5cwt van & new 7cwt van. (Printed 1956) Parts List for New Prefect with OHV engine 1959/61. These are all original Ford Motor Co. publications & in good condition. £25 the lot. Telephone Bob Dobson 01787-478287, email boxerdog1@tiscali.co.uk

Eye on eBay

Sent in by our man in the West, Ivor Bryant, who keeps a steely eye on eBay transactions that involve our cars.

Ford Squire Thames 100E/300E Custom Camper Caravan N/R

You'll love this !!! Thames and Squire joined together!

You won't find another one of these!!

Take a Ford Thames (300E) and join it to a Ford Squire and a caravan A frame and you have a late 50's early 60's custom camper van

Sleeps two easily

Somewhere to sit as well

Length overall inc A frame is 11 feet 10 inches

Width overall is 4 feet 8 inches

Proper opening front door (Thames van)

Proper opening rear hatch and tailgate (Ford Squire)

Fitted radio and clock

Dry inside but needs a good clean

Comes with some kind of awning or tent that fits under the rear floor

Good condition outside (would look better for a new coat of paint)

This conversion was carried out in the early 70's by a respected drag racer and was really well done has even got a 70's Frenched aerial!!

I don't know if the camper sold but it is a nice period piece!





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.

E83W Register

Yvon Precieux

01475 529267
6pm-9pm

Registrar's Comments

I'm still surviving as your temporary E83W registrar. Actually, it really is not that difficult to put pen to paper as you can see and I am sure I am finding things about the E83W I never knew before, so if it's enlightening for you, it sure is enlightening to me. As no-one has come forward as Registrar to date, assistance in the form of any E83W material for the next issue would be appreciated. Photos and even a rough history would be fine as I can pad out the rest. Chassis numbers would be appreciated for if I am to continue in this semi-permanent mode, I would like to update the existing records of surviving vehicles and also try and give you a better spread in the magazine. The first member to come forward hails not from the UK, but from Canada. It fact it is our Canadian contact Les Foster from Delta, BC. Les gives a very comprehensive detail on that central accelerator pedal. His very informative letter and photos are depicted further down.

The Post Office fleet

Like London Transport, all types of Fords together with other makes were used to maintain the service. Then the Post Office was a government service and yours truly was part of this organisation at the tender age of 19 in the early 1970s before going on to other companies and hopefully greater heights. However we will confine the issues to things E83W. One hundred E83W vehicles were supplied to the Post Office in 1941. Alas they appeared not up to the job and although originally allocated to the Oxford and Abingdon area they eventually were confined to Newcastle municipal area where I assume they did sterling service. (Maybe in Oxford, they were puzzled by the central accelerator which keeps cropping up, that some of them had?) I would assume that standard Post Office livery was used and as with the 5cwt Ford vans, standard Ford handles were swapped for the PO type. According to the Post Office Vehicle Club, the Post Office numbers allocated were 15841-15940, while the registration numbers went from GGY181 to GGY280. The final two numbers were eventually given over to the Nigerian government, then colonial. In 1947 the batch was sold and some ended up in a dairy (Woodgate Farm dairies) as far south as Sussex, replacing two aged Y vans that were used to deliver milk in the Haywards Heath area. It is assumed that this was due



Photo 1. TTW 745 (right), an E83W pick-up

to difficulty in procuring new vehicles after the war. The dairy was still flourishing in the 1980s and was noted as being near or adjacent to the Bluebell railway. If it is still there, could some kind member nip in and ask to view and copy any photos of their Model Y and E83W vehicles archive if still available? I'll see if I can locate an E83W sticker or if not then a Pre-War one, especially for you.

Pick-up E83W

From my Pre-war Model C membership file I've managed to locate TTW 745, an E83W pick-up. The cab is painted white or near enough white with black wings and looks extremely good in this dual paint job. The member was Cyril R Kefford of Potton, Sandy, Bedfordshire. As the photo was taken some time ago it is feasible that the van has changed hands. (Photo 1)

An E83W in Wales

In December 1980 the Ford Motor company decided to re-enact a motor test on a 30cwt 1931 Model AA truck identified in the 1930 magazine *Motor Transport*. This was at a time in the 1980s when a certain David Burgess Wise was in charge at Ford Dagenham in the days when at least one official in the Ford organisation endeavoured to give credit to past products. Vehicles in the then Ford collection were used: a Model Y of 37 vintage, an E83W of 1946 and the 1931 Model 30cwt AA truck. All vehicles resided at the Ford museum a.k.a. Ford transmission plant, Swansea. The E83W was FER 39, a pick-up version, and was purchased by the Ford Motor company from Peterborough Motors in 1979. Mechanically untouched from the time of purchase, it was given a spray in a blue and orange livery to

complement the AA. (I assume just in case it broke down.) I'm afraid that infernal central accelerator pedal crops up again. FER 39 had this fitting installed, so possibly this may be a war/post war idea?

The original road test in 1930 occupied a 120 mile journey and this time round two days were designated to complete the run. The route for the first day was down the old coach road of the Elan valley to the Devil's Bridge for lunch. However, unlike the Model Y and AA truck which arrived early at the lunch venue, the E83W took longer – an hour and a half longer in fact, having rigorously adhered to the original 50 year route that not surprisingly was more arduous and longer. However comments on the E83W's capabilities were complimentary, especially in the manner it just slogged up hills, albeit in bottom gear, without missing a beat. The second day began cloudy and grey as the first and no problems appeared to have occurred with any vehicle. The only highspot of the day was a 1 in 5 hill to Cader Idris, the strength and aggression of the wind keeping all vehicles in low gear. Considering none of the vehicles had been mechanically reconditioned and there was no mishap during the 120 mile journey, this was some achievement.

Export Thames in '49

- Les Foster

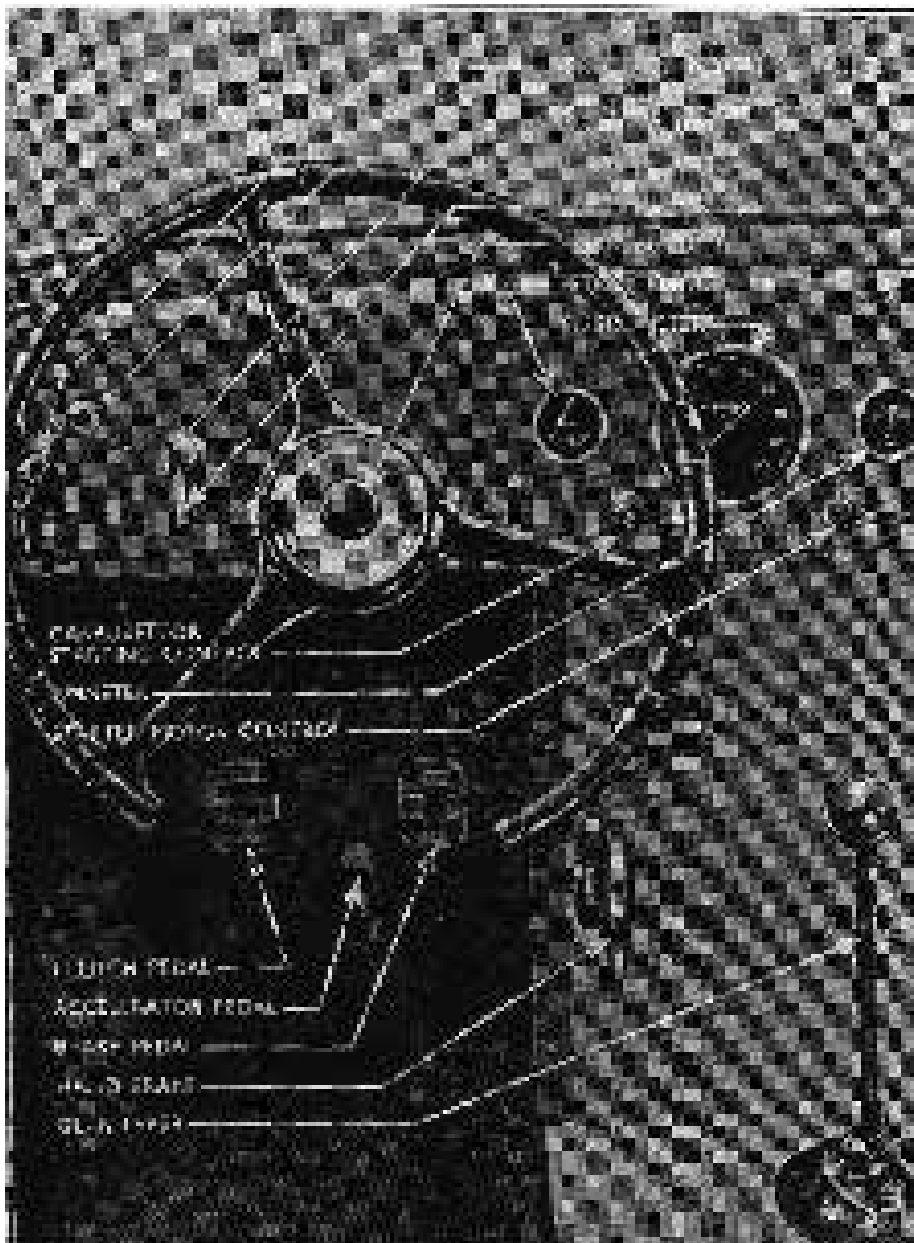
A modern Mercury dealership with an attractive curved showroom and neon-script signage, Gladwell Motors, Victoria, B.C. Canada is the backdrop for a customer taking delivery of his new E83W Thames van in 1949. (Photo 2)

Note the N.A.S.S. (North American Sales and Service) spec of the Thames. This includes



Photo 2 (above). A new E83W Thames van being collected from Gladwell Motors in 1949

Photo 3 (below). The central throttle and other controls



left hand drive, separate sidelamps in miniature pods below the headlamps, stainless steel hubcap centres, and chrome-plated Prefect-style front bumper with over-riders. The grille badge reads 'Thames' and the name 'Ford' appears nowhere on the vehicle except the maker's plate on the firewall. Nicely painted in a 'two-tone' scheme and sign-written for 'Capital Cleaners and Dyers', it is a handsome little truck which would have set its owner back about \$1300 dollars (Canadian) exclusive of its custom paintwork. The E83W was sold in Canada from 1948 through 1953.

