

SIDEVALVE

News

DECEMBER 1985



PUBLISHED BY THE FORD SIDEVALVE OWNERS CLUB



FORD SIDEVALVE OWNERS CLUB

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VICE PRESIDENTS - David Burgess-Wise
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"SPECIAL" - Martin DeBell-Shaw,

100E - Neil Smith

107E - Dave Simpson,

PRE-VAR - Yvon Precloux,

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ALL 8&10HP TYPES - John Charlton,

100E & 107E TYPES - Jim Norman,

SPARES SECRETARIES

WOULD MEMBERS PLEASE NOTE THAT ONLY IF SPARES OR REMANUFACTURED ITEMS ARE BOUGHT FROM ONE OF THE THREE SPARES SECRETARIES ARE THEY GENUINE CLUB ITEMS AND OF A KNOWN QUALITY. EVEN IF BOUGHT UNDER AN FSOC BANNER AT A CLASSIC CAR SHOW OR SIDEVALVE DAY THEY ARE NOT THE RESPONSIBILITY OF THE CLUB UNLESS PURCHASED FROM ONE OF THESE THREE. IF YOU ORGANISE ANY EVENT AT WHICH PRIVATE SPARES ARE AVAILBLE PLEASE ENSURE THAT THERE IS NO MISSUNDERSTANDING, AND THAT THE PURCHASER IS AWARE THAT THESE ARE PRIVATE ITEMS.

PRE-VAR TYPES - Yvon Precloux,
12 Firs Close, Forest Hill, London.
ALL 8&10HP TYPES - Martin Howard,
17 Baker Road, Abingdon, Oxon, OX14 5LW
100E&107E TYPES - Tony Saunders,
19 Larkwood Drive, Crowthorne, Berks. PHONE
0344 775850 BETWEEN 6pm TO 9pm ONLY

FORD SIDEVALVE SPARES LTD., Reg.No. 1647548.
Secretary - Eileen Saunders.

MONTHLY LOCAL GROUP MEETINGS

AVON & SOMERSET - Meetings underway again -
3rd Thursday every month at The Pelican, Chew
Magna also 2nd Monday, White Horse,
Bedminster, Maurice on [redacted]

BERKSHIRE - Andy Fayers, [redacted]
CAMBRIDGESHIRE - Ian Maddans, [redacted]
Every 1st Monday, at the Green Man, Six Mile
Bottom, near New Market.

DEVON - Neil Crock, [redacted]
ESSEX - Dave Simpson on [redacted] 3rd
Saturday 8.00 pm. All 50's & 60's at Halfway
House, A127

GREATER LONDON - SOUTH EAST - Yvon Precloux
[redacted] Plough P/H, Barry Rd Dulwich
GREATER MANCHESTER - Bill Ballard [redacted]
Every 1st Wednesday 8pm at the Tame
Valley Hotel, Park Rd, Dukinfield, Cheshire.

HAMPSHIRE - Mick Crouch, [redacted]
Every 3rd Wednesday 8pm at the Village Inn,
Swanwick (on A3051).

ISLE OF WIGHT - Ian White, [redacted] Every
1st Wednesday, 8.30pm at the Star Inn,
Wroxall, Nr Ventnor
KENT - Ron Butcher, [redacted]

[redacted] 2nd Friday, see Area
News.
MERSEYSIDE - Mark Prescott,
[redacted] Every 3rd Monday, 8pm,
at La Barbacoa, Mersey View, Waterloo,
Liverpool.

NORTH YORKSHIRE - Martin Hatfield,
[redacted]
NORTHAMPTONSHIRE - Danny Moody, Northampton
Every 1st Thursday, at the Griffins
Head, Mears Ashby.

NOTTS & DISTRICT - various meets, contact
Paul Bainbridge, [redacted]

OXFORDSHIRE GROUP - Every first Wednesday
8pm, The Lamb, Little Milton
PETERBOROUGH - Rod Boulton on Peterborough
1st Tuesday at the Blue Bell,
Werrington, 8.30pm.

SOUTH YORKSHIRE - A Rastrick, Sheffield
[redacted]

SURREY - Tony Russell, [redacted] 2nd
Tuesday every month, 8.30 at the Parrot Inn,
Shalford (on A248 near Guildford).

WEST MIDLANDS-COVENTRY - Steve Hancock,
[redacted]
WOLVERHAMPTON - Kevin Sharman, [redacted]
The Sir Robert Peel, Bell Lane, Blaxwich

WEST SUSSEX - John Skinner, [redacted]
3rd Tuesday, 8pm, Red Lion, Ashington, (A24).
WEST YORKSHIRE - Steve Waldenberg, Leeds
[redacted] FSOC members welcome to
meetings of the Thoroughbred Car Club, every
2nd Monday, at the Grove Inn, Wakefield.

INTERNATIONAL CONTACTS

AUSTRALIA - Gordon Cowley, [redacted]
CANADA - Ed Ingoild, [redacted]

IRELAND - Colm O'Neill, [redacted]
[redacted] Every 3rd Tuesday at the
Deerpark Lounge, Clonskeagh, Co. Dublin at
8.30pm.

NEW ZEALAND - David Green, [redacted]

ENQUIRIES - When writing to the club please
quote your membership number, and enclose a
stamped addressed envelope (International
Reply Coupon for overseas members) if you
would like a reply.

