

Sid valve News



Volume 24 • No 3 • June 2007



Features this issue

The eBay Camper

The Ford Popular 103E As Tested by The Motor
Living with the Standard Ford Carburettor

Two English Fords in Germany

Clear Car Conscience

The Irish Connection



Sidevalve News

ISSN 0966-9140

Published by the Ford Sidevalve Owners' Club Limited.

Registered Office:

2 Lakeside, Redhill, Surrey RH1 2AE

Reg. No: 2604000 (London).

Editorial/Advertising address:

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PO Box 1172, Abingdon S.O., OX14 5WA

FSOC Web Site:

<http://www.fsoc.co.uk>

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

Copy deadline is the tenth of the month preceding publication.

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

Bristol and South West Ivor Bryant 01454 411028. 3rd Wednesday: *Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.*

Cambridgeshire Brian Cranswick 01733 203776. E-mail: b.cranswick@yahoo.co.uk. Please ring for details.
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Devon and Cornwall Ian Rooke 01752 266018. Please ring for details of local activities.
Essex Roger Birdseye 01589 950582 and John Hull 07763 810386. E-mail: Johnrichardhull1@aol.com. 1st Tuesday: *The Huntsman and Hounds, Corbets Tey, Upminster RM14 2DN (near Upminster Crematorium!). 7.30pm.*

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

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

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

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

Norfolk Colin Read 07957 557793 or norviccol@yahoo.co.uk

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

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

Surrey Tony Russell 01737 221578. Please ring for details of local activities.

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

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Editorial

John Porter

So how was Drive It Day for you? Did you see many classics out and about? The weather was certainly no excuse! This was the second year of what the Federation hoped would be an annual event. The only problem being the time of year, when April can often have not just showers but heavy ones at that.

There was no shortage of organised events around the country – either club based or inter-marque, often with a traditional lunch stop. I wonder what the non-classic enthusiast makes of it all? Probably as much as I do with the obsession some have with football – it is all beyond me! Perhaps they wonder why we do it? I drive my old car because it makes a complete change, even though I normally drive a classic most days in the summer anyway – preferably with the top down and off the motorway. Driving a Sidevalve is returning to the simple life in comparison with the modern car. No P.A.S., A.B.S., air-con, E.W., demist etc. Gradients become hills that were never there in the modern. Corners that also are normally not noticed become something to

be negotiated. Driving at night, in the rain, becomes an all new horror story in a fifty year old small car, especially with the standard vacuum wipers and primitive demisting. The small seats do wonders for the posture as your shoulders hang over the tops of the seat back. However I have always found the Upright to be very comfortable over long distances – as long as the roads are decently surfaced. That leaves the West Country out then!

If in doubt, get your Sidevalve out of the garage and on the road each fine day.

Please note: All Ford Rally at Dalton's Airfield, Abingdon on 30th September 2007. This event is on and being run by the local Rotary despite all of the rumours circulating over the last few months. Our friends in the Y & C Register are looking after the car entries, so send yours to Peter Ketchell (address inside front cover of this magazine). The show will be exactly the same format as usual but there will be an opportunity for suggestions for improvements for next year.

Front cover: Weston Park

Jim Norman

It's a long time since I've been to an event, but it happened on Sunday 8th April. It wasn't a Club stand but organised by Graham Carr, the Prefect's former owner, who runs a website and forum dedicated to the model: www.Ford100E.com. Although the show was over the three days of the Easter weekend, I went only on the Sunday (I have to break myself in gently ...).

And I enjoyed it! There were three 100Es, three 300Es and my Prefect on the stand (we won't mention the 105E Estate!) with a very friendly crew. One of the vans was the TV repair van, which has appeared in these

pages before, and was at the NEC when I collected BLC. It was suffering from various running problems, so I had the chance to once again address the underbonnet area of a true Sidevalve. This did also require a good walk around the autojumble; a good excuse if one were needed.

The show itself was big and very well attended with every type of car and some commercials on show. Camping was available and some caravans could indeed be seen. The glorious weather helped, but all in all, I have to admit it was fun, and I might just do it again! If you're interested next year, or are interested in the site, log on and meet Graham, a.k.a. thames300e.

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Events

John Porter and Brian Cranswick

The show and rally season is now well underway. Many of us like to attend and support these events regularly, but as a club we really do need many more of our club members to bring along and show their cars. It really does not matter what condition your car is in; the more varied the cars displayed on our stand, the better. If you have not been before then give it a try – local area organisers / contacts will be pleased to hear from you. Also refer to the area reports for further information on local shows.

Events 2007

16th & 17th June. Welshpool Festival of Transport, Powis Showground, Welshpool. All types of vehicles are welcome, trade stands and camping available. Contact Dennis Duggan 01938 555574 or 0797 468 2715. Website: www.welshpoolfestivaltransport.co.uk (entry forms can be downloaded).

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 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.

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 nineteenth year. Club stand both days – if you attended last year you should have received your invitation from the organisers. 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 closed to update the displays and reopened 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.

28th – 29th July. Mk 1 Cortina Owners Club, Annual National Weekend Show, Stratford on Avon Racecourse. All Fords are welcome. Camping available. Further details Brian Raymond 01225 351626 – www.mk1cortina.com

5th August. BL / BMC Rally – Eastern Sidevalve Day at Ferry Meadows, Peterborough. The organisers are happy for other makes to come along, room for a large club stand. 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. Late bookings will be allowed, contact Brian Cranswick for entry details.

18th & 19th August. Hilgay Country Show, Down Hall, Hilgay, Nr Downham Market, Norfolk. A vintage country show organised by the Anglia Vintage Machinery, Enthusiasts, Club. Camping is available. Closing date for entries 7th July. Contact Brian Cranswick.

1st – 2nd September. Country Show, Skylark Garden Centre, off the A141 Nr March, Peterborough. The Big Cambridgeshire September Weekend event. We will have a Club stand at this show, camping is available. 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. Birmingham Classic Motor Show, NEC. This show returns back

to the original date for 2007. As this is the 75th anniversary of the introduction of the 7Y and 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

Can you remember these events from five years ago in 2002?

20th February – car production ceased at the Ford factory in Dagenham. The last Dagenham dustbin rolls off the line!

27th April – FSOC Annual General Meeting was held at Steventon Village Hall. Thirty members attended and the membership stood at 1621. Rob Daniels became the Specials Registrar, Geoff Hammond took over the role as Publicity Officer and Rod Pardy was the new membership secretary.

18th May – The Brooklands Centre, Weybridge, Surrey. A gathering of Sidevalves both large and small at this famous venue. The larger engined models of the A, B and V8s invited to accompany the club membership of small Fords.

8th – 15th June – Sidevalve Holiday at Scarborough. Ten Sidevalves, a Mk2 Zephyr and a 105E all travelled north, enjoying over 700 miles without breaking down. Any vaporising?

6th & 7th July – Hollowell Steam and Heavy Horse Show, Northampton. Eighteen member's cars filled the club stand, which included Brian in Ollie!

And also:

Lowest mileage 103E was for sale – Pop Shopper advertised a unique and time warp very early production car, an October 1953 Black 103E with only 6707 miles recorded from new. I am guessing that this now belongs to Gary Crosby.

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.

Yorkshire

Nigel Hilling

We have had good turnouts again at our last two monthly meetings and in April we welcomed two new faces, Rob from Sheffield with two 100Es and Dinah from Huddersfield who is renovating an Upright Pop (photo 1). We hope to see more of them during the year. I have completed the events list mentioned last time and although it is not exhaustive it gives a good guide to what is on and who is doing what. There is something on virtually every weekend between now and September – give me a call if you want a copy posted or e-mailed.



Photo 1

Drive It Day on 22nd April certainly saw some Sidevalve activity with John Duckenfield and David Manterfield from Sheffield taking part on the Traditional Car Club of Doncaster's run to the Elsecar Heritage Centre. Sidevalves were in evidence at the Huddersfield Autojumble and I took Stan the Anglia to a local Production Car Trial. A week later there was another good selection in amongst the 200+ vehicles at the Tadcaster Classic Car Show. Also seen out and about in the area recently is the very nice E83W shown in photo 2.



Photo 2

Barnoldswick Run

The first of our area road runs took place on 6th May. Five Uprights set off from the Black Bull on a 50 mile scenic route through Elland, Ripponden, Hebden Bridge and across the tops to Bancroft Mill in Barnoldswick. The Mill houses a 600 bhp cross compound steam engine that used to drive 1250 looms and was in service from 1920 until the Mill

closed in 1978. The Bancroft Mill Engine Trust steams the engine about once a month and this was one such date. The return route was slightly shorter with a stop at Oxenhope Station, part of the Keighley and Worth Valley Railway, for refreshments and a look at some steam trains. Gerald Pollard has sent in a report on this trip which should appear elsewhere.

Lands End Trial

Stan the Anglia has been active again on the Lands End Classic Trial. As always this is quite an exhausting weekend where we clock up 1000 miles in less than 3 days. The weather was glorious and the sections dry, so if ever there was a year to clear all the hills and take a gold award then this was it. I did manage to clear a hill called Cutcliffe Lane for the first time but failed two others so the gold was not to be. Two punctures during the event meant that we had to visit a garage en route for the second time in as many years for a repair to ensure that we kept moving. An intermittent misfire developed on a couple of hills that turned out to be a dodgy plug cap and once identified was quickly cured. Apart from that Stan ran faultlessly throughout. Photo 3, courtesy of John MacLeod, shows Stan on Bluehills 2, an impressive section down in the depths of Cornwall. We were running with David Child in his Naco special who was pleased to finish an event without mishap after numerous problems in recent times, although he too failed in the quest for gold.



Photo 3

The 'Up Hill & Down Dale Run' or 'A Grand Day Out'

Gerald Pollard

Yorkshire Area's first run out of the year took place on Sunday 6th May.

Making the trip was our Organiser in Chief Nigel Hilling; Route Finder General Gordon McKenzie; Rob, a member but new to our group; David Manterfield with Jack his relative; John Duckinfield and Gerald Pollard.

Four cars left the Black Bull just after ten (1 Prefect and 3 Pops, all Uprights), meeting me (Gerald) with my Upright Anglia about 6 miles in at the Freemasons at Mirfield. Our destination was Barnoldswick (Barlick, I think, to the locals) where we visited a working stationary steam engine at Bancroft Mill. This was the factory's motive power unit when cotton goods were woven there from 1920 until its closure in 1978.



Above: The cars at Bancroft Mill
Below: The Mill Engine



Our route was, to say the least, challenging as we took to the minor roads in the heart of the Pennines. We headed for Elland, then on to Stainland and Barkisland before dropping down the steep incline into Ripponden, up a narrow twisting lane and then over the bridge at Baitings Dam. A quick stop here for the ones who had not gone before setting off.

Progressing up Blackstone Edge we took a right to Hebden Bridge, passing through Crag Vale (no sign of the Coiners) and then on to the turning loop at Hebden Bridge, up the incline towards Slack and on to Trawden. Now, I didn't know at the time, but this was going to be an interesting part of the journey for me. We were on very narrow lanes, with hills both up and down which seemed like 3:1s, never mind 1:3s. I was fourth in the procession with Nigel behind as rear gunner. Attempting yet another of these sharp steep inclines I needed bottom gear urgently and as my car automatically disengages second gear, I botched the change and ground to a halt. Even with high revs and Nigel giving a push, I could not move. The amazing thing is that although we were in the middle of nowhere it seemed like I had conked out on the fast lane

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of the M1. There could never ever have been so many vehicles travelling in both directions on this narrow lane. However, a nice young couple who had pulled up behind Nigel in one of those new fangled modern cars offered to help with a push, but only after complimenting us on our bravery in taking wonderful little old cars like ours (what make are they? he enquired) into such hostile terrain. Well, it worked, their combined weight got me going again, the problem being I daren't stop to thank them but Nigel assured me he did.

We were soon in Barlick and the place is worth a visit – open at weekends but only in steam every few weeks (www.bancroftmill.org.uk). The people there are friendly and keen to explain things, and do make everyone welcome.

Following a good look round and a bite of Snap (lunch to the uninitiated) we progressed on to the Keighley and Worth Valley Railway at Oxenhope Station, passing through the Wycoller Valley with its bleak but impressive scenery, through Wuthering Heights country, arriving safely for a well earned cuppa in the railway's dining car situated in the station siding. Off back home, it was down to Denholme and on to the busy main roads to Brighouse, Bradley and then the Black Bull, altogether around ninety miles.



In the Dining Car, L-R Gerald, John, Jack, Rob and Nigel

This really was a 'Grand Day Out' well organised by Gordon and Nigel. If there was a downside, and it didn't show, it's that only five of us (3 cars) bothered to join them. I hope this won't prevent the organising of other dos for our enjoyment.

Gloucester, Hereford and Worcester

John Pole

Our first visit of the year is a favourite and this one was no exception. The Coleford Carnival of Transport in the Forest of Dean has been held every Easter Monday for the last ten years. The centre of this small Gloucestershire town was closed to traffic, old vehicles were parked everywhere, the sun shone and to my great delight I wasn't parked by the public toilets, chip shop, pub or public address system. Bliss! However the day was not without its adventures.

Dave and I travelled in convoy to Coleford and just as we had arrived we heard the exhaust roar coming from a Prefect just entering the town. Eventually we found Brian Bedford with wife and dog and car. Unfortunately the Prefect's exhaust had separated from the manifold by neatly removing the raised portion of the manifold casting and falling away. Dave, being a man of infinite resource, came up with a solution involving a tin can and some wire. He then set about the business without delay. First empty can of drink, remove top and bottom to create tube, place tube inside top of exhaust and pull up exhaust until the 'tube' enters side of manifold. Use strong wire to hold exhaust clamp in position tight up against exhaust manifold. This whole process involved considerable dexterity on Dave's part and we were all very impressed.

A new member, Len Shorthouse, brought his 'time warp' 103E Popular to Coleford. This was its first real outing and we all wanted to admire it. He purchased it recently from eBay and drove it down to Ross from 'Up North' via the M42, M5 and M50. Apparently, while undertaking this epic journey, with a friend following for safety, some lorry drivers had difficulty in recognising his trafficators. It is a special car. It has its original and very good engine, and an original dashboard fitted Ford radio and oil bath air cleaner. I am sure that this latter item has in large part helped to preserve the engine. It is lovely to see such an old car in such excellent unrestored condition. Len has the history of his Popular and believes it was a 'showroom special' when first sold.

Also seen at Coleford was a beautifully sign written E494C 1954 van (photo 4) and another Popular, this time in light green (photo 5).

On our journey home we convoyed behind Brian. The repair worked well and prevented the loud exhaust roar but there was some leakage of gases and this did cause some fuel evaporation problems, but by stopping a few times good progress was made and Brian's party all got home safely. He has now fitted another manifold. Curiously exactly the same thing happened to me two years ago and I had to be rescued by the breakdown services, not arriving home until half past one in the morning, but that's another story.

Photo 1. Dave Prosser's E83W at Ludlow last year



Photo 2. Brian Bedford's E493A



Photo 3. Proud owner, Len Shorthouse standing on the left beside his black Popular RVC 734



Photo 4. ET Smith E494C



Photo 5. R Thornhill 103E



Essex Group

John Hull

On 1st May we had our first get-together at our new venue, The Huntsman and Hounds in Upminster. We will be meeting there on the first Tuesday of every month if any members would like to join us.