Visible through the showroom window is a 1949 Meteor which was a uniquely Canadian model. Really a dolled-up Ford with a Mercury-like grille and other minor differences, it gave Mercury dealers a niche in the lower-priced field.

Central Throttle

- Les Foster

Photo 3 clearly shows the central throttle that was discontinued on Home (RHD) models after WWII but continued on LHD Export vehicles. All North American LHD Thames E83Ws had the central throttle in the period in which they were sold over here (1948-53). Some E83Ws can be found with a long, narrow, 'organ' style gas pedal instead of the small, round steel 'spoon'. All were mounted between the clutch and brake, however. This may have been necessitated by the LHD model's drivetrain being offset to the right. With the manifolds, etc. on the left side of the engine there was less room available for the driver's footwell and consequently less space for clutch, brake, and throttle linkages. For the same reason the LHD models have the battery stowed beneath the driver's seat in an in-floor box rather than in a firewall bin as on Home models.

The dashboard on 1950 and later models differed from this earlier version by having a horizontally-swinging 'Tex Glo-Lite' trafficator switch which employed a clear plastic handle that illuminated when the trafficators were switched 'on'. This switch was placed rather more to the left than the earlier 'dog's-ear' switch illustrated. Likewise the indicator light was used for headlamp 'high-beam' on later models and the style was changed to a smaller lens with no surround. This was placed on the extreme left side of the dash. Otherwise the Spartan surroundings of the Thames' cab changed little over the years – one additional point being the floor board surrounding the gear lever, which was plywood on 1948-49 models but changed to steel thereafter. The wood floor used a retaining ring with screws for the shift gaiter but later models just have a molded rubber gaiter which snapped into the opening in the steel floor plate.

Pre-War Register

Yvon Precieux

01475 529267

6pm-9pm

Registrar's Comments

The start of the event season is soon to be upon us and it would be pleasing to see more Sidevalve Fords on the roads before some bright spark decides to release new legislation associated with high priority green issues against the poor motorist. Cars are an easy target and the less we see our older cars used on the roads of Britain, the more this is likely to be used as an issue to limit our road use. We are lucky at present, being privileged to drive without road tax, but as we all know there is always someone out there looking at how they can burden us with some extra duty. Certainly the road pricing issue is quite a contentious one and it will be interesting to see how the law works around 6 volt electrics? As for myself, the quite awful weather has meant my C van being on the road with the road salt. This has meant plenty of cleaning up afterwards. My 103E now just needs some minor work and should be ready for the summer, although the C special will have to be put back for another year.

Letters

Mainly queries with the best one coming via a telephone conversation with editor and archivist, Y and C Register, Sam Roberts in his throwing down the gauntlet for answers to a little questionnaire on why the successor to the Model C/CX was called the 7W and not the 7C? It really is an intriguing question with a simple explanation, as our wonderful coding system for the majority of our cars came into being in 1938 starting with the E93A. This simple dating system alas only lasted up to the E493A and E494A with the 103E sadly not included. As with the advent of the monocoque models in 1953, the numbering/model dating system was again changed. However I am going to have to leave this for another issue as I have already identified what to put into these pages for this month.

Commercials

From a personal preference point of view, commercials and derivatives are quite intriguing. For a start they come in all sorts of guises and when displayed with passenger cars, they certainly made car shows that bit more adventurous in the 1930s. Most of us now have some knowledge of the 'Brakenvan' 7W and E93A models. There are at least 4 in the FSOC and two of the most well known are BJB 79, a well used 7W (photo 1) and CVF 775, a beautifully restored E93A (photo 2). The designer was Freddie March, the well



Photo 1. BJB 79, a well used 7W

known racing driver and influential stylist who became the Duke of Richmond in 1935. As a draughtsman under the company name of Kevill-Davies and March his designs were subcontracted to various coachbuilders, resulting in sporting versions of the Model Y from 1933 onwards. In 1934 he set up March Models Ltd to make custom built models of vehicles marketed by British companies to 1:24 scale for motoring friends and for display on motor company manager's desks. In 1935 these models became available to the public with prices starting at £4 19s 6d. His last car designs came in 1936. These were utility cars with wood panelled bodies on Commer and Ford chassis.

Intriguing is the date 1936: hence it is more than feasible that a Model Y or even a Model C was supplied with this type of wood body. In fact many years ago a Model Y appeared with this type of estate bodywork at a Southern Sidevalve day (photo 3 – forgive the poor quality). It has never been seen since. Certainly a mechanical toy version of the Brakenvan still exists somewhere in Goodwood House and it would be interesting to see what actual pre-war model this refers to.

Although it appears from the photos of BJB 79 and CVC 775 that only one type of bodywork size is catered for on the 7'10" chassis, looking at a picture of a parked up model (photo 4) you should notice a marginally longer body, the rear extending just that bit further than the standard body. Other versions have just two slats in the centre of the main body and although the picture that I have is quite fuzzy, the illustration of the body style on a 7Y (photo 5) gives you the general idea. Of the known coachbuilders, Garners was just one of the subcontracting companies used. Brakenvans were designated commercial in keeping with the old RAC rating for road tax purposes. These days this type of bodywork would be considered an estate-car style, what we now call a shooting brake. BJB 79 was used for that very purpose to ferry luggage and guests to and from the estate here in Scotland.

Pressed Steel Bodies

When Henry Ford initiated the Model Y, pressed steel panels were being used for the main structural areas, with wood still being used in the bodywork and doors of passenger cars. This was possibly one of the obvious



Photo 2. CVF 775, a beautifully restored E93A



Photo 3. Model Y estate with wood body



Photo 4. A parked up model, right (outside the railway station, Ballater, Deeside, 1949)

economic reasons why Ford did not wish to build a Model Y sports model on any mass scale under coach built conditions as the company could see the benefits of an all steel body. Examples of this earlier method of manufacturing cars can be seen in the short rad Model Y 121 body type and even on some initial models of the C with the use of wood pillars clad in steel and wood framed doors. Hardwood timber was used with a central timber running horizontally in line with the swage, the mild steel sheet simply being turned and pinned to the frame.

However, the man who took the automobile industry out of the coachbuilder's hand and into the 20th century of mass produced pressed steel bodywork was the American, Edward Budd, 1870-1946. I came across this name again when reading a brochure which mentioned the name Ambi-Budd Presse Werke, the company that built the Ford models for the Ford Motor company in Germany. Intrigued, I followed this up and now have a wealth of information on a truly great industrialist.

Budd formed his own company in 1912 with his son and just twelve staff in a one storey building. Having converted the railways to all steel railway carriages by 1912, he was obliged to proceed in converting a conservative auto industry in stages. One problem with all steel bodywork was no woodwork to attach the upholstery and trim, so removable upholstery etc. had to be developed fastened by trim clips. Early examples drummed badly and coachbuilders were quick to seize the opportunity to point out the sound absorbency of wood.

Sound deadening compounds were soon invented to prevent resonance. Europe, often portrayed as the originator of new design and manufacturing was quite ignorant of the process with Britain under the same illusion until Budd showed them the way forward. Budd's patents were worldwide and extremely comprehensive so that nobody could avoid them although some, notably Andre Citroen did try. However Budd was extremely generous with his licenses, requiring little royalties and furnishing free advice and assistance.

In 1925 W.R. Morris went to Philadelphia to learn about the new process. He returned to England to set up the Pressed Steel company of Cowley, the first steel body company in Britain. Half of the finance and all the technical assistance to found the company came from Budd, which shows why he was so successful. By 1928, 50% of automobile



Photo 5. The body style on a 7Y

bodies manufactured were entirely made of steel. It is feasible that the Briggs Motor bodies similarly obtained capital, license and know how on generous terms to manufacture steel bodies as did Ambi-Budd Presse Werke, the German equivalent. From an American point of view (Ford), this would have made Britain and Europe economically viable for the new process of small pressed steel panelled cars for a fraction of the cost of conventionally coach built vehicles of the time and the Ford Motor company were quite astute in seeing this opportunity at the right time when the chips were down. Certainly, looking at our early Model Ys and Cs and the quick advancement into all steel construction by 1934 shows how Ford was able to take up much of the market in Britain and Europe and forge ahead even further when new working practices, new methods of manufacture and better components were found to be more economical, such as easyclean wheels and girling brakes, as a few examples. Yet it is a shame that few people have ever heard of the name Budd, which interestingly is one of the largest companies in the world even today.