PAUL AND LYNNE EDWARDS



SIDEVALVE NEWS.VOL. 2, NO. 6, DEC. 1985

EDITORIAL

Well apologies for the lateness of this issue, I've had all manner of problems.

Thanks to all members who sent in contributions, for once I've got far too much! It couldn't have happened at a better time as Bruce Palmer has stood down as Pop & Prefect Registrar. In the past Bruce has supplied as much as 50% of the magazine, so he will take a bit of replacing! Thanks for everything Bruce, I trust you'll stay in touch with things Sidevalve!! I hope you all enjoy the holidays, and can we wish you all a good Christmas.

Now a STOP PRESS, a list of Sidevalve Kits available from Pat Osborne, who also now has a "Popular" car design tea towel in stock. Priced at £1.85 inc p&p, UK ONLY.

MORE SIDEVALVE KITS

100E Prefect.

In the 1950's Matchbox manufactured a 4mm model which was deleted from their catalogue by the early 60's. We are therefore pleased to announce that a company is now remanufacturing this model as a white metal kit, £3.80 each.

E83W.

Reviewed with photos in this issue, £13.50 each

1951 Anglia.

The very sought after Revell Anglia in 1:25 scale, produced as a dragster in plastic, is available to us in VERY LIMITED numbers only.

Older members may remember mentions in past magazines about this kit. Revell stopped production in 1970 and will not produce any more, we have even written to them in the USA but the answer is no!

So your only chance is to order one now at £15.00 each, perhaps to "restore" to original specification.

All the above are available from Pat Osborne, prices include VAT and p&p.

Deadlines - Copy to me by January 15th.
Next issue out February 20th.

FRONT COVER - a very nice shot from Brian Durrant, see Sidevalve Saga

AREA NEWS



Tony Williamson's newly restored 190E Anglia at the Tame Valley Hotel - photo Jim Norman

Manchester Branch News

I've not a lot to report in this column this time because I've said it all elsewhere in this (or the next) mag!

Suffice to say that we've had a rather hectic - and very enjoyable - couple of months up here in Manchester. Apart from the visit to Halewood and the Northern Classic Car Show in September, and the Treasure Hunt in October, we had the evening meal at the Whitegate Hotel in Chadderton on 6 November (in lieu of our normal monthly meeting). The four-course meal had a sirloin steak main course and cost \$6.50 a head (\$5 for members on the Branch Register) and was attended by 23 people. When we came to settle the bill after a thoroughly satisfying meal, we had a little difficulty in persuading the manageress to accept a cheque for such a large amount, because we hadn't got a bankers' card, and at one stage it looked as if it would be a case of us all doing the washing up for the rest of the week!

We've only had one "normal" monthly meeting - on 2 October - since the last mag appeared, and most of that was taken up discussing and taking bookings for the aforementioned events!

We have a full programme lined up for the New Year, and my best advice to members who have not been to any of our meetings for a while is to give me a ring a day or two before the meeting date (first Wednesday) to ascertain what we've got arranged.

It only remains for me to wish all my readers a Merry Christmas and a Happy and Prosperous New Year!

Billy Ballard

ISLE OF WIGHT AREA NEWS

Our club meetings here on the Island have been well attended by the few remaining Island members who attend regularly. On the Island there are many Sidevalves but the owners are not interested in joining the club which is unfortunate.

The main topic of discussion has been the proposed Vectis '86 rally, which has unfortunately had to be cancelled through lack of support, but at least we tried.

Ian White



A nice mix of Sidevalves, taken outside the Sir Robert Peel on a Wolverhampton Group Club night.

WOLVERHAMPTON GROUP

Yes! There is still life in Wolverhampton. On Sunday 8th September, a strange sight appeared on the car park of the Mermaid Public House, Nr. Wolverhampton. Not one but five Ford Sidevalves all waiting to convey their occupants in "luxury" and "speed" to the Pheasant Inn, Weenton. A hostelry somewhere outside Bridgenorth for Sunday lunch and refreshments.

The transport consisted of a Ford Prefect 493A owned by Bernard Cox on its first long ride out, following an extensive restoration. Rod Hall joined us with his very nice 100E Popular. Bob Horton appeared in his 100E/93A based trials car. Another trials car owned by Derek Hutchings based on a 103E joined us which has just been completed and has to be seen to be believed. And last but not least, myself in uriah 1, an E493A prefect (oh! and not forgetting wives and children).

Well, we left the Mermaid with Bob in the lead, as he is a native of the area, plus the fact that he was the only one who knew where we were heading! and proceeded along the Bridgenorth Road at a breakneck speed of 40mph trying to avoid heathens in RS2000's minis and big red things called buzzes driven usually by driving licence raffle winners. Well, we passed through Bridgenorth safely and uneventfully, still following Bob like rats after the proverbial pied piper, when we left the main road down country lanes, passing through quaint villages and hamlets (cigars) and the like. Now I said that Bob was driving his trials car and I never knew that he was of a sadistic nature but after being shaken up like a bottle of pop around some of those hairpin bends on roads only 8ft wide, I certainly was not ready for the obstacle that confronted us next. There it was: The mother and father of hills like the side of a house and all up (Porlock Hill and a half). Well, the two trials cars just flew up, but Bernard, Rod and myself stopped like we had all hit a brick wall. Oh for syncro on 1st! Anyway, we crawled to the top amid much steam, revs, a few well chosen words and oil fumes to find Derek and Bob waiting patiently and grinning like two cheshire cats. Thank God the Pheasant was only a few more miles on and after checking what had fallen off or bailed out during the run, we kicked Bob in the headlights and ceremoniously beat him with our starting handles, and then retired to the Inn to recuperate with a well earned pint and a fantastic meal. The trip home was just as eventful, and left us wondering how you cure petrol vapourisation on E93A's. But we all enjoyed ourselves, and when can we do it again, please?