Dave and Wendy are in the process of moving house. Needless to say, the main consideration when looking at properties was garage accommodation for Dave's 103E! Dennis was very pleased that his Model Y passed its MOT with no trouble, as last year the new computerised system had trouble recognising this model of vehicle. John has fitted a new carburettor to his 103E, so hopefully it will be running better now. He was also lucky to be given an unwanted engine and gearbox, which had been gathering dust for years. Tony and Mick had a look at it for him and think that the engine can be rebuilt without too much trouble, so this is a great find.

Some of us have already attended our first show of the season at the Museum of Power in Maldon on Easter Sunday. This was a new venue for us and was very enjoyable, especially as the weather was glorious. There were some very interesting cars there, as well as various stalls. The museum was also open and we had a ride on their narrow-gauge steam train. The museum holds various events throughout the year and we will certainly visit again.

Our next show will be Enfield at the end of May and we are attending various shows throughout the summer. We also hope to have some runs out to country pubs for a meal and a drink. If anyone would like to join us, please get in touch.

North London

Robin & Jennie Thake

I read with interest in a previous magazine an article by Geoff Hammond and then a follow up by Mark Bradbury about the ignition system on our cars. My own experience of this system is that it is very reliable if maintained regularly but I found a problem a couple of years ago when I got the Anglia out for the first time; the car started okay and would tick over, but on trying to drive away the engine would stall.

My first thought was petrol but on investigation I found no fault with the fuel system so it was onto the ignition. Like all good classic car owners I had a spare distributor, and all was well for a few miles. Then the car stopped again and this time there was no spark so the car was towed home for further inspection. I checked the electrics and found a faulty condenser so I fitted a new one and again all was well. I took all the spare condensers to work to check on our capacitor checker and found the readings all over the place. So the moral is that I have now learnt not to buy secondhand condensers from autojumbles as they deteriorate with age after lying in boxes in

changing weather conditions. It is new spares, available from the club stores.

Our first show of the season was the Ford show at Whitewebbs museum where three cars from our group were invited. Richard Healey, John Brown (who managed to use his 100E by kind permission of Trevor!) and also our Anglia went along. While we were there we met up with Tim Brandon who had brought his very nicely restored Fordor; both Tim and myself managed to pick up a Highly Commended award.

The May Day Bank Holiday weekend saw a large number from the North London Group visit the Rushden Cavalcade in Northamptonshire. Clive Vierney took his Ford 8 to his first show and was dressed very smartly for the occasion. John and Marg took their 100E for a run before it goes on holiday to Bognor – thanks for the Windbreak, John! John Swade cranked up his original condition 100E and relaxed for the day along with Andy and Sara (100E) and us (EO4A). Richard and Shirley cheated a little and came along in his recently purchased Rover and we had a good chat with Peter and Peggy Trigg – old members who now have a Mk II Cortina. A very good day out was had by us all.



Above: North London group at Whitewebbs museum All Ford Day
Below: Tim Brandon's newly restored Fordor



Merseyside

Joe Wheatley

At the end of March I gave Freddy, my E493A, a thorough service and woke her up from her winter hibernation. Having done so it became apparent that all was not well as she was only running on three cylinders; removing number three plug lead made no difference at all. I borrowed a compression tester and found cylinder number one and two had 120psi, number four 90psi but number three struggled to make 50psi. Oil down the bore made no difference so the valves were suspect.

I decided to do the job properly and removed the engine so I could redo all the valves. On dismantling I found the exhaust valve on number three was very worn on one side and obviously had not been sealing for some time. Number four had been on the way too as it took over an hour to grind it in. Fortunately all the seats were fine so one new valve and all others cleaned and re-seated sorted things out. Thanks to Dave Broad for the loan of his engine crane, to Howard Buxton for the compression tester, valve spring compressor and bench grinder, and to my son Alex for holding various bolts and helping me to reinstall the engine, which I'm pleased to say started first time!

Can whomever I lent my valve spring compressor please give it back?

Monday 7 April (Bank Holiday) – Culcheth Community Day

This is our village fete with lots of charity stalls, brass band, small fairground and local societies promoting their activities. Though this clashed with the Llandudno festival of transport I had asked our Parish Council if this year they would like me to organise a small display of classic cars. This was enthusiastically taken up so I sent out a few emails and made a few phone calls. I got a number of individuals to agree to bring along their cars and Dave Jones of the St Helens Classic Car Association arranged for some of his members to attend.

Bernard, Frank and Dave Broad had represented us at Llandudno over the weekend. Dave has sold both his model As. This was not intentional as he really only wanted to sell his A Tudor, not the earlier Doctors Coupe complete with 'dickie' seat. However, receiving good offers for both has left him with only his 300E van, 1948 Chevrolet pick up, three bikes and half share in two Routemaster buses. I don't know what he will do with himself!

On the day, after weeks of good weather, the forecast was not at all good, the morning

starting dry but overcast. My son Alex, his friend Martin and myself took the club marquee onto the green at 9.30 to be quickly joined by Bernard and Frank. The marquee was up by 10.30 and my daughter and her boyfriend sat in the bus lay-by showing exhibitors where to access the green. Quite a family do!

We managed a display of 20 cars. Six Uprights (Freddy, Mike Brocklehurst (E493A), Chris Toombs (103E), Bill & Adriene Moore (103E), Ian & Sheila Sidebotham (103E – see below) and Ron Taylor (E83W)). Five 100Es (Frank Wells & Bernard Ellicott – both 100E Pops; Roy Barker & Carl Turner – both 107Es; Simon Rennie (100E Prefect)). The St Helens club brought a Series II Landrover, Gilbern Invader, Triumph TR3A and Spartan kit car. Chris Buxton and friends bought a Mk II Escort, Mk VI Cortina and Daimler Sovereign. The final two locally owned cars could not have been more different. A 1972 Fiat 500 and 2004 AC Cobra Replica with 4 litre V8!

Simon Rennie arrived in his 100E Prefect with a badly dented bonnet and some other dents on door and wing. He had heard a loud bang the previous evening followed by some youths running off. It seemed that they had taken kicks at the car while one jumped on the bonnet. Something similar happened to Chris Buxton last year while sat at traffic lights in Latchford in Warrington in his very tidy Mk II Escort. Four youths ran up, kicked in each door and ran off. The worst dents popped out of both vehicles but each still bears the scars. Has anybody else experienced such mindless vandalism to their car?

Ian & Sheila's 103E is a bit special as Ian has kitted it out to run on LPG gas! He has a 'donut' tank in the boot feeding a mixture control and gas feed from a Sierra. It requires some additional Nicad batteries to run the valves on start-up (the car is still six volt) and there were one or two other teething problems but it starts, runs and goes very well. I'll try to get Ian to put an article together for the technically minded. Is there anyone else out there with an LPG-powered Sidevalve?

Without my knowing the Parish Council had arranged to have a wooden shield made up to be presented to the car they appreciated most. This turned out to be Roy Barker's beautifully restored 107E, so he has another 'pot' to polish! I think everyone had a good time, especially as it stayed dry until it came to dismantle the marquee. We all got a bit damp getting it down but it did not spoil a very good day. Looks like we will have to do it again next year.

Sunday 22 April – National 'Drive it' Day

I was busy working on Freddy's engine so it was left to Frank Wells (100E Pop), Roy Barker (107E), Mike Brocklehurst (E493A), Bernard

Ellicott (100E Pop) and Ian Sidebotham (103E) to fly the FSOC flag in the northwest. They all met up at the John Gilbert pub opposite the parish church in Worsley and enjoyed a gentle trundle through the back roads to the East Lincs Road, down to Culcheth, over to the Warburton toll bridge into Lymm then over the M6 into Appleton Thorn. They all stopped at a friend of Ian's for a coffee and natter and then on to the Springbrook pub just outside Grapenhall for lunch. I'm right fed up I missed out!

Monday 14 May – Club Meeting - Bottle & Glass, Rainford.

An excellent turn out tonight with three E493As, one 100E, one E83W and a Chevrolet pickup parked in the car park. Regular members myself (E493A), Frank Wells (100E), Roy Barker, Mike Brocklehurst, Dave Broad (Chevy), Ron Taylor (E83W), Chris Toombs and Ian Sidebotham were joined by three couples new to our gathering. Peter and Sue Tinsley had driven over from St Asaph in North Wales in their E493A, sensibly arriving early enough for dinner. Peter had brought his 7W to several shows last year but this was the first time I'd seen his Prefect. Dave and Sue Rothwell had also driven over in a black E493A, this time from Southport, also in time for a meal. We had met Dave at Woodvale last year when he put his E83W pick up on our stand. However these are not his only Sidevalves! He also has two E494C vans, a 300E and a 100E Prefect. (How many more for a full set?) He has owned lots of other Sidevalves as well as other cars including a 1938 Standard Flying Nine with 4500 miles on the clock, original tyres, paint, interior etc. Alan and Karen Hughes from Aspell, near Wigan, appear to be long term car enthusiasts, having a Beetle apiece and Alan having a passion for Porsche 928s. They have just bought an E493A (another one!) from a farmer. Having been stored outside for twenty years it is a brave restoration but they hope to have her on the road this year. I do hope so as, at this rate, E493As will outnumber every other Sidevalve up here!

Many thanks to all for attending and making a very enjoyable evening. How many other members out there would enjoy meeting other enthusiasts? Please come along. The food ain't bad either!

A list of our North West events is shown below. If you are interested in attending any of them please contact me ASAP.

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

Sat 9 June: FSOC AGM in Peterborough.

Continued on page 13

Cambridgeshire

Brian Cranswick

Wanted! your Sidevalve for our club stands. Please contact me if you can bring your Sidevalve or 107E to any of the local events. This can be a great way of picking up very useful information and tips for your restoration.

Pat's E83W

Pat Swan has been busy fitting a fully reconditioned steering box to his beautifully sign written blue and cream E83W butchers van, in readiness for the MOT. He will be driving this to the AGM at Orton Hall Hotel, which will make a great picture for the planned photo shoot.

Ollie the 103E Update

OLH 20, my Upright Pop, has been taken to a local bodyshop in Whittlesey, where Steve and Terry have been completing a full window out respray. I have been checking on the progress made almost every other day. I just hope they have not got fed up with me keeping a close eye on things!

Terry helps Steve with preparation, which is the job I know takes up most of the time. Terry has over 30 years motor trade experience and now works just part time in his retirement, helping Steve. He has owned a Model Y in the past and in fact has a full set of new 4.50 x 17 tyres and tubes in his loft. I have suggested that he advertises these in the magazine.

I really am looking forward to seeing the end result. I originally had Ollie resprayed over 23 years ago; Pops at that time were not worth much money and the work carried out was not that brilliant in places, although from a distance it looked pretty good and I have had comments stating you don't need a respray! But I know of all the little faults. It will be great to have all new paintwork complemented with new rubbers and trim. I have had the bonnet strip and the original door mirror rechromed; door handles have previously been replaced (over 10 years ago) with the reproduction items sourced from the club. Also the rear number plate light has been stripped apart and restored with a new moulded plastic bottom section taken from a shampoo bottle, which is thanks to Andy, one of my neighbours. Andy has a 103E engine in his garage which is waiting to be reassembled. This belongs to a friend of his who has a Pop in a state of long term restoration – hopefully a new future member.

No more to report at this time, just look out for a very shiny black 103E!



Pre-War Register

Yvon Precieux

01475 529267
6pm-9pm

Registrar's Comments

It's a fleeting glimpse but I'm sure that the latest Marks and Spencer advert, with Twiggy and co, has her and the other models travelling in a Sidevalve Ford 100E. Maybe someone out there can confirm this with our 100E registrar with full details for the next mag?

My C van alas failed the MOT in April, the problem being the bushes on the nearside pear shaped Armstrong shocks, front and rear. My local garage – Waterside Motors, some four miles down the road in Largs – gave me time enough to rebush the two suspect units and I now have the MOT certificate for CKE 188. One of the problems with the van is the fact that the MOT and tax come in at the same time, which, when the weather has been wet and windy until recently (I'm writing this in April) left little time to give it a good check over. The van is now operating on a SORN for the next month or so before it is taxed, so that next time, should I need to do some work on the vehicle, I have sufficient time to obtain the tax should unavoidable time consuming repairs be required. I had to adapt more modern bushes that I had in stock as spares, and here I found the easiest method was to grind off the large end of the pin, push on the new bush and – via my large vice – press this and the pin into the aperture of the Armstrong shock. A washer was then affixed to the end, carefully spot welded so as not to burn the rubber, and then fully tightened up. I would always recommend the proper equipment and parts, but as with all cars of this age sometimes a little bit of Heath Robinson properly done works wonders. You live and learn with these old timers.

Correspondence

For Scotland, FSOC members can be quite distant from each other although I understand from Jennie, our membership secretary, that a further FSOC member now resides in Wemyss Bay besides myself. Pre-war-wise I do not appear to have had much feedback or copy for the register lately. I certainly would continue to ask for details of your vehicle(s), especially chassis numbers and Briggs body numbers, as this assists in my identifying fraudulent vehicles and keeps the pre-war vehicle register records up to date. Think about it – when did you last update your vehicle details to the registrars? I would suggest that in most cases it was when you initially joined the FSOC, which for some was a long, long time ago. I have a number of 7Y entries where I have the

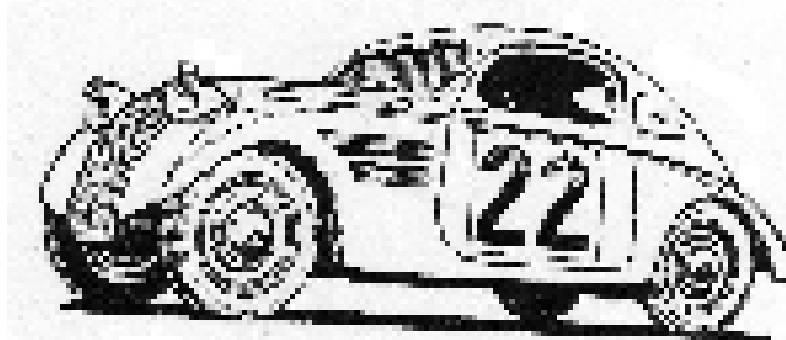


Illustration 1

registration number but no detail of the chassis. The chassis and Briggs body information helps me and other registrars to keep tabs on the number of Sidevalves on and off the road. It doesn't take much time to check your documents or even your vehicle and put pen to paper with these details. If you wish to provide more history, or even a note about your efforts in the restoration and in bringing the vehicle back on the road, all the better. It is your *Sidevalve News*; I'm only here to advise, assist and give you some extra reading.

New Members

Welcome to Donald Smith, Wrexham and David Perks, Stourbridge, each with a Model Y and Geoffrey Martin from Guildford with his Model 7Y.

That Other Popular

The Skoda Popular appeared in the early thirties. Skoda models even then were technologically superior to our own products, with better streamlined bodywork and suspension. To cater for swing half axles, the chassis was manufactured as a backbone frame, forked at the front. In 1935 Skoda produced three aluminium and aerodynamically bodied cars with the engine similar to our Sidevalve units, being tuned for the Czech 1000 mile run. The cars were able to exceed 75mph and a number of vehicles were entered for the 1937 Monte Carlo rally, other international events and even a round the world trip. For the production sporting models, not surprisingly the name was soon changed to Rapid, although with the Monte Carlo successes under their belts, the name Popular was still retained with cars identified as the Popular 1000MC and Rapid MC. (Illustration 1: note the 7Y type grille.)