Machining

Everyone has heard about the Spitfire aircraft and its legendary Merlin engine. Yet in the engine's initial development, major problems were encountered in machining, the machine tools not being fine enough. In these early years an embargo had been placed on machine tooling coming from America on the assumption that they were cheap, inferior and posed interference to our manufacturing industry. One of the problems in the development of the Merlin was the fine tolerance levels and machining required to make the engine run properly, as initially it would only run for a few hours. Eventually, and as a last resort, four machine tools were shipped across from America and the rest is history. Although Rolls Royce designed and manufactured the Merlin engine, Ford also contributed with over 34,000 engines produced at the Ford factory in Trafford Park, Manchester. Though it is not mentioned in wider circles, machine tolerances could not be surpassed with identical units coming from you know who. Through the whole course of the war, there was a sort of gentleman's agreement between the Allies and German/Axis forces whereby machine tools destined for each country were allowed to reach their

destination despite going through occupied areas via Switzerland.

The Ford Motor Company of India

While trying to get to grips with all the paperwork that I have accumulated over the years with anything Ford, I came across a very fragile service information sheet from Ford of India. It was extremely informative about all the models including the Ford 8 and 10s and my only conclusions are that it was published during the war years, possibly 1943, when the Ford Motor Company in India were manufacturing and servicing vehicles in the war effort against the Japanese.

7Y Variations

The 7Y was available in standard and deluxe, the blue badge being used for the former and the red badge for the latter. Notable physical differences were the instruments and use of a wheel cover. However subtle differences were noticeable with black rather than brown paint being used on the gear change including ball and steering assemblies on the standard model. According to the spec the deluxe instrument panel could be lit by either a white, crystal or green festoon bulb. It would be interesting to see all three side by side to differentiate as I must be one of the few to retain the original bulb for the gear change indicator used on the earlier C (has a very dished glass). I have mentioned previously the reverse locking of interior handles which can be seen on the 1939 models and I would mention for safety reasons that safety glass was sometimes not fitted at all. Three types of trim and three types of carpet were used depending on what type of seat was fitted. With tip-up seats fitted, I would advise some locking device to stop it tilting should an emergency stop be contemplated. This is also advised with other models in mind, especially as front passenger and driver could be thrown against the windscreen and the interior hardware. Headlamp pads were only used on cars from 1937 and 1938 and the dipped bumper was dropped on late 1939 vehicles, in favour of the E04A straight bumper. Both front and rear E04A type were used.

Club Spares

It is difficult to advertise all the wares that the Club has in its stores. Certainly there are many second hand spares which are available if one cares to ask. Ideally, try to locate the item via the parts book and quote the relevant part number when ordering or making enquiries. Parts are becoming scarcer for the older models but in most cases they are sometimes shared with other models in the Ford range, so purchasing a parts book and being able to look the part up against a subsequent model might be far more economical than wasting money on petrol at auto jumbles.

Letters and E-mails

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Sidevalves at Brands Hatch

Dear Editor,

It was an interesting comment from Yvon in the December magazine regarding my hairy lap of Brands in my old Prefect! I remember it only too well. We paraded around the track around about 1982. The track marshals gave very strict instructions that under *no* circumstances were we to overtake the pace car leading the procession. Okay, but how boring, as the lead car trundled off at about 30mph – no fun there!

I sussed out that a strategic stall on the start line, followed by a long wait to get the motor running again would allow the pace car to get part of the way around the circuit, a very long way in front of me! This would allow me to get the hammer down and see what the old E93A could really do.

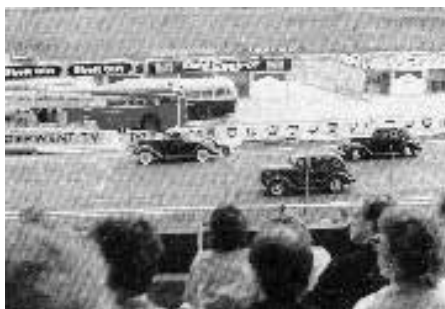
Well, what it could really do was to almost fly off the track at Paddock which I took at about 50, loads of swerving and swaying and frantic turning of the steering wheel. That's more like it! I got my speed back up Pilgrims Rise and threw it into Druids, a right hander that just keeps on going. I never knew that an Upright would lean like a 2CV!

It was very shortly after that wonderful day that I fitted a front *and* rear panhard rod.

Our Treasurer, Tony Young now owns that Prefect and the panhard rods are still in place. I would consider that these rods are almost an essential extra to fit to any Upright – all the swaying and wandering inherent in the cars just disappears.

Enclosed are some photos taken at Brands on that day back in the early eighties – what a marvellous shot of a grid full of Sidevalves.

Yours,
The Old Hooligan
Tony Russell



Worth it in Worthing

Dear FSOC,

At the beginning of last summer and at a time that I was squaring my conscience as to whether it should be a Standard 10 or Austin A35, browsing eBay I came across a 1959 Ford Popular 103E for sale. It had a couple of hours to go and no bids! Not wishing to purchase a car on eBay I decided to ring the owner. Sure enough the car seemed fine with low mileage and the owner was asking a fair price, so we decided on the next Saturday to go and view it in Leicestershire.

Looking back we must have been mad as we packed a lunch and crept up to the train station at dawn with the asking price money in our pockets. Several hours later we arrived at Leicester and waited outside when we saw a glimpse of 'Pop' chugging up the hill. With 'trafficator up' Pop pulled into the station forecourt. Little did we know this was the start of a love story! We scrutinised the car and paperwork and although I wouldn't advise it, we exchanged the money and did the appropriate paperwork and chugged off in the direction of the south coast.

It was then that we realised what we had done. We were insured, taxed and MOTd and armed with a mobile phone, on unfamiliar ground, myself with a provisional driving licence and co-pilot that had never driven an old car. We realised we were 165 miles from home and it was 1 o'clock in the afternoon! On we drove, map in hand through town and country. It was decided that if we didn't use the motorways we would have a much longer journey, so with a quick changeover and white knuckled, my co-pilot chugged down the slip road at 40mph as we joined the terror that is the M1.

The M1 probably isn't the best place to get acquainted with a sit up & beg Pop for the very first time. It was several miles down the road that suddenly all power went and we coasted onto the hard shoulder. It was a sweltering day and the traffic was slow due to roadworks so we had some strange looks from passing motorists – probably wondering what on earth we were doing on the M1 (I was). A quick clean up of the leads and vital organs and we were off again and eventually we hit the M25!

Again we came to a standstill on the hard shoulder. A bit more use of the sandpaper and we were off again. Apart from 100 stops and petrol stops we hadn't used any water or oil and we had been driving five hours by now. Pop disgraced herself again in Surrey and I came to the conclusion that the heat might be causing her problems. My partner had now mastered the joys of driving one of these beasts and concluded that it was like 'being on a canal barge – you just resign yourself to the

Letters and E-mails contd . . .

fact that she is only going to go at one speed – slow!’

With huge grins on our faces we entered Sussex and we thought we were on home ground when half a mile from home we started to sway violently. Bringing her back under control we pulled in to discover we had an offside rear flat. What luck! We were walking distance from home and had been driving six hours now. We tried and tried to get the wheel nuts off but couldn't, and being in a country lane with the light fading we had no choice but to limp home unceremoniously on a flat tyre.

We weren't deterred, and having got in and scrutinised the MOT history we discovered that Pop had only covered 750 miles in the previous 22 years! Nevertheless we have since used her every day in all weathers and even loaded her up with boot lid down and just enough room for two people for camping holidays. Whatever the weather and however cold, she is pressed into service and the fun and joy she gives us is immeasurable. It's testament to the fact that even by 1959 standard Pops were out of date but are still a viable proposition in 2007, if like us you have no desire to get to your destination in a modern soulless fashion. She is due for some bodywork restoration and an overhaul, and is something of a celebrity on the streets of Worthing, uncovering many past Pop owners. Our joy is that we never go on a journey, even if it's to Tesco, without making people smile. Get one.

Sincerely,
Mark Welling



Sidevalve Centrefold

Dear Sidevalve,

As well as being a member of FSOC, I am also in the Austin 10 Drivers' Club and in their magazine they recently produced a centrefold of pictures identifying the many models covered by the club. I am sure it would be of interest to many members if *Sidevalve News* did this as I am sure I'm not the only one who has difficulty in visualising exactly what is an E83W or E04A etc.

Also I would like to recommend taking your Sidevalve to the Wings, Wheels and Steam County Fair at Rougham Airfield, just off the A14, east of Bury St Edmunds, on 23rd and 24th June. For an exhibitor it costs £5 for two people for the weekend including camping. It is a very enjoyable weekend with many other attractions as well as the cars. These include traction engines, falconry, dog acrobatic display, a fairground and aerobatics. For an application form, Rougham Airfield's phone number is 01359 270524 and website: www.roughamairfield.org.