K. SHARMAN

After a club meeting it was decided to charter a Steam Train at the Midland Railway Centre at Ripley, Derbyshire for the 19th October (Saturday). A total of 61 members and friends (including new members Andy and his wife Gerry from Sutton in Ashfield) enjoyed the trip.

On the dark, chilly evening we arrived at Butterley Station where the 4-coach train was already waiting at the platform. The tables were set, lights lit, the bar was busy, and all were aboard by the 7.30pm start time. There was a slight delay as the first beer barrel was emptied before a wheel was turned, a new barrel was loaded, the guards whistle blew and we were off to Ironville. From Ironville the train journeyed to Hammersmith causeway where the meal was served (soup, ham and beef salad followed by apple pie and cream and coffee and mints).

After two round trips totalling 13 miles the train returned to Butterley. The loco was detached and put to bed, the disco coach plugged in to the mains electric supply and dancing started.

Four members had footplate rides on the class J94 Loco number 68012 during the course of the evening. Mike Ankreit was club photographer and he recorded the event on film.

The bar was nearly dry when the last guest left at 1.00am. The trip was so successful that another is to be arranged in the New Year.

All the Nottingham Club members would like to thank Arthur Marlow and his family for all the work that they put in to get this event organised and also congratulate Arthur on getting two firsts this year with his beautiful 103E.

Paul Bainbridge

KENT BRANCH RAMELINGS

The latest of our group meetings was held in Ashford, at Ron B's house, where a select group reminisced over the club video and marvelled in the Teutonic engineering as displayed in the BBC video on the History of Racing cars.

For the sake of the 60 or so members who are in Kent, but who are noticeable by their absence, we have in 1985 travelled on a vintage railway (New Years Day), visited famous Chilham, and fed the ducks, (in the rain) in Mote Park.

In addition, we have had cars at the Maidstone Historic Car Show in May, and at the Bus rally at Chatham Dockyard in June. During the summer, members have taken part in shows, local and national, and our Dellow showed itself to be none the worse for its adventures in the Lands End Trial at Easter, by passing the MOT with flying colours.

In late August, there was a good turn out of club cars at the Classic Car Show, at Detling. These included an immaculate E03W van - still in use as a commercial - and one which was undergoing an extension rebuild.

Andy Main and myself are attending a Classic Car Renovation Course at Maidstone, and I gather that Andy offered his "Woody" as a suitable case for treatment - only to have it turned down!!

In the near future, our first group meeting will be held on New Years Day, 1st Jan 1986, with a trip on the Kent and East Sussex Railway. Meet at Tenterden Station at 12.30pm with a picnic on the train - free hot mince pies and hot punch on the train, with balloons and funny hats!

7th February, meet at Sue and Dave Threadingham's - 7 Klondike Villas, Sellindge Village. Title 'Technical Forum'. Bring your queries and we'll try to answer them.

Details of the group and our meetings from me, Ron Butcher, see front cover.

YORKSHIRE AREA NEWS

1986 will see the official Northern SV Day over the Pennines in Lancashire. However two events are planned over this side. I hope to arrange a large Ford Motoring Festival in early May in Templenewsam, just to the NE of Leeds, this event being sponsored by Trimoco Cars whose parts manager, Ian Walker, is quite a keen old Ford fan and is restoring a 100E Anglia for their showrooms. Later in the year the Kirkstall Festival will once again host a "50s Ford Day" which Mike Allen and I will be organising.

July 13th will see the 2nd Northern Ford gathering at Bowes Museum, Barnard Castle. If the date of Kirkstall Festival turns out to be the 12th, then a good weekend including a buffet dance in Harrogate will be arranged by the two groups.

WATCH THE MAGAZINE AND THE OLD CAR PRESS FOR DETAILS

HAMPSHIRE GROUP NEWS

Yet another year gone by and I do believe our most successful yet despite our 'wonderful' summer weather. We started the season with a sunny weekend on the Isle of Wight followed by a very wet one in a lifetime never to be forgotten three days at Silverstone Motor 100.

Between May and September we attended 10 rallies throughout the South of England finishing off the summer in September with a treasure hunt and finally the Brighton Classic Car Show. We are now looking forward to our December meeting when we shall be having our Christmas dinner.

I would like to take this opportunity to thank all the local group members for their support and efforts throughout the year. I look forward to our continued success in 1986, and hopefully seeing some new faces and, I know for a fact, at least one 'new' car. The January group meet will be held at my home to discuss the 1986 events.

Wishing you all a Merry Xmas and a prosperous New Year.

Mick Crouch

SURREY GROUP NEWS

Slight apologies this month from your Surrey Group local organizer. I have missed the last three area meetings! So a big sorry to all the Surrey gang. The main reason being the arrival of our new baby boy, Philip Peter, who contrary to popular belief was not born with a SV repair manual in his hand. Janet and baby are doing fine; me, I'm not so sure! Long evenings out in my workshop doing up my 7W tourer have been replaced by sleepless nights and nappy changing duties! We are also in the process of renovating a big Victorian house to move into soon, and I have recently taken over new responsibilities at work! Hopefully the new year will allow me more time to devote to our excellent Surrey Group, with some assistance from vitamin pills and phyllosan.