The Missing German Model

When Adolf Hitler became Chancellor in 1933, the aftermath of the Depression was exploited to the need for foreign companies to manufacture the greater percentage of their products from German materials. The Ford

factory at Cologne (Ford AG) in the long term was intended to be a fully fledged manufacturing source for Europe and the German domestic market, but at the time was seen by the authorities as an assembly company that imported foreign parts and was damaging to the German economy. The now few foreign car firms still remaining, such as Ford and Opel, were much alarmed at the punitive taxes to be formally levied on imported foreign products. In an endeavour to circumvent the challenges this posed, Ford AG frantically put into action a plan to convert the assembly plant to manufacturing with V Y Talberg, a Swede and naturalised American in charge of supplying the engines and major mechanicals via home source. This was still not satisfactory and it was only with the eventual placing of vehicle body making with Ambi-Budd, the Berlin based pressed steel body company (see last issue) and the outsourcing of sports bodies to coachbuilders (on similar lines to the methods employed in Britain with Briggs bodies and dealerships) that the all important certificate of German origin was at last received and Ford could continue trading without the need for punitive taxes. This Teutonic nationalistic approach was successful only because German designers had already moved, earlier than in Britain, into fields which foreshadowed modern cars such as all-steel bodies, unitary construction, independent suspension for mass production, workable front wheel drive and rear engine popular cars.

It was not that Britain had confined its engineering know-how and its capacity to expand in this area of modern technology, but that continuing British bureaucracy, poor infrastructure (roads etc.) and downright aloofness by the powers that be within the industry to the influx of new design and technological skills – that applied not just to Europe but also to America – stifled progress in the motoring field.

The first autobahn, in 1936, gave provision for speeds of up to 87mph and hence there were no restraints in progressing with these new and exciting technologies. Cologne flourished to such an extent that in 1939 an assembly

Pre-War Register contd . . .

plant was established in Berlin-Johannisthal to relieve the Cologne facilities, although this is believed to have been principally for military purposes. Initially the Model Y and C range were still recognisable against their British counterparts, but from 1933 Germanic and European influences both in the mechanics and styling started to be more distinct, although it is with the Model C that the more modern advances in a small Ford product can be seen. Besides the body builder Ambi-Budd, bodies were made on the Y and C chassis by Drauz of Heilbronn, Glaser of Dresden, Traut and Karl Deutsch. Deutsch supplied bodies for Citroen and Hoch.

There was also another German car and bodybuilding company on which little has been published over here, Stoewer-Werke of Stettin, who in the thirties coach-built elegant sports models of the small Sidevalve Ford. The Stoewer firm originated in 1899 in the city of Stettin and, similarly to many British fledgling coachbuilders of that era, started out in the luxury limousine car market. Their cars extended into massive beasts, using surplus aircraft engines after the First World War. Against foreign and home competition in the luxury market, the family company of Stoewer survived only by the determination of Bernhard Stoewer in sports proving his cars, participating with much success in long distance Alpine and endurance runs on Nurburgring.

Such was the reputation of the family run company that the costly manufacture of the luxury 5 litre model was partly underwritten by the city of Stettin and State of Prussia. From 1928-31, the firm's prime prestige contender was the G15 Gigant. Originally on a 134" wheelbase it was shortened to 128". The Gigant eventually became the Repraesentant, the wheelbase being stretched to 138" with the engine a full 4,900cc capable of 100mph. In open top form the speed was a good 20mph less at 80mph. The Stoewer trademark was detail in the finish of their products, especially the exhaustive hand construction and polish. This quality could not stop the decline in the luxury car market and eventually the Depression obliged the company to extend itself into building bodies for the small car market, such as Ford, and by 1936 the balance sheets were in the red.

Ford had earlier considered purchasing the whole of the Stoewer company at the time when it was necessary to induce a more German content into its manufacturing and body division. The Stoewer company had designed and built a particularly attractive two seater roadster for both Ford and other German car manufacturers such as Mercedes-Benz etc. These designs had gone down well with the sporting fraternity and the cars had competed successfully in a number of sporting events. Richard Bussien, chief technician and designer of the cabriolet bodies was sent to assess the company and found Stoewer's body

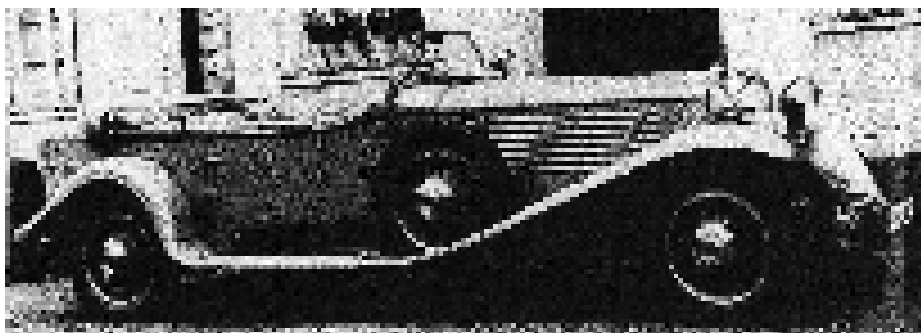


Illustration 2: 'Repraesentant' Stoewer with 5 litre 8 cylinder engine producing 100hp

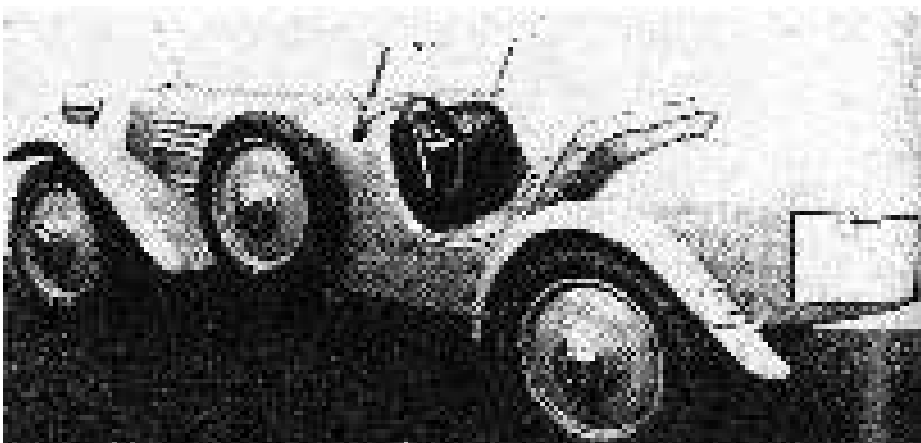


Illustration 3: Type V5 Stoewer with V4 25hp engine and front-wheel drive



Illustration 4

building arrangements too slow, and body building too antiquated to take any increase in expansion. He also found the build quality not up to the desired requirements and standards of Ford and although an order for 400 bodies had been placed, half the order – 200 – eventually ended up with Hebmuller and Sohne of Wuppertal to complete. From my translation of a German transcript it would seem that the Ford Motor Company made it quite clear to the Stoewer family that they were in no mood to act as a welfare association for the Stoewer company and the concern went the way of most great pioneering automobile makers to just history.

If the purchase of the company had gone ahead, maybe Ambi-Budd and some of the other body builders would not have been required and the authorities may have determined such purchase to be fully

satisfactory in identifying Ford AG as a fully German manufacturer.

The larger Stoewer products for the 1930s are identified in illustrations 2 and 3, and their small sports Ford model identified in the hazy illustration 4. (Note the two rows of louvres along the bonnet and the 38 louvres on the door sill. This model differs slightly to their earlier type, cosmetically with regard to the bonnet panels.) A German coachbuilt design could be built on many chassis, similarly as in Britain, with companies such as Stoewer, Glaser, BMW, Hanza, Mercedes-Benz and Ford AG sharing the same body style/s. More detail on this is earmarked for the next issue as I am running out of space. Detail and history of the Stoewer company is credited to Jerrold Sloniger and Hans-Heinrich von Fersen from their book published in 1965, *German High Performance Cars 1894-1965*.

Specials Register

Rob Daniels

MOT

One possible problem that we may encounter with owning an old car is the annual visit to the MOT station, especially when visiting the chosen station for the first time. Will they know their way around an old Ford? Do they know that there is supposed to be that much play in the wheel bearings and king pins?

This is a situation that I had to encounter in March, as our usual MOT station was closed down last year and the building reduced to a pile of rubble to make way for some new houses. Another station was needed and after some thought I decided to ask the owner of an Austin Ten dealership and restorer in one of the local villages. He recommended the garage around the corner from him and said that they had done hundreds of cars for him over the years. A date was booked and the Shirley trundled out of the garage for the first time since November. Twenty minutes before I was to leave I thought it best to check the lights and brakes etc. Result – lack of hand brake and of course the brake lights weren't working.

Four rebuilds of the brake light switch and I was now late for the test. A quick tweak on the rear brake adjusters and I was off down the road through the town in the rush hour. I was 30 minutes late for the MOT and explained that I had had to rebuild the bl**dy brake light switch four times before it would work correctly. On with the test and a thorough test it was; he only failed the car on having white bulbs in the front indicators. This was remedied by the tester with some orange bulbs he had in the stores and the car was passed. And he never did check the brake lights after all my panic. Very pleased with the tester's attitude towards the Shirley; I will definitely be going back there next year.

The Rochdale is up for its MOT in June but the old girl is looking very tired and I probably won't be MOTing her for a few years until I can get her up to a reasonable state of repair again. The picture below was taken by



its second owner in Dulwich Park in London in 1961, the year I was born!

Correspondence

This month's emails have been few and far between, especially those containing pictures of a high enough resolution that are suitable for publication.

This first one is from Simon Ambrose, nephew of Derek Buckler. The car at top right is a homebuilt special from presumably Australia, where Simon works for certain periods of the year.

I have had a number of pictures sent from Ashley owners. The very nice 1172 below belongs to Francesco Archerie in Italy and he was asking about a new diff and rear lights. The rear lights for Ashley 1172s were sourced from the Roots parts bin and were used on cars such as the Hillman Minx Series 1-3, Sunbeam



Rapier Series 1 and the Reliant Regal, which used them until around 1970.

Patrice had also emailed me from France after the Falcon Story was published in the last edition of *Sidevalve News*, asking me to tell him if his car was a Falcon Mk1 or an Ashley 750. The answer to this question is 'I don't know'. The Ashley was available for both the 6'3" and 6'9" wheelbase Austin Seven chassis until December 1956 and then only for the 6'9" after this date until around 1960, while the Falcon was available for the



Specials Register contd ...

6'3" wheelbase Austin Seven from January 1957 until 1960 ish. There is no sure fire way to tell the difference as both the short wheelbase shells came from the same mould, unless of course you have the original bill of sale. The hardtop with gullwing doors was only available for a short time and this was definitely an Ashley product, as were all the 6'9" shells.

Just to make things even more complicated, Patrice's shell has the advantage of being lengthened to fit onto a Ford 7'6" chassis, so identification is impossible, but it does go a lot faster than an Austin.



The Ashley Sportiva at top right started life as a saloon and has been doing the rounds for a number of years before finally being put back on the road by Mark Jayes at Classic Car Co. If the new owner is reading this, could they please contact me.

Shows

The Shirley has been out to a couple of shows so far and two jobs needed doing before I could use her with some safety. One was to fit

a check strap to the front of the rear hinged bonnet, as this was only latched down by a single Upright Anglia bonnet latch and with all the vibration the body gets, I had visions of the whole front of the car flying at me while driving over some bumpy road surface. The other was to fit a Panhard to the front axle as the car felt really dangerous, swaying from side to side worse than any other Sidevalve I had driven before. The Panhard rod has totally transformed the handling and it should be a lot more manageable on the roads this year. One job to be done in the next few weeks is to convert the front to telescopic dampers with the help of a Raymond Mays kit. That will be the front and rear axles and suspension sorted, so the next job is to strip, clean and tune my spare engine and fit this together with a close ratio gearbox.

The shows attended so far have been the local meet at the Griffin where we now have our monthly meetings. This meet gets around 150 cars of different types there in the summer and they meet every other Tuesday. This is a big improvement on the other three venues where we have met over the 25 years (blimey, is it that long?) I have been a member where I think the most cars we ever had in the car park was around a dozen. One point to bear in mind if you're coming to the Coventry Group meetings from April–September is that we meet from between 6.30 and 7.00 and we leave around dusk.

The other show was the Kit Car show at Stoneleigh where the Shirley was the oldest car and the only Ford Sidevalve there. I was pleased to finally meet Patrice Watinne who



bought my Falcon Mk2 from me last year. I also had a visit from a gentleman who had built a Shirley around 1956. Hopefully he will send me some pictures and I will publish them here if he does.

And finally ...

If you only take your special to one show this year, make sure it's the Historic Specials Day at the Cotswold Wildlife Park on August 12th. See you there.

Merseyside News

Continued from page 8

Sun 17 June: TVVCCC – Ashton Under Lyne 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: Blackpool Vehicle Preservation Group.

Sun 2 September: West Lincs 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.)

E83W Register

Yvon Precieux

01475 529267
6pm-9pm

Registrar's Comments

Amazingly I'm still here, although what I thought was a temporary post is becoming, as I progress onto the next issue, more permanent than I thought or expected. Maybe at the AGM someone might want to volunteer? It really is relatively easy as the previous registrars have been so extremely efficient in the paperwork and information on these very versatile small Fords that the detailed information on each vehicle makes for some interesting copy. Earlier, with the thought of running out of my own but limited E83W information, I have been able to borrow just one of these full E83W record books from Shirley. I will be detailing some of the vehicles but in the meantime I trust the member who telephoned here at Cliff Lodge (sorry I misplaced your name) has purchased the E83W flatbed truck and that my assistance was helpful. From the detail supplied over the phone it sounded as if the vehicle which requires a paint restoration is in good nick.

New Members

Welcome to Raymond Bush, Penrith; Brian Cordery, Pulborough; Christopher Joyce, East Sussex; and Wayne Lee of Essex – new members with E83Ws. Again I would ask if all of you could drop me a line detailing the history and confirming detail of your vehicles. The internet seems to be a good medium for acquiring these versatile vehicles. Considering the fact that all were usually hard worked, the register has a surprisingly large number of surviving vehicles.

Custom Vehicles

Checking the archives I located this unusual E83W Thames van (photo 1). It is painted green and as one can see from the photo it is much wider than the standard Ford body. Note the rear spats and the interesting registration plate. Maybe in its life it was one of those stage removal trucks? ACT 4, the original plate was unable to be used on the vehicle from the detail supplied and the last owner is noted as living in Leicestershire. The chassis number is C678001.

From Overseas

From the detail supplied, Bruce Cliff was the owner of this grey primed van (photo 2). Hailing from Cayley, Alberta in Canada it was being restored when purchased in 1988. The mechanicals, i.e. the engine, transmission and

differential appear to have been fitted from various General Motors vehicles so it's a bit of a hybrid, but still the Ford product shines through. The van was purchased via an advertisement and history details three owners, one of which cut the interior out with the idea of making the vehicle into a Hot Rod. Fortunately the exterior was left alone and the van was being restored to near enough the original body spec.