Yours sincerely,
George Emmins
Membership no. 473

Guilty as Charged

Dear Sidevalve News,

I feel I should write to you to explain and to enlarge on comments attributed to me in the February edition of *Sidevalve News*. Readers of Joe Wheatley's jottings from our Merseyside group will have seen that I commented unfavourably about the reception I received when I paid a visit to our stand at the Classic Car Show at the NEC in Birmingham in late 2006. Essentially the contents were correct and showed up in a poor light when compared with other stands at the same show. Whilst it is fair to say that not everyone wants to be accosted when they set foot on the stand, a pleasant greeting is always welcome and body language and avoidance of eye contact usually indicates a desire not to enter into conversation. In particular I remember the Standard Motor Club stand where two chaps seemed to have the right mix offering a leaflet describing the club (nothing like as good as ours I might add) and an invitation to look around. On further enquiry it transpired that these club representatives lived respectively in Southampton and Newcastle upon Tyne and were on a rota of members prepared to man (sorry ladies!) the stand, as they had proved that attendance at the large national events had produced the greatest response as far as membership applications were concerned. It is a matter of fact that the larger shows venues are in the main in the Midlands and the south, and it occurred to me that these events are falling into the bed space of the same regional groups, year on year, of the FSOC – and perhaps it is time that the membership be asked to volunteer to assist at these important functions.

At our monthly meetings in January and February we spent some time discussing our ideas for the future of the club, as Joe had told us that he had been invited to an Area Reps gathering and wanted feedback to take to the meeting hence my comments. Avid readers of Joe's column will have read over the last several years of the trials and tribulations in connection with my nine year battle to put my E493A back on the road, and apart from a very understanding spouse (God bless her) there are two important factors that have contributed to this end. Firstly, the availability by return of post of the necessary spares to put the old girl back on the road (the car not the wife!). Second, the support and enthusiasm of my friends in the Merseyside collective: the loan of special tools, the exchange of spares, and the knowledge that whatever the seemingly insurmountable problem someone had been there before me and had the answer – 'try changing the left hand thread floggle toggle, it worked for me!' Merseyside is perhaps a misnomer as many of our members live outside the Metropolitan County with a round

continued on page 32

Stolen Sidevalve

Andy Whitfield's 1961 100E Popular was stolen in early March from outside his home. There is still no sign of it, so it is not joy riders! Has anyone seen it?



- Ford 100E Popular
- 2 Door
- Reg. 7417 MT
- Colour: Light Green
- Chassis number 100E944600

Please contact Andy (Andy.Whitfield@unilever.com) if it comes to light near you.

From the Archives

Peter Williams

Having more or less sorted out the books in the cupboard I recently made a start on a large cardboard box full of photographs. I haven't reached the bottom yet but I thought I'd share some of them with you.

I wonder if any of our overseas members can identify the location of the Prefect parked on the cliff overlooking the beach? (Photo 1) The original picture is in colour and the numbers on the registration plate are red on a white background. With a magnifying glass the entire number appears to be just 005. Which country uses that system? There must be very few vehicles.

Photo 1



While we are on the subject of Prefects, there was a nice sales brochure in the box (Photo 2). While reading it I thought it must be for a face-lift version that never went into production; it had opening quarter lights, electric wipers and leather upholstery. (Photo 3) Then I noticed the small print at the bottom of the page: it was issued by Ford of Australia. Why did they get electric wipers? Was there a shortage of vacuum out there?

Photo 2



The picture with the castle at the end of the street is, I'm fairly sure, Dunster in Somerset (Photo 4). Anybody know when it was taken or who owns the nice little 5cwt van?

The last two pictures, showing small Fords by a duck pond, appear to be taken on a Club run at Finchingfield in Essex (Photos 5 & 6). Can anyone remember being on that run? Was it to commemorate some special occasion? The Model Y van is lettered John Hampton, decorator, Westwell. The E83W van could belong to Malcolm Wells, which would mean

Photo 3

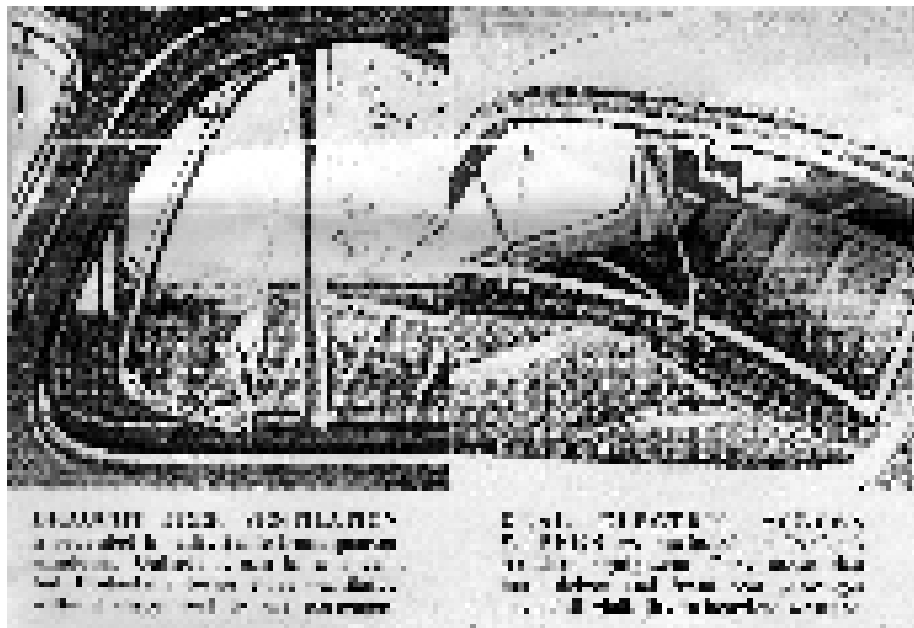


Photo 4



that he had a long trip from Bristol. The 107E in the foreground of one picture, being inspected at the road junction, is 8062VW, which in 2004 won best 100E at National Sidevalve Day and, at that time, belonged to

Brian Rickett. Have you still got it, Brian? Were you the driver when the picture was taken? The car had featured in the magazine previously, having its history told in the June issue in 1990 (jolly useful, this magazine index).

Photo 5



Photo 6



The Theory and Practice of Steering Geometry

Peter Williams

Noddy, my E83W pick-up, has been plagued, on and off, over the last 18 months with a steering shimmy which takes the form of a violent lateral oscillation of the front wheels. This occurs at speeds between about 10 and 20mph when the off-side front wheel hits a pothole in the road. It seems that once the wheels are spinning faster than this the gyroscopic effect keeps them stable. Once it starts you have to come to a complete stop and then start off again, which is very confusing and annoying to the driver behind you who can't see what's happening. It is very violent and threatens to shake the front of the vehicle to bits.

I've owned Noddy for 11 years now and there has always been excessive play in the steering box. I managed to cope with it on the road and persuade the MOT tester that it was normal for these old vehicles. The first time the shimmy occurred I put it down to a very bad pothole but then it started doing it on a more regular basis, so I bit the financial bullet and fitted a reconditioned steering box.

This seemed to cure it for a while but eventually it started again. All aspects of the front axle, wheels, tyres and steering were now examined in greater detail. Tyre pressures were changed, wheels were changed side to side and back to front, wheels bearings were checked and adjusted, steering toe-in was carefully adjusted and there was no wear in the king pin bushes or thrust bearings.

The track rod ends on the E83W are spring loaded so that no free movement is normally evident as the ball or socket wear, but it occurred to me that if excessive side loads were applied then the internal springs would be compressed and movement would be possible. So the same bullet was bitten and new steering ball joints were fitted. The next time it happened an expensive pair of new front shock absorbers was fitted.

The really annoying aspect to this problem has been that every time I do something it seems to cure the problem, only for it to start again a few weeks later. It hadn't done it for several weeks prior to last weekend's planned trip to the Bristol Classic Car Show (see SW Area report) so it was all the more surprising that suddenly the problem was much worse and more frequent (four times in a mile). Thinking about the circumstances I realised that this was the first time the vehicle had been fairly heavily laden for quite a long time and John Porter's theory of it being due to a weak front spring seemed more plausible. When he first suggested it I couldn't imagine that a small height difference at the front could have much effect on the geometry of the axle, bearing in mind that the beam is located by the radius arm from a pivot point near the middle of the vehicle. However, there was nothing

else to change, so a new front spring was duly fitted. The result was to raise the height of the front bumper by two inches and to make the ride much harder but, fingers crossed, it now seems to take potholes in its stride (but we've been there before).

I decided to revise the theory and got out my old text books from the mid fifties. With a beam axle the relevant part of the steering geometry that would be affected by spring height is the castor angle. I quote from one book:

'The produced axes of the swivel pins were generally arranged to meet the road ahead of the points of tyre contact, by an amount termed the trail, in order to give a self-centring action to the steering. Modern practice is to have the wheels pivoting vertically and a castor angle within about 1 degree on either side of the vertical.'

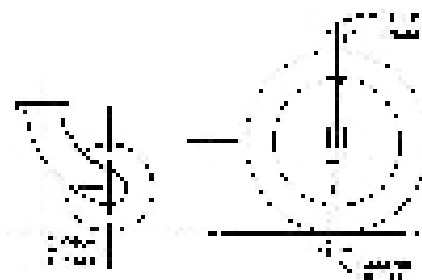
Another book says:

'Castor action is obtained by inclining the king pin when viewed from the side of the vehicle [photo 1]. The effect is similar to that of a castor, in that the wheels are self-centring. Normally the castor angle is about 3 degrees as too great an angle, besides making the car hard to steer, is likely to render it unstable at speed.'