I have some news from the lads, Bob Knight has organised an E93A as a stablemate for his EA93A, look forward to seeing that on the road in the fullness of time. Peter Denton is partly stripping down his already superb Anglia, and hopes to bring the car up to concours condition.

HELP PLEASE! I desperately need a pair of 7W bumper grommets. They are slightly different to the 103E ones, as they have TWO slots in the bumper support brackets, and not ONE as on the Pop and Prefect models. Also I badly need a pair of domed 7W type headlamp lenses, come on Bruce, I know you have a pair, I'll swap them for a pair of E93A lenses, AND I'll let you have a drive in the tourer!

On behalf of the Surrey Group, a very Happy and Peaceful Christmas wish to all our members. See you in 1986

Tony Russell

CAMBRIDGESHIRE AREA GROUP

The first meeting of the new Cambridgeshire Area Group was held at the Green Man, Six Mile Bottom, on 7th October. Eight members attended, owning a variety of vehicles ranging from a V8 Pilot and 1955 103E to various 100E and 107E models.

As well as the usual cars/spares/rallies chat, a number of ideas were discussed to generate additional interest and maintain enthusiasm. Treasure hunts, navigational games, and travelling in convoy to events were well received, a number of members recalling these from previous meetings at Linton.

In order to encourage a larger attendance and make events more worthwhile, Pauline has suggested opening the evening to other Ford owners. Firstly this will give us a wider range of vehicles (and owners!), secondly it may be of benefit from the spares point of view, and it may also give us a wider range of events to attend.

The question of a suitable "cut off date" was then posed. I suggested pre 1963 vehicles to be eligible (ie those without date letters on their registration plates). Pauline then suggested a pre 1965 cut off (ie vehicles which do not require seatbelts). This is not a hard and fast dividing line anyway, so if someone turns up with a Mk1 Cortina, a Mk3 Zodiac, or even a 1600E Cortina, they will be most welcome.

As previously we intend to hold meetings on the first Monday of each month, at the Green Man. The pub is at the cross roads in the centre of Six Mile Bottom, only a few hundred yards from the railway crossing. The village is about 6 miles south west of Newmarket on the A1304. There will be no meeting during January - next meeting 3rd February at about 8.00 pm.

Ian R Maddans

THE BRISTOL BRUNEL RUN

The Brunel run organised by the Standard Motor Club was contrived to let visitors and local Standard and Ford Sidevalve members to come and enjoy some of the attractions the city has to offer.

On Sunday 15th September 11 cars arrived at the Industrial Museum on the docks - we were allocated parking space by the entrance. 8 Standards, my wife's Ford Classic, a Raleigh Safety 7 and the only old Sidevalve belonging to Brian Price, with his Prefect. The reason I did not take my Prefect was because the tax had run out at the end of August. After we all got acquainted and had received a Busby goody bag kindly donated by British Telecom, we all then had a stroll around the museum. On display was a Bristol single decker bus, an 8 wheel Bristol British Road Service lorry, a couple of Bristol cars, motor-cycles and a mock-up of Concord.

On certain weekends they have live steam running along the harbour. After dinner we had a guided tour of the Great Britain, 26 car enthusiasts followed a very humorous and interesting guide around this large steam ship. A browse around the gift shop and we were off in a convoy to view the Avon Gorge from the Clifton Downs. Time was getting on so in convoy again we headed for Brunel's Suspension Bridge. On the other side is Ashton Court country house and grounds, where we all agreed how enjoyable the day had been.

It would have been nice to see more Sidevalve members attend, as there was no entrance fee to pay and this local group is very friendly. Maybe next year some of our members will try and make an effort. The road tax excuse can't apply to everyone with all the Sidevalves I saw some weeks later at Abingdon.

Maurice Butcher.

MEMBERS LETTERS

"HUGHIE" GOES TO SCOTLAND

When I passed my driving test in March, my boy friend bought me a Chrysler Avenger to give me driving experience. The fact that he bought it cheaply had something to do with the choice of car! The real intention was that I should take over his Ford 100E Popular, reg no 9758 UE and hence the nickname "Hughie". This has stood in his garage for 4 years, having acquired it in a part exchange deal, but first "Hughie" had to be rebuilt and resprayed!

At the end of June, Alan had agreed the sale of the Avenger and so, after intermittent attention, work on "Hughie" began in earnest, as the car had suddenly become very necessary transport! "Hughie" was brought to roadworthy condition in a matter of only two weeks! A month later, "Hughie" was going to be really tested, for we were going on holiday to Scotland. Travelling from the outskirts of Oldham, we decided to avoid the motorways and use the A6 over Shap and then along the A57 through Dumfries & Galloway to Drummore, a small village on Luce Bay near Stranraer.

That journey of 259 miles took a full 8 hours, which in such a basic car as "Hughie" was a little too far for total comfort, but his performance could not be faulted. The climb over Shap was taken very easily, only changing down to second gear for the really steep bits. During the holiday we were to cover a total of 876 miles on only three and a quarter tanks of petrol, which cannot be bad!