Shooting Brake

Alas no photo, but Colin Morley is identified as the last owner of the shooting brake registered GEA 380. The E83W was a prize winning vehicle and anyone at the Crystal Palace show in 1996 probably would have seen this and other Sidevalve Fords – unless like Kevin Burke, myself and the rest of the South London group, you were in the beer tent, which on a hot summer's day was one of the most popular areas for intoxicating conversation.

Another Coach Built Model

This maroon and cream – although it looks definitely post office red and cream to me – van with black wings was purchased in 1998 by Nick Blackburn (Bluebell Railway) (photo 3). The wooden body was built by British Railways and hopefully is still very much alive and kicking around the byways of West Sussex. Its history relates to being a parcel delivery vehicle, its base being Euston station. That was the time before the modern – well, maybe not that modern – current building was erected. It was found by its second owner in a henhouse, which seemed once upon a time the place where all old cars ended up. It was



Photo 1



Photo 2

rebuilt to original specification by the then owner until purchased as a publicity vehicle for the Bluebell Railway.



Photo 3



June 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).....	£16.00
100E – 2061 – A	Wheel cylinder pre 57 right hand side (exchange £10 surcharge *).....	£22.00
100E – 2061 – B	Wheel cylinder 1957 onwards right hand side	£12.50
100E – 2062 – A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *)	£22.00
100E – 2062 – B	Wheel cylinder 1957 onwards left hand side	£12.50
100E – 2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A – 2078	Hydraulic flexi hose	£13.25
100E – 2140	Master cylinder	£72.00
E66 – Z – 1	Master cylinder repair kit.....	£8.50
100E – 2207 – B	Dust cover wheel cylinder	£0.90

Rear Brakes

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

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/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
	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

	Emergency Breakdown Kit (round type distributor only)	£42.50
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	£2.85

Electrical

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

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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	

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	(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 Gasket Kit.....	£7.95
	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) (E493A Prefect only)	£4.00
YE – 13081	Spring (front sidelight socket 1934 onwards except E493A).....	£0.60
CE – 13101	Spring (headlamp focusing).....	£0.65
E493A-13111	E493A Headlamp Lens Rim Outer (E493A Prefect only) ...	£7.75
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£19.50
103E – 13408B	103E Plate (Rear Lamp Base), please specify nearside / offside.....	£21.25
103E – 13408B	103E Plate (Rear Lamp Base) (pair).....	£41.50
103E – 13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.60
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.95
	103E Complete Rear Lamp Unit including bulb (pair).....	£82.00
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
E83W – 111172	Opening windscreen rubber for E83W	£18.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....	£0.60
48-702610A	Door post rubber bumper (one per door post 1937 onwards)	£2.39
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.15
100E – 7043531	Boot T Handle Escutcheon rubber seal	£3.95
62E – 731942	E83W Door Rubber seal (enough for both doors).....	£13.75
7W – 940502	Opening windscreen rubber for Prefect and 5cwt van	£15.50
7Y – 940502-B	Front screen rubber for 103E/E494A/E04A	£13.25
7W – 941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards£2.75	
7W – 970700	Roof weatherstrip (per foot) All models except Y and C.....	£1.99
103E – 7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£14.25

Miscellaneous Body Fittings

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

Pop Shopper

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Post-War Upright for Sale

E494A Anglia, 1947 unfinished project, £750, also engines and different parts for sale for pops. Telephone Mr Randall 01604 830722, 07903 583476 Northants.

100E/107E for Sale

107E in excellent condition. Fully restored and road registered. Best Offer. Telephone Mike Di Vincenzo 61 419 320 805 Melbourne, Australia. Email mike.di.vincenzo@team.telstra.com

1959, 100E, good runner, owned 21 years, good condition, taxed, tested till August 2007. Will retest. Ill health forces sale. £1200. Telephone Dave May 01733 310703 Peterborough, Cambs, email davemay@lineone.net

Wanted

Looking for a grill trim for an E04A Anglia and also the little trim that fits on top of the grill. Cash waiting and will travel if needed. Telephone John Gumble 01992 632486 or 07949 248537 n/London-Hertfordshire. Email john@gumble.freemove.co.uk

Looking to buy 100E 1960 (having owned one from 1963-1970). Telephone Keith Ward 01993 891402 Stonesfield. Email wardkwr@aol.com

Looking for a boot lid for an Upright Popular 103E model. The more rust free the better. Cash waiting, will travel for a nice one. Telephone John Gumble 01992 632486 Hertfordshire. Email john@gumble.freemove.co.uk

Wanted 107E in good condition, taxed and tested. Email Thomas Mulholland ymulholland@hotmail.com

Looking for the steering house of a Ford Prefect from 1950. Telephone Jenne 0031 654 968403, Hilversum, Holland. Email jenne1@chello.nl

103E, 1954, Popular, Tudor or other make of hand operated pump for windscreen washer urgently needed. Telephone Thomas Paine 0121-353-5873. Midlands.

Driver's door window regulator for a 107E, which will be the same as a 4 door 100E. Please can you help me find one? Telephone Roger 01603 270700. Email thechases@btinternet.com

Upright Export water pump pulley or complete unit, also front and rear axles. Telephone Geoff 02476 334201 Coventry. Email hammond.geoff@talktalk.net

100E bonnet front wings, front panel lights and grill, distance no problem, must be fair to good condition. Telephone Mike 01446 721432 South Wales

Spares for Sales

Engine + Gearbox, Front & Rear Axles, Recon Rad & Very Good Petrol Tank & 3 boxes full of odds and ends from stripped car. Front & back seats (bit scruffy), 4 17" wheels and tyres (not sure of condition of tyres but would do for mock up). Would like to sell as a job lot – £250.00. Please contact G. Brown 01634 727865 or 07760451184 (Kent).

List available of 'everyday' 100E spares, I no longer require. Also the 4 original 1958 road wheels with x-ply tyres, covered 7,000 miles. Telephone Liz & David Bonner 0191 455 2463 Tyneside, North East England. Email liz@dollydomain.com

53 Prefect. Pair rear lights complete. Minimal paint abrasion. Lenses excellent condition. Original rubber gaskets & all bulb holders. Dry stored since 1973. £40. Telephone Anne

Cocking 01909 480327 Cambridgeshire. Email anne.cocking@btinternet.com

53 Prefect. Rear axle complete, springs, brake lines, original wheels. brakes free, shoes included. Diff complete. No leaks, no visible cracks, surface rust. £300. Telephone Anne Cocking 01909 480327 Cambridgeshire. Email anne.cocking@btinternet.com

Solex carb numbered LE14-330E13. It looks brand new. If interested please ring 01903-263468 (Worthing area). Email crunchmoon@hotmail.co.uk

103E Spares

- 2 x bumpers £10 pair
- 2 x engines £150 each
- 1 x prop shaft £10
- 1 oil filler tube £10
- 3 x fan blades £2 each
- 2 x road wheels £20 pair
- 1 x twin carb manifold £20
- 3 x petrol pumps £5 each

Telephone Mick Dawes 01509 621033 Leicestershire. Email mike@marubicon.co.uk

Miscellaneous

2x Genuine Ford Instruction books for the Prefect 1953 onwards. One is in very good order for its age; the other is iffy with pages needing care to separate but all there. Also there is a rare 'Schedule of Maximum Repair Charges' for Anglia, Prefect, Escort and Squire 1953 onwards. The book is dated 1957 and says to destroy previous copy immediately, so probably not many about. Any use to any one? I'm not a dealer, I'm clearing out old stuff from my Dad's business, and trying to find these books a good home while maybe getting my Dad a couple of quid towards his restoration of my old TR7. Telephone Richard Wells 7899960383 Surrey. Email richard@mackinlay.demon.co.uk

Assistance required with the renovation of a 100E sports car, currently dis-assembled but complete, would suit experienced re-builder with spare capacity. Suitable rate to be negotiated. Telephone Richard Shirley 0207 837 3535 or 07799772262 E-mail richardshirley@hotmail.com.



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:

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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.

The eBay Camper

Jim Norman and Martyn Babb

The eBay camper mentioned on page 21 of the last issue was built by Martyn Babb, one time Essex local group area organiser, and his report on both it and his Squire, with which he used to tow it, appeared in the October 1984 *Sidevalve News* (reproduced below). It did sell, although I don't know to whom.

The Squire

Martyn Babb

'The Squire joined our family with nearly 100,000 miles on the clock, a seized engine, and a rusted body; £10.00 paid gave us ownership and prevented that short trip by crane into the crusher. That was eight years ago. Since then, the Squire has done another 80,000 in daily use, and is again beginning to get a bit tired, and before too long I shall have to do the works again.

I had not tackled such a 'basket case' previously, and I sometimes wondered if I were being sensible in my aims, as I found more and more rust. Eventually I got the bodywork up to a reasonable standard, but I know what the paint work covers, and on the next rebuild, having gained more experience, I hope to do it better. Despite that, the Squire looked pretty good. My choice of colour was non-standard; the original was a horrible green. Instead my railway interests influenced my hand and the Squire ended up in chocolate and cream, setting off the varnished wood well.

The interior required completely re-upholstering. Again the decision to use the car daily, and the importance of a bit of comfort played a hand. With a couple of decent recliners being fitted in the front, although the back seat remains almost standard. Carpet was fitted throughout and a dashboard in the style of the original was crafted in turned

aluminium. A tool kit was laid out in a flock-coated space under the rear floor, and the stereo radio and tape player were also tucked away out of sight. The aerial for the radio was frenched into a little tube mounted just to the rear of the driver's door, this being the only body modification, apart from bonnet louvres.

Fitting louvres in the bonnet proved a practical and worthwhile modification. They proved their worth on more than one occasion. I remember one carnival procession on a hot July day when 12 Sidevalves began the procession, and all, except the Squire, fell by the wayside with overheating problems. We discussed this and came to the conclusion that it had been the louvres that made the difference.

I chose to louver the bonnet because I decided to modify the engine. I definitely did not want to fit an OHV. That would have been too easy! And every modified 100E seems to be fitted with one. Instead I collected a big pile of tuning bits, and I have yet to fit some of them. Being into drag racing, the supercharger takes pride of place, but this will not now be fitted until the impending rebuild is completed. The four speed gearbox I feel has been invaluable, helping with petrol consumption and the Squire's ability to tow (more of which later). Other mods include disc brakes at the front, a 105E rear axle, four branch manifold, a cam to my own spec, various aquaplane bits, electric wipers – I can't remember everything. What I have tried to do is to keep the Squire looking reasonably stock, not to modify it in such a way that I cannot return it to original when I choose to, yet have a reliable, quick and different car for today's motoring. It certainly gets its share of attention, and I guess is fairly well known in Essex.

The Squire has a hard life. It receives no special treatment because of age. Perhaps it even has to do more than many modern cars. We toured Wales last year, and ran down to Devon for five weekends, a 700 mile trip on each occasion. Although used each day, it is at the weekends the car has to work. We attend some shows, often taking our



'accommodation' with us. This was made from the remains of two 300Es joined back to back, to provide a matching mini-camper. The trailer offers space for two to sleep, plus storage for cooking facilities, blankets, and a tent for the two boys to sleep in. When we go camping, we have a convoy all on our own.

The Squire is part of the family. My wife Lorraine and I have put a lot of effort into the car, without a great deal of cost. The Squire has paid for itself over and over again. Our two boys are as attached to it as we are, and we are certain we shall never part with it, even if other things come along to take its place for a while.

From Sidevalve News, October 1984

The Berkeley Hunt

Meeting of the Berkeley Hunt (probably) in Alveston, late 1950s-early 1960s, outside the Ship Hotel on the Green.

In the foreground a 100E and 3 Uprights on the left, the nearest being a two-door with running boards, thus pre-war.

This is about half a mile from home.

Have you seen the *Where's Wally* books? He's in there somewhere!

Also pictured: an Austin Cambridge, mk 2 Zephyr or Consul.



100E & 107E Register

Tony Lloyd

Following on from the four speed conversion described in the last issue, another way to give your 100E an extra gear is to fit an overdrive unit to the gearbox.

There were a couple of different versions that came onto the market during the years when the 100E was in production. The Murray overdrive was one such device. This I think was operated by an extra gear lever that poked through the transmission tunnel behind the normal gear lever. Another was the Handa overdrive which was operated by engine vacuum. I do not know if this operated faster when the engine was idling! Both items bolted onto the rear of the normal 100E gearbox.

Fitting an overdrive would in theory give six forward speeds. The main advantage, however, would be for overdrive second gear and overdrive top, and should result in better fuel consumption and less engine wear. The disadvantage is the slowness of operation, especially when going from normal second gear to overdrive second gear where any advantage in acceleration would be lost during the change.

In February 1955 *Autocar* magazine published an article that tested the Handa version of the overdrive fitted to a 100E Anglia.

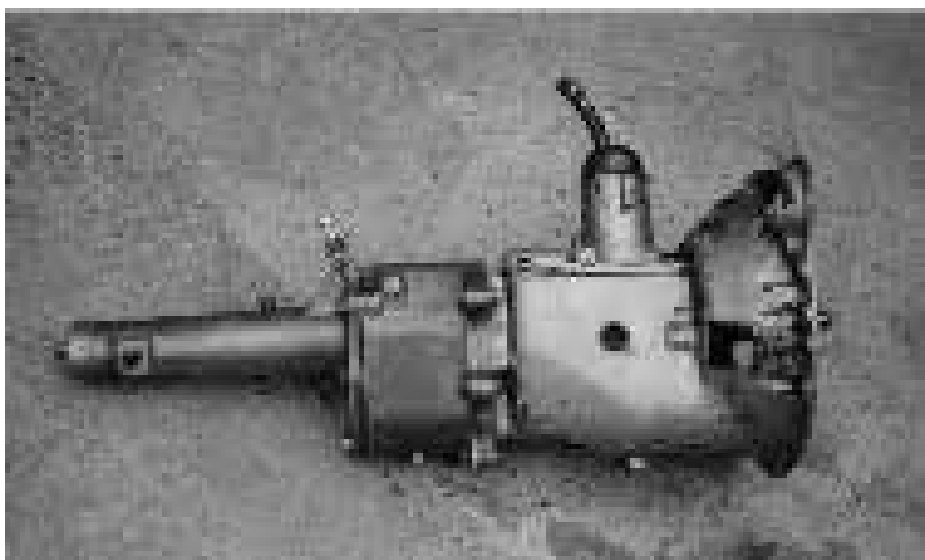
The first test that *Autocar* gave the device was one which would be normal driving for most people of the time. Partly main roads, small town residential roads, and smaller country roads. The car was driven quietly and never exceeded 40mph. With the normal car the resulting fuel consumption was 38.4mpg. With the overdrive fitted car the result was 41.2mpg – an increase of 2.9 mpg.

Another test used to try the overdrive unit was a high speed test carried on a level moorland road in the West Country. This route was almost exactly 40 miles long out and back. Again the normal ratios were tested first, cruising at 60mph, testing maximum speed on two straights. The result was an average speed of 53mph and the maximum speed was an indicated 75mph. Fuel consumption was adversely affected at 26.7mpg. With the overdrive, fuel consumption was 33.7mpg – a gain of 7 mpg. The maximum speed was again an indicated 75mph.