The factory workshop manual tells us that in 1950 modified radius arms were fitted to the E83W to change the castor angle from 7 degrees to 1 degree (it doesn't say why this was done). Incidentally, the cars and the 5 cwt van still have castor angles of 7 to 8 degrees.

Noddy, being of 1956 vintage, presumably has the reduced value so I looked at the maths of the effect that my spring change would have made. On reflection, I should have measured

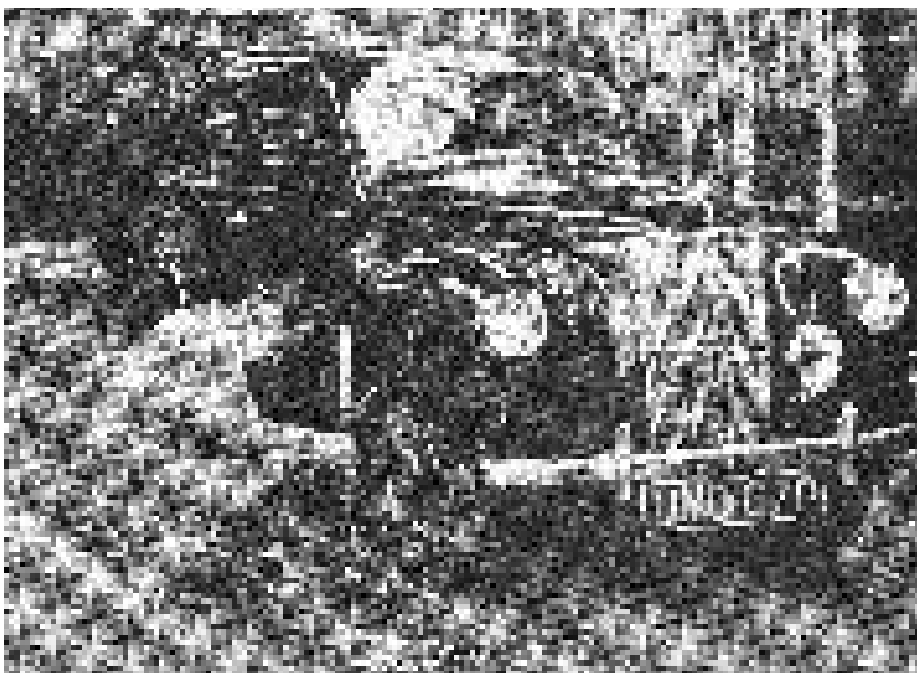
Photo 1: Castor action.



the change in height of the ball pivot point at the back of the radius arm, but it can be calculated from the change in bumper height. Assuming that the chassis angle will have pivoted about the rear spring when the front spring was changed and finding the relevant distances from the manual, I could calculate that the pivot point of the radius arm had gone up by 1.1 inch. Because the height of the axle beam is fixed by the wheel size it follows that if the pivot point of the radius arm falls due to the front spring becoming weaker, the axle will be tipped backwards and the castor angle will be increased. More sums produced a tilt of just over 2 degrees for the 1.1 inch movement of the pivot point.

Where does all this theory get us? Presumably Noddy now has a castor angle as specified of 1 degree (it's not easy to measure without stripping the axle) which would have been increased to about 3 degrees with the old spring. Would this account for my problems? Why should an *increase* in castor angle make the steering unstable? Why did Ford change the spec and what were E83Ws like to drive with a castor angle of 7 degrees? All these and any other questions you can think of are needing answers. Come on you boffins, put me out of my misery.

Photo 2: Testing the alignment of the front wheels with a chass-o-meter alignment gauge



Ignition Circuits Re-ignited

Mark Bradbury

I read with interest Geoff Hammond's as always interesting and useful information on 'Ignition Circuits' in last month's *Sidevalve News*. At risk of being labelled a pedant or nit-picker, however, I would like to offer some clarification on one or two points, as well as some more information. To an electronics engineer (especially a former Lucas – albeit Aerospace – one), this kind of article is the proverbial red rag.

Geoff makes no secret of the fact that he culled the information from the Internet and that's fine, but it always needs to be treated with a certain amount of caution. British ignition coils of the era and source that 'our' cars are likely to use don't usually have a connection internally to earth. It is usual for one to imagine that the 'other' end of the HT secondary is earthed in this manner, but it is not. The secondary return path is actually usually via primary winding at one end of the LT terminals.

Some coils make use of this feature to allow the primary induced voltage as the points open to slightly boost the secondary voltage. This gives slightly higher coil efficiency.

A point to note here is that coils designed for positive and negative earth vehicles are not identical; or rather, if they're marked with the older CB and SW markings instead of '+' and '-', you need to know what polarity the coil was intended for.

The actual difference simply amounts to the primary connections being reversed internally and a corresponding reversal externally, if required, can allow the use of any coil on any vehicle – but you need to know! This is exactly why most manufacturers switched over to the more modern '+' and '-' markings. I wonder how many vehicles fitted with a coil bought unmarked have resulted in a mysterious lack of HT efficiency in adverse conditions ...

This is a good point (sorry) to describe the reasons why this polarity thing *is* so important.

Why Polarity

All Lucas coils (I suspect most others are the same) are designed to give a *negative* spark at the plug regardless of the polarity of the battery (hence the importance of the '+' and '-' connections to the primary).

As any schoolboy physicist will know, despite the convention of describing the polarity of the *current* as flowing from positive to negative, the flow of *electrons* actually flows from negative to positive because electrons have a negative charge. If the negative electrode is hotter than the positive one, electron movement is much easier and since the centre electrode of a normal spark

plug is hotter than the earth electrode, it follows that for efficiency a negative spark is required. One can easily tell if the polarity of your spark is correct because over time the centre electrode will tend to lose material whilst the outer earthed electrode will actually gain material. If your earthed electrode is vanishing, there's a very good chance your spark polarity is wrong!

Condenser History

Many people wonder why the condenser seems to fail so regularly and even more so these days than back in the fifties, sixties and even seventies. Quite simply, the reason is the harsh environment the condenser is expected to operate in, coupled with the declining quality of the parts in question.

As Geoff's article described, the function of the condenser or capacitor is to reduce arcing at the points by providing an alternative path for the self-induced primary current which charges the capacitor when the points are opened and the primary circuit is interrupted. The magnetic field collapses more rapidly and the induced secondary voltage is increased.

This induced primary current can reach potentials of around 350-400v which is quite a challenge for a capacitor to withstand (in terms of its insulation). The capacitor also tends to be situated close to the hot engine which further challenges its longevity. The original article, incidentally, referred to '... raises the power to about 250 volts ...' but power is the product of voltage and current, and normally adopts the unit of Watts, certainly not volts – sorry, I'm a pedant!

Don't be tempted, by the way, to move the capacitor to sit remotely alongside the coil since it won't function as efficiently; the LT wiring needs to insulate the high voltage and there may be unwanted interference radiated to your car radio.

A better solution, though unproven by me, is to use a better quality capacitor specifically designed for high temperature, high voltage AC operation – around 1 micro farad would be about right I would guess. It's not original, so in the case of the Uprights you could always leave the old one still attached to the outside of the distributor so it still 'looks right'.

Dwell on Contact Points

Not really touched on by Geoff (and that's certainly no criticism) was the adjustment of the contact points. Given that it is the charging of the coil when the points are closed which is important, their correct adjustment is vital.

The word 'dwell' is key here. Dwell is the *angle* through which the points are *closed* for one cylinder – and therefore must be 0-90 degrees – and it is related directly to the gap setting. With a little wear possible in our

aged distributors it is more accurate to adjust the points by the dwell reading (available on many reasonably priced automotive type multi-meters).

For the required dwell setting (no Ford manual or other manual of the time ever mentions dwell angles), I would guess that since distributor cam profiles vary so little, one could simply use the figures for virtually any 4 cylinder Lucas distributor; the figure will be around 47 degrees or so. Have a squint on the Internet or in a more modern (seventies onwards) manual, possibly for an MG of some kind. I seem to recall Jim Norman suggested this approach somewhere in days gone by, so if it's good enough for him ...

Geoff started his article by marvelling at the performance of the 'Kettering' ignition system of a 4 cylinder engine at a very modest 3,500 rpm. Rightly so, it's amazing it works as reliably as it does, but in actual fact the system isn't terribly *efficient*.

Despite the capacitor, the point contacts still wear through arcing since they not only have to withstand the suppressed back-EMF of a few hundred volts but also the primary DC current of 3 or 4 Amps.

As engine speed increases so the dwell time decreases, preventing the coil reaching its full charge, and the points tend to 'bounce' due to mechanical inertia. These are possibly less of an issue in a humble Sidevalve trundling along at 40mph, but in a highly tuned Special it's a different kettle of fish however.

At low engine speeds the standard system is also inefficient but this time it's because compared to engine speed the points remain closed for an excessive period, allowing energy to be wasted simply heating up the coil. This is why the coil eventually burns out if you leave the ignition on and the points happen to be closed.

The Solution?