Now used as daily transport, "Hughie" is by no means in concours condition, but we are working on that! For a start a new headlining is needed. But "Hughie" is still very satisfying to drive, and is proving that "he" is, to borrow a well known phrase, a "practical classic".

Kathryn Bardsley



Mel Smith isn't going to get away with not using his 100E as his wedding car!

Ken Saunderson sent the photo above of his car being used by the daughter of a friend of his. The couple could have used a new or an old Rolls, but chose the Prefect. Ken says he "felt very proud of the old car", and I'm not surprised.

Nick Chinery also sent details of S/V wedding cars which I'll publish in the next issue.



Michael's car in May this year

Dear Paul,
I have a 1961 Popular which was in daily use until October 1984 when a piston broke in half. I then decided it was time to restore the car completely, which has of course taken more time and Guilders than I care to think about! At the moment, she is in pieces and the body is nearly rust free, ready for final reassembly.

Of course, living in Holland with an old car is quite an experience!! People can't believe their eyes when they see the car on the road, and getting parts is sometimes a nightmare! When you mention the car they look at you in astonishment and quite often tell you to forget it before they even have a look for what you want. Anyway, with a bit of pushing, the odd part can be found. This happened recently when I was trying to get some top bush bearings (E370B1 & E380B1), I had tried a bearing dealer but that proved unsuccessful so I thought, just for a laugh, I'd go to a Ford dealer. To my amazement, and after a bit of arm twisting, they had a look and found the races in stock and that the bearings could be ordered! It seems they are the same as the 105E Anglia. I expect they will also be available from Fords in England.

I noticed that you are Club Librarian and in a local bookshop found the enclosed book going cheap so I bought two, one of which I would like to donate to the Club Library. The book is Ford Panel Vans by Len Cole and published by Ian Henry, and has some nice photos of the 7Y, E04C, 494C, E83W and 300E models. That's all for now - keep up the good work for a great Club and magazine.

Michael Eversden.

Dear Paul,
With reference to the gearbox photo from Maurice Butcher published in October's S/V News. This appears to be a Murray Overdrive, or could it be a copy as I always thought the name "Murray" was cast on. The gear lever appears rather longer than I remember but after 35 years, as Mike Dawes says, one remembers "impressions rather than details".

I have seen only one Murray O/D equipped 100E, this was a van with Wilment I.O.E. which showed up at one of our club sprints. It frightened us half to death, until we realised that the road holding was nowhere near up to its performance, in consequence his times did not match his potential. However hearts missed a beat when the van got up on two wheels and, completely out of control, struck a straw bale just as it was about to fall over, fortunately this stood the vehicle back on all four wheels! A much chastened and slightly shaken driver completed the remainder of his timed runs at a more moderate pace. I remember this incident so well since it was the most spectacular "unscheduled happening" in the 10 years we used that particular venue.

John Orpin



Brian Durant's '36 Model C, details below

MORE THAN JUST "WHEELS"

When I tell people that my '36 Ford Model 'C' is our everyday transport, I usually get a sideways look, followed by a few slightly patronising questions regarding reliability, the cost of tyres, the availability of spares and so on. At this point I usually launch into my five-minute spiel to try to convince them that I'm not really a nutter after all. First comes the bit about the £60 annual road tax - which no-one seems to have heard about - followed by the £45 fully-comprehensive, agreed-value insurance, which usually raises an eyebrow or two. This all used to be said in a vaguely apologetic tone, as if I felt honour-bound to explain myself, but nowadays it is said far more smugly, because I know I'm getting the best deal! Having heard that for around £100 a year I am taxed and insured, they are looking at me a little less strangely. Mention the MOTs that are sailed through, and the 38mpg on 2-star petrol, and they are beginning to wonder which of us is the nutter really. At the end of the lecture comes the little aside, 'of course, she's worth more every year - how about yours?'

I have found that this really is totally reliable and cheap everyday motoring, and I don't think I'm exaggerating when I say that my Model 'C' is one of the most reliable cars I have ever had. The thousand miles I have been covering every month in the rally season helps to prove it. It is an unusual day if the car is not taken out at least once, if only for the half-mile run to school in the morning - late again! I am a single parent family with two children of four and seven, economy and reliability are important to me. Fortunately I can still work as often as possible, because I am a jazz musician, which involves several nocturnal visits to clubs and pubs each week, and this is where the bulk of my mileage is built up. My band jobs are at least 20 miles away from my home near Chelmsford - often twice that - so my weekly 'work' mileage alone can often top 250 miles. (Memo to DHSS - after paying for babysitters, petrol, saxophone reeds and so on, I don't make a profit really - honest!)

I obviously need total reliability for this; I couldn't afford to leave the rest of a band waiting on stage, when I'm 10 miles away with a broken motor car. I would soon start to find work getting a bit scarce: I also need to be assured of getting home 20 miles or more in the early hours of the morning to relieve the babysitter! In fact, I have never had the slightest doubt that I would make it there and back, and so far I always have. Admittedly, in the last few weeks, the engine - an E94R unit - has been telling me that it would rather like a decoke and general scrape around, and increasingly high water consumption is confirming it. The one hill I always seem to encounter on the way home - on the A10 from Southend - has been more and more of an obstacle lately, but still, she gets over it eventually! Fortunately, I'm usually alone on the

road at that time of night. I doubt very much if a modern engine in similar need would even start, let alone still run reliably, but of course, these small sidevalves have long proved themselves to plod on with the most horrifying problems. I have always held that it is best to let things be with motor cars if all is reasonably well, so it is only this week that I have relieved my gasket head set from FSOC spares, so one day next week (after at least another 200 miles), I will have a poke around under the lid. I have a spare E93A engine that is relieving an on-going rebuild, and the two may be changed over next spring, when I will rebuild the present engine for later use.