Why, you may ask, was the maximum speed much the same for normal top and overdrive top? For the 100E to reach 75mph in normal top the engine speed would be pretty well 5000rpm. This engine speed in overdrive top would in theory be something like 99mph, but in practice the 100E would never ever



Above: Handa overdrive
Below: Murray overdrive



reach this speed. As any school boy who knows his physics would tell you, air resistance increases with speed and the maximum speed is reached when the forces balance out. In this case that is when the power, or force, supplied by the engine equals the forces trying to slow the car down i.e. the air resistance and friction of the moving parts. The advantage of travelling at 75mph in overdrive top is that the engine is turning a lot slower at 4000rpm and is less stressed. This should in turn increase engine life and lower fuel consumption.

On a long distance journey from London to Penzance in Cornwall and cruising at 60 mph, fuel consumption figures of 35.5mpg outward bound and 37mpg for the return journey were obtained. There is no doubt in the tester's mind that for long journeys the overdrive comes into its own.

The tester does report that apart from better acceleration between 40 and 50mph in overdrive second, the device does not improve the performance of the 100E. It does however make it more 'effortless and economical' and it was obvious to the tester that the longer the journey and the higher the speed, the 'greater the value of the overdrive'.

So there are two ways to give the 100E an extra gear: the four speed gearbox conversion or the overdrive unit. Which would be the better for normal everyday driving? Not having experienced either method I do not feel qualified to comment but I am sure that there are 100E owners in the club that are. Either they have a four speed gearbox fitted, or an overdrive unit, or have experienced both. Perhaps somebody could let the rest of us know how either method works in practice.

Anglia & Pop Register

Andy Main

Summer motoring is on the way, which always means an increase in petrol prices. My local supermarket printed on the back of the bill an offer for 3p off per litre on fuel at their pumps for a week. On the first day of the offer they increased fuel by 1p a litre. Am I a grumpy 50+ or just cynical?

Professions, trade, hobby and interest groups use terminology, which is common to them, but to those outside these organisations it may be unheard of or rarely heard or used. Those in the motoring profession or enthusiasts would have been aware of 'carbon' and for those with old vehicles a de-coke may also spring to mind. Then from the spin department came carbon credits, and now hardly a day goes by without news reports which include the latest terminology, 'one's carbon footprint'. Perhaps one day we will all be tagged and our daily 'carbon footprint' monitored and 'carbon credits' billed monthly?

Police Prefect

JVJ 821 was licenced on 9th October 1952 to Herefordshire County Constabulary, the registration book being signed by the Chief Constable Mr Freeman Newton. It would be interesting to know in which division the Prefect was used by HCC until purchased by Thomas Pittaway on 22nd December 1956 from Crosshands Inn, Teddington, Tewkesbury. He only kept the Prefect for less than four months, the next owner being George Leach from Whitehill, near Stroud, Gloucester who purchased it on 6th April 1957 and kept it for 13½ years.

On 9th September 1970 JVJ 821 was sold to Raymond Bird from Ripple, Tewkesbury. It was later sold to Casey's Garage on the Ledbury to Malvern Road and sold by them to Derek Love from Droitwich on 2nd June 1983. It was now in very poor condition. Over the next ten years he restored it to its former glory, including conversion to 12v electrics, spending several thousand pounds before deciding to part with it at the 1993 Classic Car Auction at the NEC for £1,200.

JVJ 821 was purchased by Adrian Williams from Derby but only kept for 2½ months. He sold it in February 1994 to John Collingwood from West Bridgford, Nottinghamshire and John then sold it to his best friend Richard Buckingham, also from West Bridgford, in April 2000.

Richard advertised JVJ 821 in August 2005 in *Classic Car Mart* where Brian Bedford saw the advert and, seeing that it was a Hereford registration, phoned Richard. Sadly he was too late as it had been sold. In March 2006 Brian could not believe what he was reading: there in *Classic Car Weekly* advertised was JVJ 821. Phoning to enquire if it was still for sale, it was, so on the morning of Sunday 26th



Photo 1



Photo 2

March Brian and his wife set off to Leeds towing a trailer. It was purchased off Kevin Hitching who was pleased that it was returning to Herefordshire (photo 1).

Derek Love, who restored it back to its former glory, has become a personal friend. With help from the Leominster Vintage Club and past owners, Brian has been able to track down the original buff log book and all receipts of the purchases since being put back on the road in November 1993. The mileage from then until purchased in March 2006 was 650.

Resurrected After 41 Years

Chris Levings from Sale, Cheshire purchased HFY 681 on 6th November 2006 after it had been stored for 41 years. First registered on 10th January 1952 in Southport, the owner John Rees Smith was Head Research Chemist for ICI and kept it in excellent condition.

In 1965 he stored it but beforehand every nut, bolt and body panel was greased and the engine was started on a regular basis. John Smith's reason for storing it was to stop his sons learning to drive in it. Perhaps a rather eccentric man, if the car got wet he would dry it with a hair dryer including the underside. His daughter recalls that to travel in it they had to remove their shoes! An ice cream was never allowed to be consumed inside, only outside the car. Mrs Rees once scratched the Prefect while reversing it and he did not speak to her for six months. (Registrar's comment: I am surprised that she was allowed to get behind the wheel.) Mrs Rees purchased a 103E Popular and the sons learnt to drive in that. The Prefect was requested for an uncle's funeral during its storage in the 1960s, which was refused, as was an offer for it to be

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Letters and E-mails

**SVN Editor,
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Comments on the April edition

Dear Sidevalve,

What an excellent edition of *Sidevalve News* was April 2007; at least, to someone who appreciates the more technical aspects of our cars!

John Pole's piece on Upright performance. Increasing the engine size does not necessarily increase top speed. These engines, either in 933 or 1172 cc form, have a maximum rpm dictated by, amongst other things, the amount of air and fuel which can be got into and out of the cylinder during each four-stroke cycle. This amount is largely the result of the valve size and cam profiles. Since the two engines shared these components, increasing the cc will not raise the rpm. It will allow the bigger engine to achieve that rpm more easily, with improved acceleration and hill climbing, but won't increase the rpm itself. This is why there is no increase in maximum speeds; unless the breathing is tackled, it cannot increase.

Weight has little effect on maximum speed, which is largely a function of aerodynamic resistance. Hence the heavier Prefect gives little away to the lighter 103E whose engine it shares, while the lower powered E04A is not far behind. The 'best' speed is less revealing than the 'mean' as it is affected by too many outside influences, e.g. wind direction.

Tony Lloyd's review of four speeds. The four speed conversion is probably the best way to improve the 100E; I've never heard anyone who wasn't happy with the result! As to Ford's reasoning behind the sidevalve engine and three-speed box – well, it was all down to money. Basically, they had none! The available funds had been exhausted in the development of the Consul / Zephyr / Zodiac range, so money to develop a new engine / transmission wasn't to be had (Dave Turner in the Osprey book *Ford Popular and the Small Sidevalves* illustrates an OHV unit under development in 1947). The retention of the 1172 cc meant that the same tooling as that for the 10 hp engine could be used, while many of

the transmission's internal components came straight from the 100E's predecessors. Yes, they did make changes to the ratios, but these merely exacerbated the problem by reducing speed in the gears and reducing the acceleration times. Drivers complained that changing into first while moving was difficult (no synchromesh) so the ratio was altered so that the car would pull in second from only a few mph. But the gain at low speed was balanced by a loss higher up: the original 100Es would exceed 40 mph in second, so engine rpm were still fairly high when third was selected. Under the new gearing, maximum in second was a little over 30 mph, so the engine rpm was too low down the cam and wouldn't pull. The four speed box certainly makes the car far more user friendly.

The main item needed to fit the four-speed box is the aluminium alloy bellhousing, long since out of production. This was why the article in *Technical Tips for the 100E* referred to matching a 100E bellhousing to bolt to the 105E box. I believe that one of the specialist producers has now remanufactured this item, relieving you of the hardest part of the conversion. I have never seen one of these bell housings, though ...

Steering (and Suspension) Geometry. This is a very complex area; and while steering geometry (tracking or toe-in) is adjustable, suspension geometry (castor, camber and kingpin inclination) is invariably fixed during manufacture.

Castor does vary with spring deflection, less so with a beam axle system (as on an Upright) than a vehicle with independent suspension, unlike camber, which always has a fixed angle to the axle rather than the road surface. This is because of the length of the various suspension arms: the longer they are, the less input a change of ride height will make – and an Upright's radius arms are longer than most trailing arms of modern cars. These angular changes should be accommodated by the suspension system – it should be built into the design – but Ford's transverse leaf spring system had quite a few foibles.

Castor does, as stated, provide a self-centering action, but this should be given – equally – by both front wheels each pulling to its own side until the wheels are central. If the castor on one side is higher than the other, the car will pull to that side, but normally both sides will be pulling equally in opposite directions, so cancelling each other out. Provided that the castor (and camber) are the same from one side to the other, all should be well, so a weak spring, while it would increase the castor angle, should not upset the equilibrium. According to logic, it should not therefore induce any kind of wheel 'shimmy'. Having said that, it would be a very brave or foolhardy soul who would say it wouldn't,

given the tendency of the Upright's axle, or the body above it, to oscillate from side to side with suspension movements.

It is possible that a self-induced steering movement of the front wheels in one direction is corrected, or over-corrected, by the castor action, which then tries to correct the over-correction, and this oscillation is then amplified by the side-to-side movement of the body over the axle, and so it goes on. On these cars, anything is possible.

Sincerely,
Jim Norman

Quality work in North Wales & Northern England

Dear Sidevalve,

I have recently had the misfortune to have an exhaust valve seat crumble followed by the kingpins wearing out. The repair work has been completed by the North Wales Engine Centre of Unit 3/4 Astbury House, Mochdre Industrial Estate, Colwyn Bay LL28 5HA. Tel 01492 546257.

The machine shop owner is keen on old cars and has agreed for me to put forward his details to the club as a place where you can get major engine work and bushing done. This will place a great number of members in the North Wales / Northern England area within reach of quality workmanship at a reasonable price.

May your valve seats never crumble, and your kingpins stay sturdy!

Tom Griffiths
Member #1510

Revamping to 12v

Dear Sidevalve,

I'll start by saying congratulations on your magazine which has some very informative items, and there are some right clever buggers out there which, despite my best efforts, I must admit I am definitely not!

I have seen on a few cars that the wiring has been revamped to 12v. Would that mean changing to negative earth system? I have read something about the swap; I wondered is there anyone can explain it in layman's terms. Is it a mammoth task and how does that alteration go down with the 'only factory original' crowd and resale of a vehicle? It looks like a modification that would improve the usability immensely.

Yours sincerely,
Nick Neofitou

Letters and E-mails contd . . .



The Dagenham Pilgrimage

Dear Sidevalve,

I was shocked to read Brian Cranswick's mention of the Dagenham Pilgrimage in April 2007's issue. Shocked because 1992 now seems so long ago!

I was the organiser of the Dagenham Pilgrimage. It was the highlight of a year-long publicity drive around our 'Sixty Years of Popular Motoring' theme. The club's publicity photos and a few bits and pieces were sponsored by Ford; we nudged the classic car press to feature us; and we went on TV (albeit in the south east) on BBC Children In Need night. The reason for the last of these was that the Dagenham Pilgrimage involved participants asking for sponsorship to attend. The FSOC raised over £6,000 for the charity.

Club members drove from all over Britain to take part. We organised closed roads and a police escort for over 100 Sidevalves (and 107Es!) to parade through the area, on their way to a rally at their spiritual home. With local press coverage, there was a decent turnout of people to watch us chugging along. The video Brian mentioned was shot on two camcorders, one of which was operated by my brother and one of which was in my car. Ford kindly laid on sandwiches and some souvenirs, too!

As vehicles arrived on the quayside for the mass rally, they were greeted by Pudsey Bear, the 'Children in Need' mascot. With the passing of time, I think I can finally reveal the truth about Pudsey ...

I don't know if things have changed since 1992, but all we could hire back then that looked like Pudsey was a 'Sooty' outfit. Aficionados will know that Sooty has black ears and that Pudsey's are yellow. My wife, Chris, had to sew on not only the famous Pudsey spotted eye patch but also two false yellow ears.

The inhabitant of the costume – on what was a very hot day – was my next door neighbour, Pete Bisson. Unfortunately the zip on the costume broke on the morning of the event, so Pete's wife Sue had to hastily sew him into it. Every time Pete needed to pay a call of nature during the day, Sue had to hide away with him, unpick the stitching and then sew him back in afterward. I hope that finally answers the questions we were asked by children on the day, about why Pudsey kept disappearing.

I hope my daughter – then three years old – will also forgive me for relating one other Pudsey anecdote. At the end of the day, she

The hand-made panorama picture shows just how many vehicles crammed onto the Dagenham quayside that day.

came up to me and said: "Daddy ... Pudsey was really a people, wasn't he?"

"What makes you think that, Claire?" I replied.

"Well...", she said, "he had shoes on."

Fifteen years on from the Dagenham Pilgrimage? Crikey – that makes this year the 75th anniversary of *Popular Motoring*. Happy Sidevalving to everyone!

Best wishes,
Laurie Menear

Dwell Setting and Castor Angles

Dear Sidevalve,

For those of you who may wish to use the more modern 'dwell' angle setting from the excellent article from Mark Bradbury in the last issue, the actual setting is 50 degrees. Also, on the article on steering geometry by Peter Williams, I did find when driving my 103E (six engines and various gearbox axle parts piled up on the rear passenger floor etc.) on an earlier trip from London to Scotland, motorway driving M1/M6/A74/M8, that my steering was straight as a die and my 103E with much weight stuck to the road like glue. I also found that the Model C fared similarly when I moved a fair load from my flat in London to Largs in Scotland some few years back.

Altering the castor angle was a normal sports modification, and lighter and heavier Fords could be willed into tighter and faster turning with beneficial oversteer, a variation in wedges being used with the transverse front suspension. Remember the Allard V8s: these were tuned in this manner to get round tighter corners. Besides the normal possibilities of a possible slight twist in the axle beam, wear and tear on the 'A' frame and weak springs, wear in the shackles and even heavy wheels (18" as apposed to 16") could bring about steering tramp at one or both wheels.

Sincerely,
Yvon Precieux

Anglia & Pop Register

Continued from page 24

displayed in a car museum in the Lake District.

Following his death the daughter offered it to Chris, as she knew his wife. After parting with the cash Chris drove it out of the garage and onto the trailer (photo 2) and home. Chris spent a week degreasing the body, which is totally rust free, and decided to have the bumpers re chromed as they were a bit iffy. The starter, dynamo and regulator were removed and sent away for checking; they were returned with a report that they were perfect. The only items to be replaced were the fuel pump diaphragm and the tyres, which after standing for 41 years had flat spots. **(Registrar's comment: any vehicle laid up must have the tyres replaced before going on the road, not only due to flat spots but also deterioration to the tyre and tube.)** On purchase the Prefect had a mileage of 51,000, accumulated over 13 years of motoring. Is this the longest stored post-war Sidevalve?

Register 25 Years Ago – June 1982

Advance orders for the anti-roll bar and lockable T handles complete with escutcheon were still being accepted.

The samples for the steel wings had been supplied and fitted and made to a very high standard. With regret the prices were higher than originally anticipated, but compared with the cost of wings for new cars they were not so bad.