As an electronics engineer I would have to say 'electronic ignition' and preferably one of the capacitor discharge types to maximise the spark throughout the rev range, especially during the cold start phase. Such systems do crop up on the various auction sites or in small ads; one well-known electronics company still markets a suitable kit and if you're unable to build it yourself, there's an enterprising individual on eBay who builds them to order (without too much mark-up too).

With all these systems the points only act as a low voltage, low current switch and only fail (eventually) through wear of the cam heel. You can throw the horrible condenser away too (but keep it in your boot – electronics do occasionally fail).

Okay, these aren't original but they could be considered to be a period modification since

Ignition Circuits Re-ignited contd ...

many people built and fitted such systems to their cars from around the mid sixties on.

An even better solution is to ditch the points altogether, and for around £100-£150 there's at least a couple of units available (even for Uprights) which fit into the distributor and apart from an extra lead to connect up, would fool most judges! The only proviso with these systems is they tend to use a less efficient system than capacitor discharge *and* you'll need to keep the points and condenser in the boot as a back-up.

If you drive a 107E, of course, there's a much cheaper way. Go to your nearest scrappy and find an 1100cc or 1300cc Kent powered Fiesta or Escort of around '87 to '91 vintage – they have an electronic distributor which, with some minor rewiring, will drop straight in. Don't worry about the slightly different mechanical advance – you won't even notice it!

Some people would say that for our cars all this is 'pointless' (sorry) but there's no doubt that points adjustment and points and condenser replacement can be a regular pain. Apologies to the Club's Spares secretaries who have doubtless just stocked up with a fresh supply of said parts!

Capacitance

Jim Norman

Geoff Hammond's excellent piece in the February 2007 *Sidevalve News* no doubt added to many members' knowledge of their cars' sparks system, but I'd like to add a little more, particularly with regard to the condenser, or capacitor, to give it its proper title.

As stated, Low Tension current flowing through the coil and points raises a magnetic field in the soft iron core within the coil; the breaking down of this field when the LT current is interrupted causes the High Tension output which ultimately gives the spark. The initial opening of the points does not cause the LT current to stop; it merely jumps the opening gap, a process known as arcing and which is common in all types of switch. This has two effects: firstly arcing (as happens in an arc welder) deposits material from one contact face on to the other, causing the rapid pitting and burning out of the points; and secondly the flow of LT current does not suddenly cease, but slowly (in relative terms) reduces as the points' gap widens and resistance through the air gap

therefore increases. This slow fall of current also means a slow decay of the coil's magnetic field, and since the HT voltage reduces as the time of this decay extends, a low HT voltage and weak spark results.

A capacitor is an electrical storage device, although it differs in operation from a battery. In this instance, when the points are closed the LT current bypasses the capacitor since it has a direct path to earth via the points. As these open, though, the current is diverted into the capacitor, which becomes charged. But it does not want this charge, so instantly throws it back out again into the LT circuit. Since there is no path through the now open points to earth, it must go back through the coil in the opposite direction; this is known as a back emf (electro-motive force – technical term for voltage). This backward flowing current tries to induce another magnetic field within the coil, but with a reversed polarity. In practice, what it does is hasten the demise of the original field, so boosting the HT output to the up-to 25kV mentioned by Geoff.

So, a lack of capacitance causes rapid burning out of the contact breakers – and a weak or no spark.

Letters & e-mails

Continued from page 28

trip of 60 to 70 miles to attend meetings, but well worth the trip.

So where am I going? Well, the proverb about the willing horse springs to mind and perhaps it is time we volunteered to help out at the NEC Ally Pally and such like events to give our fellow members a helping hand. Granted our cars are not designed for gallivanting around the country but most of us have some other form of transport (no, not you Jim!), and with excellent rail links and cheap fares (if booked in advance) I for one would be only too pleased to help out. Yes, guilty as charged; I should be doing more for the club and this is a first offer – organisers please contact me if I can be of help. Will anyone join me?

Kind regards,
Mike Brocklehurst

Sidevalves on Celluloid

Dear Sidevalve,

I thought readers might want to know what happens when you get offered some film work for your car.

Following a telephone call from Joe Wheatley, one November evening, I decided to take up the offer of some film location work, using my Ford 100E as a period automobile. I asked a fellow club member, Alan Chapman, who lives close by to come along and the two of us set off in search of stardom and an end to poverty forever.

On arrival at the agreed meeting place, names were exchanged etc. and we proceeded to the first location site, down a quiet country lane. The programme was to be based around the infamous deeds of Fred West, the serial killer.

After first showing an actor how to drive the 100E, we watched as endless takes were done, first with the car driving towards the camera, then past the camera etc. Each time, the car had to be reversed back down the lane again.

Then off again to the second location, again down a country lane. All this at night and a

very cold one – minus seven degrees to be exact.

Shots were taken inside the vehicle whilst I drove etc. and eventually the crew agreed that they were satisfied with their work.

Unfortunately no offers were forthcoming for future starring roles, no contracts signed, and no future as an A (or even Z) list celebrity but, on a good note, the car never failed to start and represented the club and car type perfectly. An interesting time was had by all and, if any of you out there are offered any location work, the one thing you need is patience!

We asked if there was any chance of doing another but they thought we said 'Is there any chance of going on Big Brother.' They said we must be desperate but they would see what they could do. We decided to decline. Showing your driving skills to the world is one thing but showing your bits to the world is definitely out of the question!

With that, we set off home into the dark Cheshire night, until our rear lights faded into the distance, content in the knowledge that the deed was done.

Best wishes,
Tony Ikin
Membership no. 818

Still Wondering About Wandering

Bryan Baker

A recent rekindling of my interest in Sidevalve technical matters has caused me to put fingers to keys!

Roger, a Swedish FSOC member has moved into Calabardina – a small ex fishing village on the south-east coast of Spain – with his Popular. Delving into my archives to find Popular info for Roger turned up two *Motor* magazine road tests from which I'd like to quote the relevant points:

1. Ford Popular (103E) *Motor* road test 15/54 dated April 28th, 1954. Reg. no. WVX 101. 'Small changes in the steering geometry since we tested a Ford Anglia in 1949 seem greatly to have improved the stability of this chassis, which no longer wanders on the straight when lightly loaded, although with passengers or luggage in the back of the car conscious correction of slight 'wander' still becomes necessary above 45 m.p.h. unless the ratio of rear/front tyre pressures is adjusted to suit the tail-heavy weight distribution. Precise mechanically, the steering transmits gentle road reaction back through the spring-spoke steering wheel, and despite reduced castor angle has adequate self centring action.'

2. Ford Popular (103E) *Motor* road test 5/58 dated February 5th, 1958. Reg. no. SGT 303. 'Even more out of date than the Popular's springing is its steering, there being rather less tendency to wander than on some earlier Fords of similar suspension

layout but the tendency remains quite marked. Some people favour a slight increase in rear tyre pressure and an equal decrease in the front tyre pressures as compared to the '28 all round' advised by the makers, but the responsive steering needs to be used in alert fashion if this car is to hold a truly straight course at speed.'

So there you have it: contemporary motoring magazines confirm that it is *not* abnormal for Upright Fords to wander as they trundle. Maybe this was an early safety feature? It kept the driver alert.

I learned to drive in an E93A in the 1950s. I also drove a Tudor 'Y' a good deal, often at too high a speed for comfort, and many other Sidevalves besides. The only one that I remember did not wander was a Fordor 'Y'. And my experience is in line with *Motor*'s test drivers – to me it was normal. It was quite a long time before I realised that other cars with other suspension systems did not wander to anything like the same extent. In fact it was quite a revelation to me when I experienced a straight running car! For the record, that car was a 193? Austin 10 with a beam front axle and longitudinal springs.

Conversely, drivers coming from 'straight runners' can, and do, find that Uprights are quite a challenge to keep safely in their lane. I was with one such young man in his 103E Pop as he drove it home after purchase. As we drifted alarmingly (to me) from lane to lane I had to (gently) suggest that steering corrections be made to rein this unexpected

(to him) tendency. He seemed quite surprised by this necessity.

So, laboriously perhaps, this is my first point: folk new to 'Uprights' have to accept that steering corrections have to be made – in all probability, frequently. I expect too that the UK's current deteriorating road surfaces contribute to this tendency to wander.

What causes the wander? I agree with JP – the fact is, due to the fact that the complete front axle assembly is suspended from a transverse leaf spring, shackled at each end, it is not positively located sideways. As the axle moves up and down to cope with road imperfections it can, and frequently does, move slightly sideways relative to the chassis/body. The steering box is, of course, attached to the chassis; hence if there is movement of one relative to the other then the front wheels are going to steer one way or the other. A slight turn maybe, but enough to affect the directional stability.

As the rear axle spring is also shackled at each end it can therefore also move across the car and although the effect will not be as great as the movement at the front end, there will be a compounding effect on the steering.