Of course, I do have to allow a little longer for my journeys, but my times are surprisingly not far behind those of modern cars. She usually cruises at around 45mph on the open road (50+ after a good Redex!) which is quite fast for me. This has been reducing a little of late I must admit, due to the increasing carbon occupation of the head: I know it is about time I did something about it, because after about 25 miles, the radiator seems to want about 5 pints of water, so the poor old thing must be getting pretty warm. Roll on next week! Any initial awkwardness I use to feel in traffic has now completely gone, and my attitude is now very much, 'sall before steam', and 'let them wait a bit!'. Even on Saturday night London traffic I feel completely at ease now, even though I obviously realise that I can sometimes hold up the flow a little. However, surprisingly few people seem to get impatient if I can't make it away from the lights as quickly as they would like, and I have never once been flashed or hooted - other than good-naturedly if I happen to have left a trafficator out! Nor has anyone ever overtaken impatiently and cut in in front of me. It really does seem that people have the right amount of understanding and respect - and so they should! In order to gain a little sympathy in certain situations I have made a little sign for the rear window which says '1936 Ford Model C' in lettering large enough to be read from a following car, and I'm sure that has halted the odd impatient movement, as well as stopping the arguments about make and model that I know go on in cars following unidentified machinery.

The brakes, although rod-operated, are surprisingly efficient, and have coped well with prolonged traffic driving, as well as the occasional emergency stop. The gearbox is sweet and easy, though this is probably where the car driver would have to make most allowances. Changes are not quick in either direction, as a slight pause before selecting the next gear is essential, and any attempt to push up or down a cog quickly can be noisy. Changing down from top to second (or high to intermediate as the book has it), is impossible at speeds much over 20mph, so you do find yourself changing down in the middle of roundabouts, rather than slowing down to silly speeds before entering them, but you soon get used to it. There are only the 3 gears of course, and top can take you down to 10mph quite comfortably, so there are fewer opportunities to mess it up anyway! Even though the lighting is only 5 volts, it is more than adequate for the speeds involved, and it doesn't matter too much if you should happen to dip them on the odd occasion! Everybody seems to see the indicators, which surprised me at first. I doubt if half the driving population have ever seen a semaphore indicator used in anger, yet judging from the movements in the mirror as soon as they are used, they are seen and understood. They obviously aren't as inefficient as we think. With its turning circle comparable to a modern small car, parking and reversing into restricted spaces is no problem. Although the luggage space is a little restricted, I have never found it to be a problem. Frequently I carry myself and the 2 children, a baritone saxophone case which must be only three or four inches less than the total width of the car, a soprano sax case, a 100 watt amplifier and 2 column speakers each 3 feet by 1 foot by 1 foot, as well as a suitcase of clothes for the 3 of us for the weekend, a flight-bag of shoes and odds and ends, a spare petrol

can and toolbox, and occasionally a dog as well! Its a bit crowded, but it works!

One strange fact I have noticed is that I've never yet been pulled up by the lads in blue, in spite of the many hours I have been driving home in the early hours of the morning. When I was doing the same in my previous car - thoroughly respectable 3 year-old Volvo 345 hatchback - it would not be unusual to be stopped once every week or so by one of the lay-by and roundabout lurkers, but so far in the 'C', nothing. In fact, they look and smile, and have even been known to give a little wave! I realise that the car must be pretty well known to the mobile parts of the Essex Constabulary by now, but I'm still surprised I haven't had even one 'pull'. I wonder how it would be if she wasn't so shiny and obviously well cared-for? Why, I could get as rotten as a skunk, and at 35mph it wouldn't show, but of course, I don't - do I!

The only time Jazzmin (get it?) nearly let me down was entirely my own fault. After -2 weeks of almost exclusively night-time driving, the battery wouldn't give enough spark to start her one Sunday morning, even on the handle, but a 10 yard push was enough to get her mobile and home to the charger. The original third-bush generator obviously cannot quite cope with too much night-time use without at least half as much daytime driving to compensate. I now give the battery an overnight charge once a month.

It is the extreme simplicity of the car that makes her so practical and reliable of course. No nasty hydraulics to fracture pipes and rot rubbers, no water-pump to eat bearings, no electrical fuel pump to jack it in at two in the morning - in fact nothing at all to jack it in that I can't fix myself - on the road if necessary. The points are easy to get at and check (loosen 1 screw and you can take the distributor off and adjust it in the car if its raining); the carburettor is as simple as it can be - jets can be taken out and blown through in a minute or two. A weekly check of tyres, oil, water (normally), plugs and points; a monthly jack onto axle-stands to check for wheel wobbles and a prod round with a grease gun, and we're off! Of course, that's ignoring the daily rub down and crawl round with the touch-up paints, the weekly waxing and rust-hunt, and the monthly upholstery polish, but those aren't labours - they're a pleasure!