- Front wings for E494A Anglia, E93A Prefect, 103E Popular, 7Y and E04A/E494C vans £55.20 each
- Front wing for E493A Prefect £64.50 each
- Rear wings for all above types £30.00
- Running boards for E93A/E493A/7Y £38.00 pair
- Sills for E494A/103E £29.90 pair
- Boot lids Prefect/Anglia/Popular £60
- All items were unpainted.
- Running boards supplied without rubber treads.
- Running boards and sills were supplied in pairs only.
- All rear wings were un-drilled due to different light units fitted.
- Carriage was £3 per item (sills/running boards counted as one item) and boot lids £4. Delivery was direct from the manufacturer to the member.

The closing date for orders was 31st July 1982.

The AGM was held at Market Harborough on Saturday 7th August with the National Sidevalve Day at Stanford Hall on Sunday 8th. This was to celebrate fifty years of the Model Y. A special edition brass plaque was produced along with an engraved 1 pint tankard; I attended in the 103E and sold Register badges and spares.

The Ford Popular 103E as Tested by The Motor

Bryan Baker

Car model updates occur so rapidly these days that motoring magazines have problems keeping up-to-date with them. Road tests are a popular feature in these publications and, to people like me, they do provide an interesting source of data. One may not always agree with the comments expressed but the test data is usually unbiased and better by far than the figures provided by the manufacturer's PR department.

It is interesting to wonder how consistent these tests are – but also how consistent were (and in fact, are) vehicles coming off the assembly lines. I believe that in the days of Sidevalve production they were not consistent at all and I'm quite sure they are much more so today.

However, I have been looking at two tests, published in *The Motor* magazine, of the Ford Popular 103E and the table lists the test figures. For interest I have included figures from a contemporary 100E test.

Something that should be born in mind when comparing these tests is that whilst the 1954 test was conducted on a Ford Motor Company owned car the latter test was carried out on a two year old car with some 20,000 miles on the clock. It was stated that:

'the Ford Motor Co arranged to lend us a car which was already two years old and had run fully half of its 20,000 miles in the traffic of central London. The engine had never been rebored(?) and whilst slight fumes from the crankshaft breather were sometimes evident it still only needed a pint of oil at intervals of about 600 miles.'

I wonder why *The Motor* and Ford Motor Co agreed to test a used car in this way; it was not at all common practice then, nor is it now.

The overall fuel consumption of the 1954 test car was 36.4 m.p.g. That is considerably better than the 31 m.p.g. of the 1958 test car – 17% in fact. The difference is not so marked in the steady speed fuel consumption figures; for example, at a steady 40mph the earlier car is 9.2% better and 11% better at a steady 30mph. Still, I would rather have had the

earlier car in this respect. It can be seen how easily arguments in the pub started when owners compared their cars if they varied so much.

The 1954 car also accelerated better and had better hill climbing capability. However, the tables were turned when it came to the brakes. Applying 50 pounds force to the brake pedal at 30mph would have stopped the earlier car in 58 feet. The latter car would have stopped in 49.5 feet!

To check the engine performance of a car is, in my opinion, best achieved by timing the acceleration in top gear. For example the 103E in the earlier test accelerated from 30 to 50mph in top gear in 15.3 seconds. The latter test car took 17.2 seconds. The difference? 1.9 seconds. Might not sound much but it is – 12% in fact.

Checking the engine performance in this way does not abuse the car in the way that standing start tests do. It also rules out traction variations and, as far as is possible, driver abilities. All that is needed is a clear, level stretch of road. Slow down to less than the

TEST DATE	1954 - 103E	1958 - 103E	1954 - 100E
REGN NUMBER	WVX 101	SGT 303	YNO 438
TEST DURATION	506 MILES	902 MILES	1334 MILES
AVERAGE MPG	36.4	31	30.3
MPG @ 20MPH	50		
MPG @ 30MPH	48.5	43.5	44
MPG @ 40MPH	41.5	38	39
MPG @ 50MPH	34	32.5	35.5
MPG@60MPH			30
TOP SPEED MPH	60.3	59.8	70.2
0 - 30 MPH	8.6 SECS	7.3 SECS	7 SECS
0 - 40 MPH	14.4 SECS	13.1 SECS	11.2 SECS
0 - 50 MPH	24.1 SECS	23.3 SECS	18.5 SECS
STANDING 1/4 MILE	25.6 SECS	25.6 SECS	23.8 SECS
10 - 30 MPH TOP	11.8 SECS	11.4 SECS	13.2 SECS
20 - 40 MPH TOP	11.9 SECS	12.5 SECS	12.6 SECS
30 - 50 MPH TOP	15.3 SECS	17.2 SECS	14.8 SECS
10 - 30 MPH 2ND	6.5 SECS	6.4 SECS	6.2 SECS
20 - 40 MPH 2ND	10.5 SECS	10.4 SECS	7.4 SECS
MAX GRAD TOP	1 in 10.6	1 in 11.1	1 in 11.4
MAX GRAD 2ND	1 in 6.1	1 in 6.2	1 in 5.6
BRAKING	0.85g @ 80 lbs pedal 0.8g @ 75 lbs pedal 0.52g @ 50 lbs pedal 0.2g @ 25 lbs pedal	0.9g @ 85 lbs pedal 0.8g @ 75 lbs pedal 0.61g @ 50 lbs pedal 0.34g @ 25 lbs pedal	0.95g @ 125 lbs pedal 0.66g @ 75 lbs pedal 0.43g @ 50 lbs pedal 0.21g @ 25 lbs pedal
PRICE	£275	£295	£360
PURCHASE TAX	£116	£149	£151
TOTAL	£391	£444	£511

lower speed, apply full throttle and measure the time to accelerate through the 20mph increment. Make a note – it could be a useful benchmark for the future.

Of course performance testing is only part of the test. What else did the testers come up with?

1954 'Very good top gear acceleration and pulling power on hills.'

1958 'When driven in enterprising fashion the Popular is more than willing to keep up with suburban rush-hour traffic.'

1954 'The clutch is rather sudden in action, the 30 lb. pedal pressure needed to disengage it being incidentally rather above average, and it would be true to say that whilst this is an extremely easy car to drive, definite skill is needed to drive it with expert smoothness at all times.'

1958 'The very positive clutch (which needs a higher pedal pressure for disengagement than is nowadays usual for small cars) combines with synchromesh of only moderate power and a rather sensitive throttle control to make really smooth driving of a Popular a skilled job...'

1954 'There is some decidedly jerky movement of the car when indifferent road surfaces are negotiated.'

1958 'Hustled along a poorly surfaced road, the Popular shakes its occupants about in a fashion which must be criticised strongly...'

1954 '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 45mph 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 wheel, and despite reduced castor angle has adequate self-centring action.'

1958 '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 remaining quite marked. Some people favour a slight increase in rear tyre pressure and an equal decrease in the front tyre pressure 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.'

1954 'Firm suspension prevents this car rolling to any abnormal extent during fast cornering, despite its higher-than-average build and moderate track, but there is a considerable amount of body sway when entering or leaving a corner.'

1958 'On corners, apart from a little initial and final hesitancy about its aim, the Popular behaves surprisingly well, without as much body roll as is nowadays common, but being high and fairly narrow its equilibrium might be disturbed if a kerb was bumped during fast cornering.' (*I can hardly believe somebody wrote that! What car's equilibrium might NOT be disturbed if a kerb was bumped during fast cornering?*)

1954 'The dimensions of the Girling brakes on the Popular are very generous and the

results obtained are excellent in every way.'

1958 'The 10 inch Girling brakes are of well above average size, powerful in action, apparently immune from fade, and rarely provocative of the slightest departure from a straight line.'

1954 'As a 'knockabout' vehicle to be left always out of doors and used mostly for short runs in town, or as a farmer's car with external carrying capacity and with ample weight on the driving wheels, the 'Popular' has merits quite independent of its low cost.'

1958 'Obsolete though the design of the Ford Popular may be ... As a town car, a farmer's 'hack', a 'second car' involving minimal capital outlay ... the Ford Popular at a price (excluding purchase tax) of under £300 remains a very sensible buy.'

So there you are. Confirmation that it takes above average skill to drive a Pop smoothly. How many FSOC owners treat their 103s as a 'farmer's hack'? Is that what is known as a backhanded compliment?

P.S. The 1954 test results include interesting graphs of engine power available against power required to achieve a specific road speed. It is stated that the drag of the 103E at 10mph is 21 pounds and at 60mph it is 113 pounds. Interestingly the 100E Anglia tested has a drag quoted as 31 pounds at 10mph and 138 pounds at 60! So is this confirmation that the 103 is more aerodynamic than the 100E? Seems so.

Federation News

Peter Williams

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

Event Entry Form Indemnities

The following warning was published recently by the Federation. It is reproduced verbatim.

"It came as something of a surprise to discover that participants in some events are still being asked to sign entry forms that indemnify the organisers against all claims, however caused.

We cannot emphasise enough that no-one should sign such a form, as in doing so they are likely to be breaching the terms of their own insurance policies and thus put themselves at risk of invalidating their insurance. An incorrect entry form indemnity can be worse than no indemnity at all.

Any entry form indemnity that uses phrases like 'howsoever caused' or 'notwithstanding that the same may have been caused or occasioned by' is likely to fall into this category. Such wordings were made illegal by the Unfair Contract Terms Act of 1977 because they go against the principles of fair contract by seeking to hold the organisers

indemnified against claims resulting from injury or damage that they may themselves have been responsible for causing.

We urge clubs to check that their own event entry forms do not fall into this trap, and also to encourage their members to check what they are being asked to sign."

From the Archives

Peter Williams

More old photographs this time. I've picked out a few of the more interesting pictures from the Club archive collection for your interest and possible comments.

The E83W Utilicon was owned by the Club in the early days to ferry display material and stock to shows. Is there anyone still around that remembers operating or maintaining it? And does anyone know where it is now? I suppose it's too much to expect that the actual event in the photograph can be identified.

Look closely at the two pictures of axles. They show an early built-in jacking system. I'm not sure how well they will reproduce in the magazine; the originals are a bit faded. From the locations it would appear that two were fitted at the rear and just one at the front. The mounting brackets, particularly at the rear, suggest that this was a professional rather than home-made accessory. These pictures might prompt someone to modify a set of caravan jacks to achieve the same result.

The next photograph from the archives is not one of an autojumble stand. It shows an upside down 103E built by the Oxfordshire and Buckinghamshire group in their spare time. During the early 1990s members were importing interesting Sidevalves from Australia so the Ox and Bucks group decided that they would build their own 'Sheila Special'. It was painted bright pink (mainly as that was the only spare paint they had). It was taken to the National Sidevalve Day at Losely Park and driven around the arena. However, it required two people to drive the vehicle – one to act as look out and tell the driver which way to go. It caused a stir wherever it went. Further details are available from the General Secretary.

The last photograph you may recognise as the waterfront at the Dagenham plant. This

is included partly as an advert for the new Club DVD (see details elsewhere) and shows members' vehicles assembled at the end of the Dagenham Pilgrimage rally in 1992 to

celebrate 60 years of production (if only we could get this many vehicles together today). Laurie Menear's video of the rally is included on the new 'From the Archives' DVD.



Living with the Standard Ford Carburettor

Neville Lear

The carburettor fitted as standard is perhaps the item that changed least in the 28-year production of the Ford 8 and 10 range of engines. That life started in 1932 and lasted until 1959. They certainly outlasted the production time span of the Morgan F-type.

This instrument, the Zenith type 26VF3, never enjoyed a particularly good reputation, and was usually one of the first items to be replaced in the quest for speed and performance. (Back in the 1950s, Clarrie Coombes was writing of the advantages of splitting apart the 'hot-spot' between inlet and exhaust manifolds: *Best of Clarrie* pp 103-104.)

In common with all carburettors, the Zenith fixed-jet item was an attempt to provide the correct air-fuel ratio over the complete range of conditions. As with all carburettors, however, compromises had to be made, and these compromises continued until electronically controlled injection systems became common on the everyday family car.

The best description of how the 26VF3 version operated is found in the official Ford workshop manual on pages 46-50. The starting system comprised a completely separate carburettor, operated when the choke knob was pulled, which discharged a rich petrol/air mixture below the butterfly throttle valve.

It is important to keep the throttle completely closed when initially attempting a cold start; in fact your wonderful Zenith instrument has a clever system that should weaken the mixture as soon as the engine runs on the starting carburettor or choke. In practice it is best to have the choke set to give the richest possible mixture with the choke control pulled fully out, and as soon as the engine is running to blip the throttle to change over to the other carburettor jets and get some air into the system.

If this is not done, the mixture gets very rich and the engine floods and stops. Similarly, if the engine does not start promptly, the starting carburettor quickly 'drowns' the engine with excess fuel, wets the plugs and inhibits starting. After the choke has been released, the engine runs at tick-over on the slow-running jet, which is arranged to discharge fuel/air mixture both above and below the throttle valve. The amount of fuel delivered here can be adjusted by means of the slow-running airscrew, and I discuss its setting later.

When the throttle is opened, fuel is drawn through the main and compensating jets at the base of the float chamber and through the 'beak' of the emulsion block that protrudes from the float chamber into the main carburettor airway. The function of the emulsion block is to mix the fuel with an

emulsion of air bubbles before it is discharged into the main air intake. Here it strikes a horizontal bar that spreads the mist evenly across the inlet tract.

It was the action of this part of the system that gave the Ford engines their characteristic heavy breathing sound as the fuel was sucked through this 'beak' into the carburettor choke. Any engine not fitted with an air cleaner was instantly recognisable by the sucking sound as it started up at kerbsides and in car parks.

The size and distribution of the air and fuel passages within the carburettor are designed to provide the correct amount of fuel under the operating conditions to be encountered. Jets of different sizes are specified to suit the various service conditions and engine sizes. The Ford 8 engines were fitted with smaller main body castings, and proportionately smaller jets were fitted.

For both engines, different jets were specified for the height above sea level at which the engine was expected to operate. Remember that at altitude the rarer atmosphere means that the standard sea-level setting delivers too much fuel, and this leads to a mixture that is too rich for the best running. Different jets were specified for the heights of 0 to 5000 ft; 5000 to 10,000 ft; and 10,000 to 15,000 ft. (Perhaps somewhere in the Andes there is still an E93A or Y-type operating with this last specified range of jets.)

The main problem with this type of carburettor is that it gives a weak mixture at small throttle openings, and there is always a bit of lag as it changes over to the main jets from the slow-running jet. This is particularly noticeable when the engine is cold, and is a fault that has become even more noticeable since the change to unleaded fuel.

Your driving technique has to be modified to cope with this inherent fault. A hand throttle, as fitted to the very first F-types, is a useful addition here, so you can set up a fast tick-over for the cold engine. This can avoid stalling on gear changes. An alternative technique avoiding the use of the hand throttle is to ensure that when driving from cold and with the choke just released, the throttle is open and the engine is pulling before the clutch pedal is pressed to change gear. With practice this can be done on both downward and upward changes to prevent the engine stalling from cold.

This is not normally a problem with the engine at normal operating temperature, but from cold, releasing the clutch and 'blipping' the throttle to change gear can very often lead to the engine stalling, and you are stuck in neutral with nowhere to go!