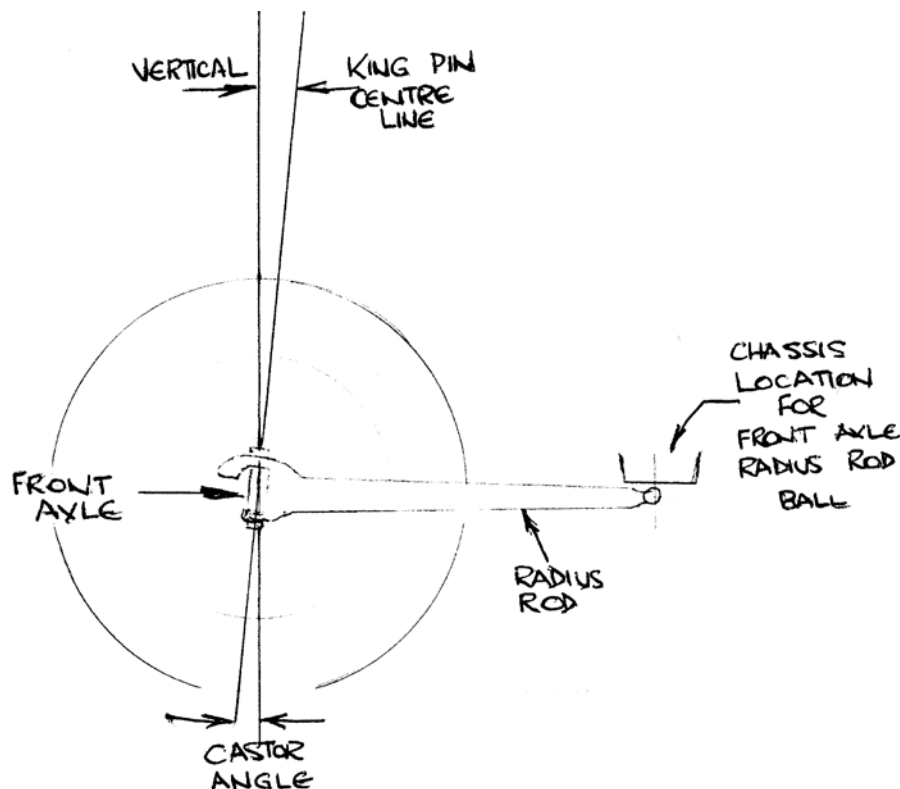
So, even if all is as it should be, an Upright will tend to wander. How much? Well for starters it will depend on:

- The axle's vertical movement, which, in turn depends on the size of the road defect encountered.
- The loading in the car. This is because the load in the car's body will alter the front wheel castor angle. The heavier the load, the more the front axle radius rod ball will move down relative to the axle beam, increasing the castor angle. Sketch 1 illustrates the point. I have to admit that I had never really thought much about this point before now but, the more I think about it the more it intrigues me. Roughly sketching out the axle/radius rod geometry on the garage floor it becomes obvious that even a one inch movement of the axle relative to the radius rod ball will affect the tilt of the axle and thus the front wheel castor angle quite significantly.

Castor? What is castor? Did I hear someone ask? Sketch 2 shows the general idea. The larger the castor angle, the greater the tendency for the wheel to run straight. Is there a disadvantage to a large castor angle? Of course there is! The bigger the angle, the bigger the effort required to turn the wheel from the straight-ahead position.

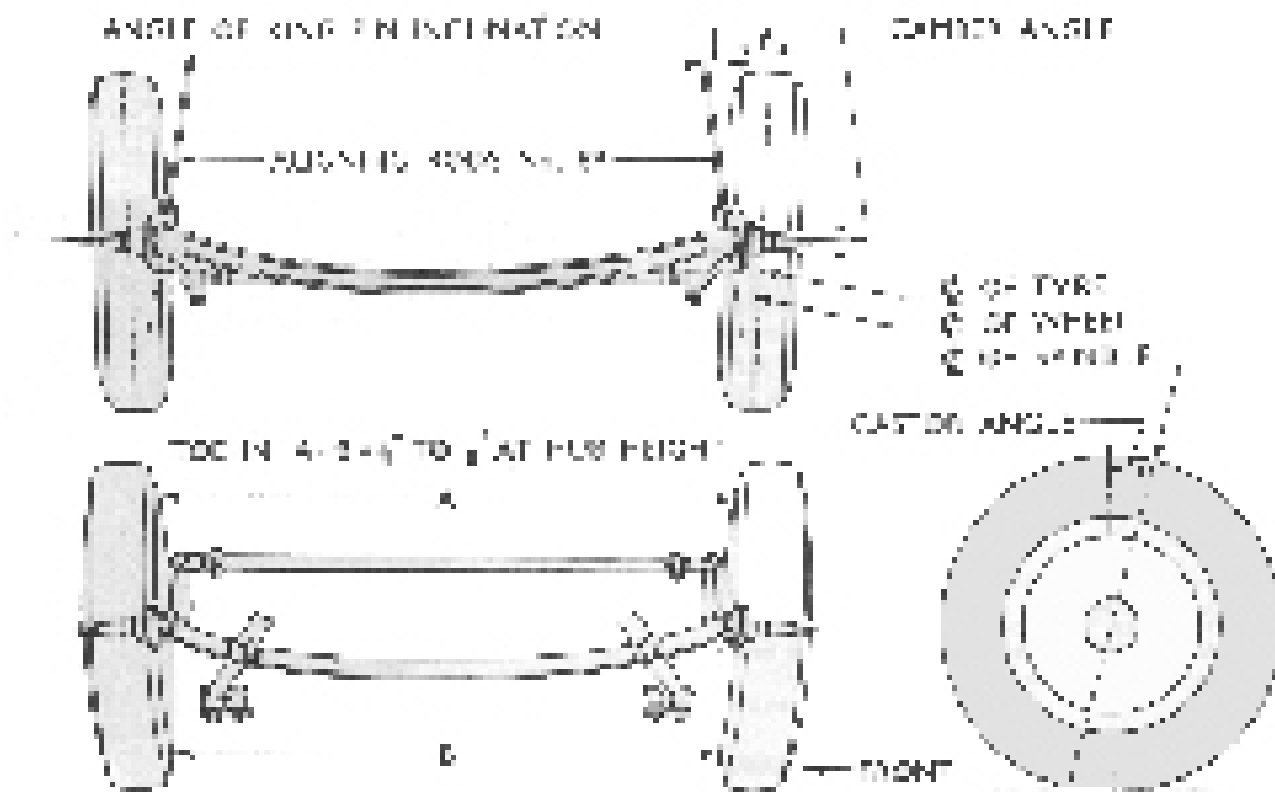
There are an amazing variety of castor angles – I looked through a lot of 1950s road tests and found that the angles varied from zero to nine degrees! The 103E's castor angle is quoted as 4.25 degrees unladen. Quite how this figure is arrived at by the designer(s) involved I have no idea. But the fact that the

Sketch 1. The heavier the load, the more the front axle radius rod ball will move down relative to the axle beam, increasing the castor angle



Still Wondering About Wandering contd ...

Sketch 2. The various steering angles of the Ford front axle



103's castor angle of 4.25 degrees is specified when the car is unladen is in itself interesting. None of the others cars quoted make this stipulation.

Reference to the Repair Manual reveals that the figure quoted here is a workshop measurement – one that is arrived at by using a pair of turntables and gauges. However, also quoted in the specification data is a figure

of 8 degrees under the heading of *individual component check*. My understanding of this is that the true castor angle is 8 degrees, but as it is not feasible to measure this without considerable dismantling then a procedure has had to be developed for use in the workshop, namely the turntable procedure described on page 115 of the FSOC manual reprint. Using this procedure gives a figure of 4.25 if all is correct.

But, it seems to me that 4.25 is not a true castor angle. Anyone out there care to comment?

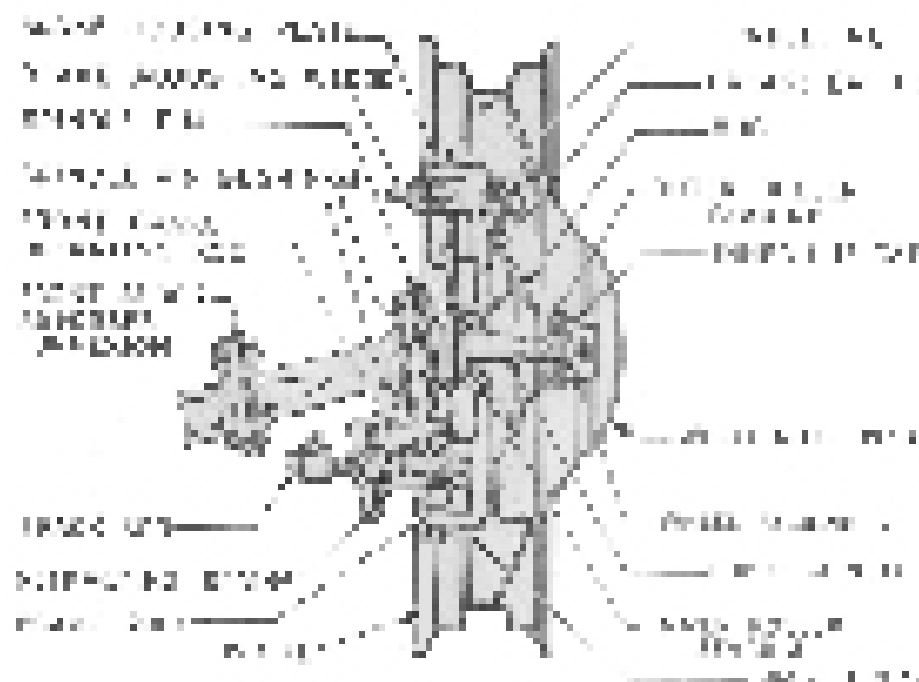
In any case, however the design figure is arrived at, I cannot imagine that it is good engineering practice to have it altering by some random amount depending on the road conditions prevailing. It surely must have some destabilising effect on the steering. Discuss!