Rallies are a very important part of the summer to us, and we all enjoy them very much. We go to every one we can find within about a 40 mile radius, and there were few weekends this summer that we didn't go to one. I do wish rally organisers would publicise their events better though, because over half of this season's events were only found out about the previous weekend, or even the previous day by looking in local papers. Nathan, my eldest, dresses up in a blue mini-overall with a spanner or something sticking out of the top pocket, and Hannah flaps around with a duster, gravely telling all visiting children not to touch the car. We really enjoy them, and they do make quite a cheap day out for us.

I don't really care what those incredulous expressions are really thinking when I tell them that this is our only car and is used everyday. I still think that using my 'C' as everyday transport is thoroughly practical, totally reliable and very cheap motoring. I have never actually worked out how much my motoring costs per mile, but I can guarantee that it would not be much more than half as much as the modern-car user. Jazzmin really is much more than just 'wheels' anyway. She is virtually a member of the family: almost like a pet - a faithful, willing and amazingly undemanding friend, and if that sounds too soppy and sentimental, well I'm sorry, but that is how we all feel about her! All those admiring glances from passing cars and pedestrians would alone make it worth paying as much for motoring with a modern car, but when you get all this, and far, far more, for a great deal less, who can argue?!

THE CASE OF THE HAUNTED PREFECT

A while ago I attended the Hornsea Classic Car show arranged by the Yorkshire Thoroughbred Car Club, a dry and warm day which was unusual for 1985. A very large turnout and plenty of 93A types there, but only my 107E and Brian Eden's 100E. However, to the point of this tale, after the rally I went on to a village nearby to visit some old friends and had a meal with them. I left as darkness was falling. A mile or two down the road, my friend approached from behind, lights flashing etc and flagged me down. He had noticed I had no rear lights as I left his drive, yet my headlights were OK. There was not a lot we could do by the roadside in the dark, but luckily my 107E is fitted with rear fog warning lights, so I put these on and carried on back to Leeds.

The next day I tried to trace the fault on the wiring, but taking the easy way out, I ran a new cable from a junction under the bonnet to the rear of the car and hooked it into the loom in the boot. Now I know the wiring on my Prefect is not 100% and one day I may fit a new loom, but a bigger shock was to hit me that day. For some reason I asked my secretary to check the flashers when I dropped her off, on both positions of the steering wheel control. We got right hand flash - but no left flash. I hastily drove home and lifted the bonnet, all appeared in order, but only right flash no matter where indicator moved, and no horn either. How long this had been going on I just don't know.

I had to remove all those wires that come out of the steering box tube and replace them in their correct connectors. Now, nobody has access to my car nor had the bonnet been left open at the rally and I am sure that all was well prior to that. I had replaced the steering box assembly months ago, but ensured that the flashers were correctly wired - its an obvious thing to do. So the mystery is, how did those wires come to be wrongly connected. If someone had wanted to sabotage the car, they may have pulled all the wires out, but would not have gone to the trouble of reconnecting them again and as we all know, the bonnet release catch on 100Es is quite well hidden under the dash and only those with one know where it is.

This is a mystery to all the family, we will never know just how those wires got mixed up. Could it be the ghost of a former owner who has finally objected to my mild modification (customising do I hear you say?) of the car?

STEVE WALDENBERG



SS GREAT BRITAIN, visited on the Bristol area Brunel Run, organised by the Standard Motor Club. See page 3.

NEWS AND REVIEWS



Reprinted from Ford News - November 1st

BIRTHDAY PARTY - FOR THEIR CAR

There's an important birthday coming up soon in the Felton household.

In fact, it's so important that they've hired a hall, invited eighty guests, baked a special cake and bought some super presents. So what's it all for...their car!

It's true. And, according to Joan and David Felton of Sutton Coldfield, it's no less than their faithful 25 year old Ford 100E Popular deserves.

For 'Coj' - named after the letters of its registration plate - has been like one of the family to the Feltons since it joined them in 1968.

"It has been a terrific workhorse and a faithful friend," said Joan, who has driven the pristine black Ford with its red upholstery more than 80,000 miles.

"Coj was my salvation when the children were little - it never let me down on trips to and from school and on holidays. 'Coj's' fame has spread far and wide around Sutton Coldfield - but that does have one minor disadvantage for Joan. "Everyone knows the car, so I aren't be anywhere I shouldn't," she joked.

"We actually held a party for the car on its 21st birthday, but that was just a small family affair," said Joan.

"But for the magic 25 year occasion we decided to do it in style and hire a hall and invite all our friends and family to raise their glasses to Coj."

The party will be a grand affair with all the trimmings - not forgetting Joan and David's present....a set of seat covers - gift wrapped, of course!



Reprinted Courtesy of Ford News - November 1st

MEMORIES OF A MILKY WAY!

Dairyman Ray Whife and his father - who was in the business before him - have always reckoned that Ford vehicles are the cream. Whife & Sloper used Fords for its milk rounds in the Basildon area for years, until the fleet was replaced by electric floats in the mid sixties.

But now Ray has a Ford that takes him on nostalgic trips into the past. After years of searching, he has bought a 1953 Ford Popular 5cwt van - just like the ones the roundsmen used 30 years ago.

"It is in immaculate condition and looks as if it has just come out of the showroom", said Ray, 49. "I saw it in a vintage car show and managed to get a deal on it. I have painted it in the dairy's green and cream colours and put our name on the side. Its just like stepping back in time."