It is quite normal to have to use the choke to get the engine started when it is partly warm, perhaps after standing for only 30 minutes on a warm day. Use the choke to start

up, release it as soon as the engine runs and you will have no problem. Owners of 'twins' who changed to F-types have been baffled by this 'fault'; they have even gone to the trouble of fitting an alternative carburettor to obviate it! The quirk is merely part of running a 68-year-old design.

The main advantage of the standard carburettor is that it is simple to tune and service. If you suffer misfiring simply because of a blocked jet, it takes only a couple of minutes to remove the float chamber, unscrew the jets, blow them clear and then be on your way. Set the slow-running screw to give an even tick-over, but at the richest setting possible. Starting at the standard setting of about 1½ turns unscrewed from the fully rich (screwed in) position, the engine speeds up as you weaken the mixture.

Set the screw to give smooth, even running, and then richen it slightly to give a very slight splashy misfire when you listen to the exhaust. (Tip your hand over the end of the exhaust pipe to 'feel' this.) With the engine fully hot, open the throttle sharply and check that it picks up from tick-over without delay; remember that both a too-weak and a too-rich mixture can prevent this.

On the road, check that the engine changes over smoothly from the slow-running jet when the throttle is pressed. Usually you will find the best setting by adjusting the slow-running screw a quarter-turn at a time. Note that by setting the mixture, say, a half turn weak from this recommended setting you get an emission reading of some 4.5% carbon monoxide, which passes the earliest emission controls imposed. Your engine will be ticking over too fast and won't pick-up cleanly when the throttle is 'blipped'; but it passes the early emission limits and is still drivable. Set as I have described, it will be giving an emission reading of 7.5%, but a smoother running engine!

One possible fault with your simple carburettor is a worn throttle spindle, which worsens the transition fault just described. Another is flooding of the float chamber. Often a new throttle spindle in the old casting can transform your F-type's smooth running, and often you can correct a leaking float needle by lapping it in with jeweller's rouge and some oil. Remember that for the correct float height there should be an aluminium sealing washer between the float needle assembly and the carburettor body.

Make sure your accelerator linkage closes the throttle reliably, and that the choke valve also returns to the closed position, and your tuning is complete.

My researches into the 28-year history of this instrument reveal very few changes throughout the years. There were changes in the shape of the bit of tin that stopped any

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Tales of BLC

Jim Norman

They say you shouldn't tempt fate, and these tales last issue must have done so. I was used to stating that no evil had befallen BOA in the sure knowledge that nothing would; undoubtedly some complacency set in. BLC obviously has other ideas.

All was going well and BLC had settled down in her new role. So the two weeks' Easter break held no fears, even though they meant a trip to Pateley Bridge, one to a car show (yes, I know! See the separate report on page 3) at Weston Park, then finally a long weekend at Cleobury Mortimer near Kidderminster. All went well, but on the return trip from Cleobury I felt we were getting through more fuel than normal. Next day, going to work, it was obvious that the idling speed had dropped, and a look through the mirror into the following bright sunlight showed clouds of smoke. At work, a compression test showed no. 3 cylinder producing a mere 30 psi. Oh dear! (Perhaps not the actual words used at the time.)

To cut a long story short, I had to continue using the car in this state all week, but on Friday afternoon sneaked out of work early, so that by 2.30 I could start work on fitting the spare engine. This was DFF's original, and was actually in that car. Removing it wasn't too difficult as it had no gearbox attached, nor cylinder head, oil, fuel and water pumps, or clutch assembly. BLC's engine was extracted and all these parts, including the flywheel and engine mounts,

were transferred over. The new engine had not been run for over six years, but at 8.30 that evening, still with many parts to attach, it fired up instantly when the starter was pulled. I finished off the following morning and the car was back to normal, if slightly out of favour. She made up for it the following Tuesday by passing the MoT first go – and I hadn't so much as checked the lights!

The damaged engine was stripped in work and found to be in excellent condition with little wear anywhere, except that the rings seemed to have seized on no. 3 piston, and both compression rings were broken. This explained the loss of compression. The crown was then cleaned up to obtain the piston size (+0.020") and it was seen that there was an impact mark at the circumference. This had pushed the crown downwards, compressing

No. 3 piston – both compression rings broken

the ring grooves and giving the problem. So that explained the compression loss, but what caused it? It must have happened on the return journey from Cleobury, yet there was never, at any time, any suspicious noise. Nor could anything have dropped down the carb venturi; not only had the air filter not been off but the bonnet hadn't been opened since before Easter. If Mr Sherlock Holmes would care to call, I have a job for him ...

Before finishing, I should mention that the trip to Pateley was to visit Lynne and Paul Edwards, former Editors of this august journal. Paul has always made derogatory comments about the amount I carry in my car's boot, so I showed him the photo in the February *Sidevalve News*. He decided eventually that I must be getting better with Adobe Photoshop ...



BLC – new engine in but a little out of favour

Living with the Standard Ford Carburettor

Continued from page 30

dead rats dropping into the engine, and changes in the various types of air cleaner fittings used. Later carburettors were fitted with jets provided with a square rather than a screwdriver slot for removal, and the bolts retaining the float chamber sometimes acquired screwdriver slots despite retaining their hexagon head. For a couple of years in the 1930s a form of automatic choke was listed, but all major parts remained unchanged throughout an uncomplicated life. Not the best, but adequate.

Enjoy your Sidevalving.

First published in the Bulletin of the Morgan Three-Wheeler Club, March 2001.



John Pole

Replacing the floor

Dear John,

The plywood floor, to which the seats are bolted, is beginning to de-laminate so I am about to replace it.

I was surprised to find that this floor area is only attached to the car with a few large self-tapping screws into 'u-nuts' on the chassis. Is this the correct fixing for this area of the floor? The parts list is no help in this area. I am slightly suspicious of the fixing as the front metal panels in the foot well used to have mainly self-tappers driven into the tapped holes on the chassis. This had so damaged the original threads that I had to resort to retapping those holes to 6mm and fitting modern screws

There is no evidence of tapped holes on the chassis for the wooden panels, so perhaps self-tapping are correct here? The seats themselves have captive nuts in a metal strip underneath the floor.

Your advice would be appreciated, as I would like to put back the correct fixing while I am making the new floor.

Dear J,

What you say is correct. I had to replace a floor with new plywood and I drew on the reverse a very crude diagram of the passenger side flooring panel showing where I believe the 'self tappers' fit into the 'u-nuts' which are in turn held on to parts of the metal frame. There are, I believe, seven of these fittings on each floor panel.

I had difficulty sourcing plywood the original size and had to go slightly thicker.

I decided that as I lacked the skill to cut the jack access holes perfectly, I would not attempt to cut them or use the original jack but always jack up under the chassis side member at the reinforcement.

I experienced some difficulty when cutting away sufficient wood at the bottom of the plywood panel to ensure a good fit against the steel. I remember a lot of trial and error being involved.

I think that you are very wise to tap to 6mm and fit modern screws to the steel floor panels. Even if you can obtain the correct screws the fixings are frequently damaged. I had great difficulty in sourcing these obscure screws and had to use poor quality second hand ones for the most part. I enclose a sheet I prepared, after my Pop's restoration, for your own information.

Fuel pump problems

Dear John,

My Pop has been running for a few months and finally expired on my way home last

week. I thought I'd run out of fuel but despite putting more in, I still couldn't get started. I did a few tests:

1. Petrol was reaching the fuel pump from the tank.
2. Petrol was leaving the fuel pump to the carb (I disengaged the inlet pipe to carb, hand-cranked the engine and a few spurts of petrol came out).

Given the latter, I assumed a carb problem and called in a local mechanic.

He discovered the carb was void of petrol with the needle stuck. A tweak later, petrol entered the carb and after a few ignition checks, she fired up.

I attempted to drive her afterwards only to find she would start but not respond to throttle – she resisted and quickly stalled.

I did one more test:

3. Petrol was now in the float chamber of the carb and the needle was free.

I managed to get her re-started but the lack of response to the throttle persisted – she would tick – over okay but no more.

I concluded from this that my problem probably centres on the fuel pump. The pump will eject just enough petrol to get the car started but is unable to cope with the demands of acceleration.

I would welcome your advice on whether my diagnosis is correct and what remedial/repair action appears necessary. My feeling at the moment is to fit a new pump.

Dear R,

Thank you for your letter. From what you say I think that your diagnosis is correct.

May I suggest that if you haven't already done so you check the fuel pump filter gauze and the base of the fuel pump reservoir for debris? I had a similar situation to yours occur to me. I discovered that I had somehow or other stirred up the fuel in the petrol tank, and small 'bits' entered the fuel pump where they lay undisturbed while stationary and were then pumped up as the engine accelerated under load and partially blocked the pipe to the carburettor. I know of another case where the pick-up pipe in the petrol tank blocked for the same reason. I have every sympathy with you as these sort of intermittent faults are very difficult to recognise. This particular problem causes a cyclical stop-go sequence which is particularly annoying!

NB I have seen several pumps where the central securing cover screw has been forced or cross threaded, so be cautious when dismantling/assembling.

If the fuel supply to the pump seems okay, borrow a known good pump from a local club member and see if that improves matters. If this cures the problem your original diagnosis will be confirmed. The pump is at fault.

If you choose to replace the pump with a new one rather than repair the original, you need to be aware that the club replacement comes with a spacer. It is important to use this as the spacer prevents undue strain on the pumping lever and its use will stop premature pump failure.

Please let me know how you get on. If we know that the pump is not at fault there are other things that we could look at as the cause of uneven running.

R's reply

Dear John,

I think I may have sorted the problem. I dropped the main body of the carburettor, drained the petrol and found sludge at the bottom. No doubt it was blocking the various outlet jets.

I cleaned it thoroughly with a soft toothbrush and cloth, checked that all the jets were clear, re-assembled and she fired first time! She ticked over fine and responded positively to throttle.

I reckon I will clean out the pump as well to complete the job.

Thanks again for your support and advice.

(Oh well, you can't win them all!)

Leaded vs unleaded

Dear John,

I am the owner of an E93A Prefect. It's the old subject of leaded fuel. The local pump where I could get 4-star LRP seems to have dried up. (J then asks about a particular product to be used when filling with unleaded fuel.)

Dear J,

Your question is not unfamiliar to me and has been a topic of discussion amongst the broader 'old car' community. I think that the general consensus seems to be to do nothing until/if an engine re-build is required and then fit hardened valve seats. It is now believed that unleaded fuel is not as harmful to our Sidevalves as was once thought. As I understand it our old engines were designed at a time when the tolerances within which they worked were much broader and the forces less than in today's engines, and this means that they are able to cope with modern fuels as long as they are not overstressed. Also over the years lead and other chemicals will have given a protective 'layer' to the valve seats

From the Film Archives

Peter Williams

When I took over as the club archivist the first items that caught my eye in the cupboard were some video tapes. Amongst them was a compilation of old Ford publicity films from the 1930s. Since my first viewing of these fabulous old pictures your committee has been ploughing through the legal minefield to find a way of making them available to the members.

The necessary forms having, at last, been duly signed we have managed to put together a DVD which you can now obtain through the usual 'Regalia' route.

We are not allowed to charge for the contents of the films but there has to be a small charge of £5.00 to cover the cost of the disk, case and postage. Some of the film material is very old and has been copied and re-copied several times so that the quality is not first class, but it is all watchable. We didn't get the licence in time to let you know that it would be playing and could be purchased at the AGM. The following list gives a brief summary of the disk contents.

Woman's Page

Duration 4mins 30 secs

This is a Ford advertising film from the 1930s, pushing the angle that more women are now driving cars and having a say in their purchase. It emphasises the aspects of Ford cars that will appeal to women. The commentary would certainly need to be re-written if the film were re-issued today.

Ups and Downs

Duration 10 mins

Another 1930s Ford publicity film showing clips of various Ford vehicles, including tractors and lorries, with a lovely period commentary. It includes a Y van doing silly

things in a field and various cars climbing steep hills.

Five Stars Ahead

Duration 10 mins

This one is of special interest to 100E owners. It starts with the Consul and Zephyr but is mainly about the design and development of the 100E. There are some good shots in the factory and on the test track.

Your Driving Test

Duration 7 mins

A humorous explanation of how to pass the newly introduced driving test, featuring a De Luxe C. They scored something of a coup with the commentary – it is spoken by Sir Malcolm Campbell. I bet he regretted doing this job in later years.

Autobatics

Duration 3 mins 30 secs

A Prefect and V8 showing off at a Motor Gymkhana organised by Ford at Brooklands on June 17th 1939.

Let's Tell Him

Duration 7 mins

Similar to the driving test film, another light-hearted Ford publicity film about driver behaviour on the road. It features Prefects, Eights, V8 and model Y.

Cavalcade of Ford

Duration 16 mins 30 secs

Made in 1936, it shows various notable events and vehicles in Ford's history to that date including the building of the Dagenham plant. It shows various models climbing very steep hills and starts with a model A being

driven up Ben Nevis, for which the driver certainly deserved a medal.

S.O.S.

Duration 27 mins 30 secs

A Ford dealer education film, probably made about 1938, to persuade them to improve the efficiency of their workshops. Some actors straight from Will Hay films make it a good laugh. I think I may have worked in the garage shown at the start of the film.

Dagenham Historical

Duration 21 mins

The story of Dagenham and its products, 1931 to 1987. The first seven minutes repeat scenes from the earlier film *Cavalcade of Ford*. It includes most models from the period, finishing with the Sierra and Transit. There is some rare footage of building Bren gun carriers during the war, and some good coverage of machine tool operations and engine manufacture.

The DVD finishes with two more recent videos made by Laurie Menear showing a couple of notable events in the club's history.

Silver Jubilee Rally 1994

Duration 17 mins 30 secs

The silver jubilee of the club held at Loseley Park. Includes a speech by the founder Roger Palmer and featuring a young Jim Norman.

Dagenham Pilgrimage 1992

Duration 16 mins

This rally to celebrate 60 years of production shows an impressive turn-out of members and their vehicles as they revisit their spiritual home on 2nd August.

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and this will remain in use for some time (possibly until a re-build is required).

Unfortunately I cannot prove any of this but it sounds plausible! On my MGB, if I remember, I put in some Castrol valvemaster LRP additive which I buy at Halfords (not sure if they sell it now) just in case, but this of course, is a very much more advanced engine design. I know that this is an approved product and actually works. I have never seen or heard of [the name of the product] and I should be wary of other products which are seen at autojumbles etc. with unsubstantiated claims.

I would just use unleaded and not drive over 60mph! Hope this is of help.

Best wishes,
John

In conclusion

I had a letter last week from someone who had just purchased an Upright:

'The engine has just been rebuilt and it is ready for its MOT. However on trying to start it I noticed a leak from what may be the petrol pump. It's a small round object from which petrol was coming out. Is this the petrol pump?'

This put me in mind of the time when I was told to free up a starter by hitting it on the end but had no success because what I thought was the starter was in fact the alternator.

Years ago, of course, helping Dad (it was always Dad then) with the DIY invariably involved using tools and gaining familiarity

with mechanical things. But now with the complexity of modern products and legal issues we don't repair but throw – when was the last time you used a soldering iron? So in order to keep our cars alive we have to recognise that new owners may not have the skills or experience that some, the few lucky ones, have. In order to succeed as a club we need to remember this and do all we can to encourage all to develop confidence and knowledge in their ownership. I am proud to be in a club (and a car) that supports beginners and also provides a stimulus for such knowledgeable articles as those from the likes of Bryan Baker, Jim Norman, Mark Bradbury et al.