Before being over critical it has to be borne in mind that this basic design was established in the early 1930s when the road speeds and traffic densities were much lower.

Conclusions

1. One might expect that (a) a laden Sidevalve would run straighter because the castor angle would be greater and (b) a Sidevalve with a worn front spring would also run straighter for the same reason.
2. It would not be difficult to try the effect of increasing the castor angle. One could (a) either add load inside the car causing the radius rod to lower relative to the axle or (b) make up a spacer to fit between the radius rod ball and the cross member. Doing this would twist and therefore strain the spring but for a trial it would, I think, be OK. Of the two options I think (b) would give a better result because it would avoid the side effects of adding load to the car which inevitably would affect the handling.

Sketch 3. The main components of the end of the front axle



Ford's Ferry Princess

Les Foster

The geography of British Columbia, Canada, has long made it dependent on ferry boats to connect the gaps left by the Pacific Ocean in its rail and road systems. With B.C.'s largest city, Vancouver, situated at the southern tip of the coastal mainland, and its capital city, Victoria, lying across the Strait of Georgia on Vancouver Island, ferries have remained a fact of life on Canada's west coast. The 'Hub City' of Nanaimo on central Vancouver Island, vital to the forest industry and distribution of goods on the Island, is also a major ferry destination.

These geographic realities were just as important in the 1950s, an era of phenomenal growth in British Columbia, as they are today. Prior to the formation of the government-owned and operated B.C. Ferry Corporation around 1960, the coast was serviced by a variety of commercial shipping lines. Chief amongst these was Canadian Pacific Steamships coastal fleet. Hauling both rail cars and truck and passenger car traffic, the C.P. Ships were especially important on the Vancouver-Victoria and Vancouver-Nanaimo routes. Canadian Pacific was a huge company in those days. It had virtually tied Canada together, bringing B.C. into the Confederation with its promise of a railway from east to west. It ran passenger trains, freight trains, trucks, telecommunications, ocean liners, coastal ships, airlines and luxury hotels, and had vast investments in real estate and industry. Indeed, it billed itself as 'The World's Most Complete Transportation System'.

By the mid-1950s, growing truck and rail traffic between the mainland and Vancouver Island meant that a new and larger addition to the CP fleet was needed.

Turning to the familiar shipyards of Scotland's Clyde, which had provided many Canadian Pacific ships in the past, CP commissioned its largest coastal ferry yet. Specially designed with a huge car deck with recessed railway tracks for 28 rail cars and room for big trucks as well as passenger cars,



the vessel was to be 416 feet long and 63 feet wide. Four seven-cylinder diesel engines giving 5400 H.P. pushed it to 16 knots and docking was made easier with a modern Voith-Schneider bow thruster and twin rudders. The builders, Alexander Stephen and Son launched this state-of-the-art ferry from their Linthouse Yard on March 7th, 1955. It was christened *Princess of Vancouver*.

The new ship embarked on its long maiden voyage from Scotland to Victoria B.C. on May 7th, 1955. Always a company with an eye on the bottom line, Canadian Pacific sought ways to help pay for this lengthy and otherwise-unprofitable journey. Who should it find in need of a vessel specifically designed to carry cars, that just happened to be leaving from the United Kingdom bound for western Canada, but Ford of Britain. With B.C. a major market for export Enfos, it was a fairytale match. Capable of carrying about 200 smaller cars, the *Princess of Vancouver's* car deck is pictured in a contemporary photo crammed with left hand drive 1955 Ford Zephyr six-cylinder cars and smaller, four-cylinder 100E Prefects and Anglias. Most of the cars appear to have



no headlamps. The lamps were probably left out so that North American-style sealed beam units could be fitted in Canada. Darker colours appear to be in the majority and all cars are well secured by ropes in case of rough seas. Quite a sight! A brand new British-built ship bringing brand new British-built Fords to the British Commonwealth destination of British Columbia!

The *Princess of Vancouver* ran, mostly from Vancouver to Nanaimo, until 1981. It still survives as the Nan Hai Ming Zhu, plying the coast of China.

Still Wondering About Wandering contd ...

Now, if the subject car of the technical inquiry had been properly checked at MOT test time by a technician who knows what to look for (was it? I wonder) then in all probability the steering/suspension will be as it should be and the amount of wander 'normal'. If you (the driver) are unsure as to what is 'normal', better to ask someone more used to Uprights to drive it and check it out.

If the amount of wander actually is excessive then JP's list, on page 12 of the December *Sidevalve News*, is a good start.

Again, if you (the driver) are unsure then please ask someone more experienced to check the car out. It may seem stupidly obvious but still it has to be said: the steering system is safety related – your safety and possibly others. Do not take chances!

What might resolve the concern altogether? Well, if I was to put my money on anything I would try using stabiliser bars on both the front and rear axles. By positively locating the axles transversely I believe the tendency to wander would be eliminated. There are

Uprights with such stabilisers; perhaps their owners would let us know?

The above comments are meant as thought starters on this subject and I for one would be interested to read anything that might shed more light on this unique(?) and endearing Sidevalve characteristic.

A Little Mouse-Coloured Dream

Søren Palsbo

My mother bought a fine new Prefect 100E in the spring of 1957. It was cream-coloured and very elegant, and the Danish dealer emphasised that it was something special as it had four doors and was imported from England. By then we had a Ford assembly plant in Copenhagen but they only produced the two-door version of the 100E. Many Danes wanted to save a little money by choosing two door-models of English, German and Swedish cars. It apparently meant less that every day afterwards they had to climb past seat-backs and stumble over safety-belts to get in and out of the cars. And, yes, cars in Denmark were – and are – some of the most expensive in the world due to heavy taxation.

So our Prefect was really something special compared to the many two-door Anglias which surrounded it. The Popular 100E was never produced in Denmark or imported to Denmark.

But the Popular name was already well-known in Denmark as quite a few of the old-fashioned Popular 103Es were sold in Denmark during the 1950s. That is the 104E version with the steering wheel on the left side. Among them was the little mouse-coloured Ford Popular 104E which I bought two years ago.

The Ford Popular 104E with production number 77 99 22 must have left the production line at the Dagenham-factory one day in March 1954. It was sold to its first Danish owner on 10th April 1954 and given the registration number L (the letter indicating a certain part of Denmark) 25,110. Not exactly a low number, although we actually also had low registration numbers at the time.

When I bought the car I received a copy of a registration certificate from 1961. The document gives information about all three registration numbers the car had had by then. The 1961 registration was probably the last before the car was parked in a shelter somewhere for several years. When a Danish car is 'out of service' you have to hand over its registration number plates to the authorities. Today however you can have the original number back, if you have documentation of the number, and the car was first sold before April 1958. If the car is old enough but you don't know the original number, a computer selects a 'vacant' number which the car might have been given at the time. Low number or not, I prefer the original number.

After arrival in Denmark the Populars were supplied with one wiper more as it was compulsory to have two in Denmark and the original was on the wrong side for left hand driving. Indicators were added as well as they were compulsory in Denmark from around 1930. My Popular had the type sitting in

the 'open' by the front doorposts. Later vintages of Populars probably got blinking lights. It is now legal to have old indicators fitted again together with blinking lights at the front and rear wings – provided the car had the old indicators when first sold. Of course I have bought a pair of well-preserved indicators for my Popular.

The sole taillamp sitting in the middle with both taillight, stoplight and number plate light was not considered sufficient in Denmark. Therefore a taillight was added on each rear wing.

The little mouse-coloured car is one of my dreams. The car is presently awaiting restoration and is standing on four logs to prevent the tyres from becoming oval or cracked. I cannot do much of the work myself but have to find the right and skilled people who can (with the taximeter running, sigh!). It should be possible to drive a car like the Popular without being a mechanic, I hope!

Cars like the Popular 103/104E are a part of most Danes' earliest experiences and adventures with a private car. What would television companies or film producing companies do when they produce films taking place decades back if none of the everyday cars were preserved? Nevertheless these cars are under-represented at most car museums all over the world. Oh, yes, the luxury cars formerly owned by Baron von Lotsomoney are impressive. But their number at car museums leave the impression that every other car was a Bentley in the good old days. This was certainly not the case. Not in Denmark anyway.

The mouse-coloured dream is the dream about Sunday rides with my family (on weekdays too!) through the beautiful country landscape with stops for a picnic or sightseeing tours with visiting friends. The car is presently

The Popular 104 E is being photographed in its present rural surroundings at the island of Bornholm in the Baltic. Photo: Lennart Bydal



A little tan in the spring sunshine before the car returns to its shelter in the outhouse to the right. Photo: Lennart Bydal



Back-seat inspectors! Mik and Mak have long since approved the back-seat. Photo: Lennart Bydal



'moored' at our little country cottage on the island of Bornholm in the Baltic – the easternmost part of Denmark. It is a fine location for enjoying rides in vintage cars. I am looking very much forward to it. And I am glad that I have received kind advice for the project from the FSOC.