Happy Sidevalving.

Two English Fords in Germany

Rod Hawkins

I have been driving my two Fords in Germany since I was posted here by the Royal Air Force in 1979. During that time I have driven the Fords to work, to holidays and on rallies. The chairman requested an article so here it is.

I have recently retired from the RAF at age 60 after 40 years service as aircrew with the last aircraft being the GR4 Tornado. I was posted to Germany in 1979 to fly Phantoms and on subsequent tours have remained in Germany. During that time the cars have been continuously registered with the military authorities, requiring annual MOTs carried out by approved personnel to the standard of the German TUV (MOT). Until retirement I drove the cars to work regularly. The registration numbers seen in the photos are military registration numbers.

The first car I brought to Germany was a 1946 E04A Ford Anglia, UK registration LEV 431. I initially bought the car in 1972 as a box of pieces. I remember being towed, down some back roads and lanes, from the owners' house to the camp with a chair tied to the frame for driving; no doors, windows or bonnet. The car was rebuilt whilst on standby duties over the next six months. It soon passed its MOT and whilst not original it was great fun to drive. When I moved to Germany, May 1979, I found there was a great interest in the car. Whenever I drove it people would either give thumbs up or clap. During the summer of 1979 I visited a rally as a spectator and found that the public were just as interested in my car parked outside the 'classic car' arena as they were in the 'real' classics. I then decided to return my car to an original specification, removing all the vinyl covering that was down to the waist line, the wooden dash with a correct bakelite dash, and return it back to black from its metallic blue and redo the upholstery. It has now been in this correct original specification since 1981.

The other car I brought across was a 1950 E71A Ford V8 Pilot, UK registration OPL 513. This was very original and has remained so except for a couple of modification that I will mention later. Over the years this car has given me the most problems, mainly through overheating and fuel vaporisation, but both problems have been solved. As you can see I have the smallest and cheapest Ford and the biggest most expensive Ford from the early post war period, yet both are very similar with their build and subsequent problems. Both cars are in demand as wedding cars, particularly the Pilot as it has more room and four doors. If the bride gets her way then the little Ford is the more popular.

Modifications

On the technical side both cars needed 4-way hazard flashers, flashing indicators and a mirror on the passenger side (German offside) to pass the TUV. Without these I would not pass the test and would not be able to register them with the military. I achieved this by fitting Honda motorcycle indicator stalks and lights to small brackets attached to the bolts holding the bumpers/fenders. The Anglia only had one rear light so I fitted extra combined rear and brake lights the same way. I fitted a VW Beetle mirror to the door hinge with a flat bracket through which the door pin passed. The modifications can be easily removed if required. I had to do this once when the Anglia appeared in a period German TV (WDR) detective programme. This also proved how strong the doors were as the actor had to get out and close (slam) the door. You wouldn't believe how many times the scene had to be shot and that door was slammed. It was 4 hours standing around for 30 seconds of film.

Electrics

Both cars have been converted to 12 volts with a 6v bus-bar. This is very easy to do. Both cars naturally have the black rubber style batteries with external lead connecting strips between the cells. This means it is possible to tap off 6 volts from the centre bar. A small drilling with a self-tapping screw is all that is required. A relay is fitted that closes when the ignition is made and the 6v is then supplied to those services that require it such as the petrol gauge, trafficators, heater motor and any other voltage sensitive items fitted. On the Anglia I fitted a Mk1 Landrover generator and regulator. On the Pilot 12v generators were available for export vehicles. Both cars have retained their original 6v starter motors and are still functioning after 30+ years. They are nominally rated at 9v and are man enough for 12v. They turn the engine over quicker; thus the car starts quicker, so the end effect is that the motor operates less. Everyone is a winner. The wiring is original and as the current (which is what heats wire up when it flows) is halved then it is more than adequate. The main benefit is of course the improved lighting and as the cars were being used in winter and in fog, I found this a positive advantage. Each car took less than a day to complete.

Overheating, Cutting Out and Vaporisation

The Pilot suffered from overheating, cutting out and vaporisation. The overheating was eventually solved by having a new core made for the radiator. No matter how much back flushing or radiator clear I used, a new core was the only answer.

The cutting out problem took several years to solve. Initially I could drive it about 400 miles before it lost power and then cut out. Sometimes the engine would idle quite happily and after a 30 minute wait I could then drive another 10-20 miles. Slowly the distance reduced and reduced so much that going to work was a gamble. After several changes/swaps of components, all to no avail, I went back to basics, as Jim Norman reiterated in the June 2006 *Sidevalve News*. I mounted a fuel can on the roof with a direct feed to the carburettor as I suspected fuel starvation problems. I then drove for mile after mile around a private track (perimeter track) with no problems. Similarly no problems were encountered when I connected the petrol pump to a can in the car. When the pump was reconnected to the main car tank the problem returned. A temporary plastic pipe was fitted from the tank to the pump and the problem had gone. Once again the feed pipe was washed through, this time in pump to tank direction, and an earwig shell together with hair was washed out. This was being sucked along the feed pipe to the bottom of the section that rises to the pump and causing sufficient blockage initially to restrict power then to cut out the engine. After a long rest the blockage sank to the lowest point.

Vaporisation was also a problem, particularly in the hot summers we have in Germany. This was solved by fitting an electric fuel pump between the fuel tank and the mechanical pump. It is hidden away and normally is not in action. At any hint of vaporisation I then switch the pump on and the problem is solved. Simple! I also switch it on for priming the carburettor rather than hand priming.

Spares

The Anglia has been fitted with the rear axle bearing conversion kit that the club sold a number of years ago. It was easy to fit and has performed well and is still doing so. Both cars have had some failures; most notable half-shaft failure (twice) on the Anglia, burnt exhaust valves and gear tooth loss on the Pilot. All the problems have been quickly remedied with the help of a very good spares back up, particularly the Anglia. The FSOC spares secretary needs a pat on the back for the good work done. The service is prompt and the prices are competitive. When one is overseas not all firms found on the internet are willing or cannot be bothered to send goods overseas. Our club service is a lifeline and must be supported.

Fuel

Fuel in Germany has long been lead free. An additive is required which is readily available in the garages. I have used this now for 10

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Clear Car Conscience

What About the Classic Car?

Mike Rutherford

Adapted from an article on the internet, and applying just as much to the classic car movement

Have you had the temerity to use a legal, taxed and insured machine known as a private motor car lately?

I'm talking about one of those comparatively small, quiet, warm, ultra reliable, up-to-72 miles per gallon, self-drive personal mobility machines. The sort of tool that can typically accommodate one driver and three or four passengers, all protected by seat belts and locked doors. Perfect for salt of the earth mums, dads and kids, wouldn't you agree?

Such a mode of transport tends to be highly-efficient. It's like a loyal workhorse willing and able to serve ordinary working-class folk 24 / 7 in all weathers. Depending on your budget these utensils can easily be bought for a few hundred or thousands of pounds. If they're looked after they will each provide a reasonably-priced, highly effective family transport service for a decade or two, possibly longer.

What's more, self-drive cars offer the ultimate in flexibility and freedom because they leave precisely when you the user decides they should leave. And they're able to take the quickest and most direct routes.

Conversely, many subsidised buses, coaches, trains and planes travel at times and places best-suited to wealthy public transport entrepreneurs (some of them billionaires) rather than the humble travelling public.

But cars are inherently bad, aren't they? That's the clear inference from those employed in the anti-car industry which, in turn, is also anti-motorist (mums, dads, people like that), anti-car passenger (children, grandparents, friends and colleagues, for example) and anti-motoring (how dare such adults and children have the audacity to travel by car in search of work, education, food, healthcare or, heaven forbid, leisure and entertainment facilities!).

It's my contention that the tide has now turned. The spiteful and fatuous campaign of hatred for cars, their drivers, their passengers and their journeys that was viciously promoted by Transport Secretary John Prescott ten years ago almost to the day, is now as redundant and unacceptable as the disgraced politician himself.

Only last week the Government's Commission for Integrated Transport, which is now able to operate more sensibly as a Prescott-free zone, admitted that 'car ownership in Britain is below average', that 'we make more efficient use of our cars' than many other countries in Europe and that 'our car occupancy rate is generally higher because we carry more passengers.'

What's more the Commission admitted we have a significantly lower (arguably the lowest) road accident fatality rate in Europe and that 'our more efficient use of cars means our environmental performance is better

than Italy, Sweden, Spain, France, Denmark, Belgium, Finland, Austria and Ireland.'

It gets better still: apart from having the safest roads in Europe, 'we've been more successful than most in reducing or limiting growth of emissions per passenger kilometre.' These, remember, are the words of a UK Government-funded agency. In the past you've probably been given the impression that Brits are more addicted to the car than our friends and neighbours in mainland Europe. But nothing could be further from the truth. The Italians, Germans, Swiss, French and Austrians all have more than 500 cars for every 1,000 inhabitants. In Britain we have substantially fewer than 500 cars per 1,000 people, the Commission concludes.

Still feeling guilty just because you're a car driver or passenger in Britain? You needn't. You shouldn't. And you mustn't. All things considered, as a Brit you're just about the most efficient, safest, cleanest, least selfish, most considerate car user in Europe and beyond!

Congratulations. Unlike the outgoing Mr Prescott you have been vindicated and you've earned the right to have a clear conscience.

Incidentally, if anybody who's not already part of the 50 million-strong car users' club of Britain would like to join, that's just fine by me. We unsubsidised car users are a welcoming, respectful, tolerant bunch. All we ask is that the same level of respect and tolerance comes back our way from fans of buses, coaches, trains, planes, bicycles and other subsidised modes of transport.

Two English Fords in Germany

Continued from page 36

years and have not noticed any increase in valve burning. In fact I have replaced more valves whilst lead was still in the fuel. What I have found is that the basic normal petrol now vaporises easier so I now run on super. This does not result in overheating and the cars run smoother.

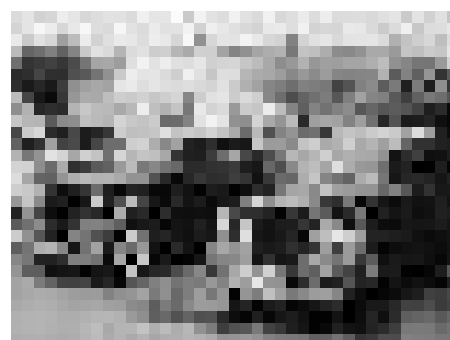
The rally scene

In Germany the rally scene is quite interesting. A very large percentage of the cars are UK cars, particular the sports car versions. The cars are perfectly turned out and will arrive at the start point, normally a town car park, on a trailer and return home on a trailer. Look but do not touch! The rally will normally be driving on public roads with the route given in the form of a Chinese puzzle or simple map to follow and points to identify en route. At the destination or at a lunch stop driving skill tests may be conducted, preferably before the beer and sausages.

When I first took part in the Anglia I received some strange looks until it was

pointed out that I had driven two hours to arrive before the start at 0800hrs and that the car was my normal 'going to work car'. Together my co-driver wife and I have won many prizes over the years. We have always done it for fun, unlike the others. Make no mistake; they are there to win and take home a pot. Consequently there is a first, second and all the way down to seventh place in some groups. The groups are divided into 7 or 8 year bands covering from 1900 to 1970s so there are plenty of prizes.

'Oldtimers', as they are known, used to be the fashion but it has now receded a bit. The latest craze is old tractors of the 1940-60 era. As mentioned earlier I have now retired and whilst I have the time I need to 'downsize', so the house and the cars are on the market. We both wish to travel a lot so having cars that just sit in the garage does not seem sensible. It is also not ideal; they need to be driven. Whilst I have been here I have met several other Germans that used to/still have small Fords. However, as mentioned earlier classic sports cars are the more popular. Everyday cars are not collected and have a small following.



The Irish Connection

Craig Toomey

Ford & Fordson Show, Co. Cork, 5th & 6th May 2007

This was the second year that this event had run to celebrate all the iron that had been built/assembled at the Ford Plant in Cork. Fortunately on the Saturday, the day I attended, the notorious lashing Cork rain was nowhere to be seen.

It was really a tractor fest with absolutely hundreds of blue and grey tractors, along with a fine collection of TVO Fordson standards and Majors from before the Second World War.

Considering the number of cars that came out of the Cork plant the turnout was a little disappointing; however, the Sidevalve representation was very good considering.

John Guinan, a local Ford collector, brought along a just restored 1953 E493A Prefect Ute in Spruce Green (HI 8319) (photo 1) for its first outing. This was imported from New Zealand two years ago, in a very bad condition, including a chassis broken in half. John replaced this with a chassis from a Cork assembled Prefect that he had given away twenty years ago and had to hunt down and beg back; hence the Irish reg. number. It had been finished to a very high standard and deserved to attract all the attention it received at the show. John also brought along his very well restored Irish 1952 E493A Prefect (HI 5263) (photo 2) in Sage Green, a Cork colour, complete with export front bench seat and his 1938 blue 7Y (FI 2487) (photo 3). Another of John's cars, a very nice 1951 Mk.1 Consul was also on show.

A very well presented 1951 E494A Anglia (FI 5852) (photo 4) in black was shown by Noel O'Halloran and John Chardley.

Jackie Kirwan and her husband brought along their very nice four-owners-from-new

1949 E494A Anglia (ZF 1959) (photo 5) in green (a 'limited edition' Cork colour).

For those more modern Sidevalvers there was an excellent four-owners-from-new 1958 100E Prefect (photo 6), with what is believed to be a genuine 41,000 miles on the clock.

All these were Irish 'Cork' cars.

Finally there was Bertie (photo 7), my own Dagenham built, still UK plated, Blue 1933 Short Rad. Model Y. It was its first outing this year and after recharging the battery and an adjustment of the brakes it ran very well indeed.

However, unfortunately he is still undergoing the 'on the road restoration' started about eight years ago and no further forward. In fact there have been a few major backward steps, but this winter ...?

With the prediction of this going to be the best Irish summer in 90 years, there should be many more outings.

Now is that tempting fate?



Photo 1



Photo 2



Photo 3



Photo 4

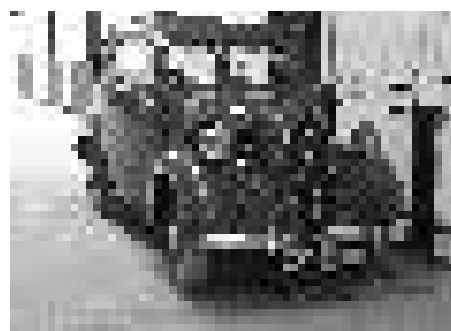


Photo 5



Photo 6

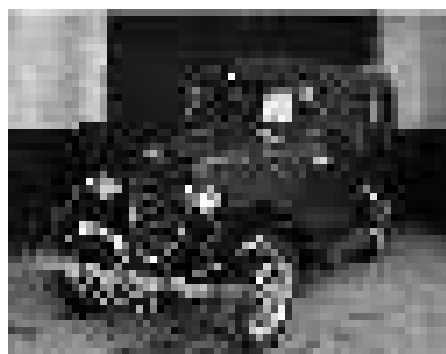


Photo 7