The EA90C Bhp van belonged originally to a subpost office in Cambridge and then went to a sack merchant. When he dies, it was kept in an old chicken shed, and then in a barn until it was rescued and restored. Ray said "It has become quite a talking point in the district."

He is pictured with Peter Sloper, whose grandfather was in the business in 1906.

NEW - EB3W MODEL KIT

At last someone has finally produced a kit of the EB3W to match those available for other Sidevalves. This time its Model Road & Rail (who used to own an EB3W pickup and were Club members!), and the prototype is the EB3W Panel Van in 1/43 (7mm) scale.

Their sample van is made up as Jim Bubbs "South Eastern Gas Board" version but other transfers will be available - hopefully based on other FSOC members vehicles. (A hint for George Mather to send them some photos from the Register!!)

The kit is made of white metal and makes up into a realistic little vehicle. Detail is good and assembly straightforward.

The price is £13.95 for the kit, or £29.50 ready built, from Model Road & Rail,

However by the time you read this the kit should be available from the Club at a discount, so contact Pat Osbourne for details.

Andy Main

CLUB NOTICE BOARD



The E83W kit reviewed opposite

BOOK REVIEW BRITISH FAMILY CARS OF THE FIFTIES"

BY MICHAEL ALLEN. PUBLISHED BY HAYNES

Those of us brought up in post war Britain must recall the cars seen on the roads in those days, mostly pre-war hacks in varying stages of decay. The sight of one of the "new" models coming onto the roads in the early 50's was something to shout about. I remember my late father getting his new E series Velox in the autumn of 1951, what an eye catcher, it drew admiring crowds wherever it was parked. As the standard of living improved, so too did the type of car seen on the road in increasing numbers; Hillman Minxes, Morris Oxfords, Vauxhalls and Standards, not forgetting Ford 110E's and Consuls. The ranks of the pre-war banger were soon depleted.

Until now books on these somewhat mundane family cars have been non-existent in the bookshops. Those of us Ford fanatics for example have had to wait until very recent times for a book covering "our" type of car, those fans of other makes have nothing at all. Mike Allen surveys the range of family saloons extremely well in this superbly illustrated and put together book. All those well-remembered cars, from the diminutive little Austin A30 to the big and bold PA Crestas of 1959 are covered. Many good photographs and a well written text, compliment the data panels included for most models.

186 pages of pure nostalgia which is well worth buying to add to your book shelves.

STEVE WALDENBERG

Once again, the year is coming to an end, so may I take this opportunity of wishing all members a Merry Christmas and a Happy New Year. I would also like to thank the Committee for all their hard work on behalf of the Club during the last year.

It is again time for us all to renew our Club membership. Please renew promptly to make things easier for the Membership Secretary. As it is renewal time, the February issue of the magazine may be delayed to allow as many people as possible to renew. Therefore, please allow for this delay before contacting the Editor or Membership Secretary about the late arrival of your magazine.

I am sorry to report that Bruce Palmer, the Popular and Prefect Registrar, has resigned from the Committee. I would like to thank Bruce on behalf of the Club for the many years of hard work he has done. I hope Bruce will enjoy being an ordinary member for many years to come.

The General Secretary

AN APPEAL FROM THE NEW JOINT PUBLICITY OFFICERS

Following the resignation of Ian and Ken Spencer, Gareth Logan and I have taken over as Joint Publicity Officers.

We would like to produce a new video tape for the Club for showing at Branch Meetings, Classic Car shows, etc. and featuring members' sidevalves. If you have any video film taken at Sidevalve Days, rallies, etc. featuring sidevalves (cars and commercials), are you prepared to loan it to us?

We would also like to produce some large-size posters for use on the Club's stand at exhibitions, and need to borrow Ford publicity material featuring sidevalves, e.g. original posters and leaflets, preferably those printed in full colour. The sort of thing we're looking for are the items which appeared on page 12 of the June 1985 edition and on page 20/21 of the August 1985 edition of "Sidevalve News".

If you are willing to lend any such items, please send them to me (Bill Ballard) at 49 Tudor Avenue, Chadderton, Oldham, OL9 9PG. Receipt of all items will be acknowledged. Knowing that the sort of items we want are likely to be of great value, we shall take the utmost care to see that they are not damaged in any way and they will be returned to you as soon as possible. If you are in any doubt about the suitability of the material you possess, please do not hesitate to ring me on 061-681 0051 between 6.30pm and 9.00pm, or Gareth on Ramsbottom 7879 between the same times.

We look forward to hearing from you!

Bill Ballard

OBITUARY

Members of a few years standing will be sad to learn that John Norris died in October. John was General Secretary from 1979 to 1981 and also editor of the club magazine 'Club News' from 1980 to 1981. When John became editor of 'Club News', it was nothing more than a bi-monthly newsletter, but within a short time it developed into a proper magazine. John's success with the East Sussex local group was a model example for the others which have followed. The rest is history, but it was John who set the Club on its present course, at a time when it was expanding at a faster rate than we could cope with.

John Skinner



While Mick's away the cats will play, at the ...

THE BRIGHTON CLASSIC CAR SHOW 1985

Once again the Brighton Classic Car Show was held at the Metropole Hotel on November 1-3, which also coincides with the veteran London - Brighton Road Run on the Sunday.

The Hampshire group organised and manned the FSOC stand throughout the weekend. The position and space allocated to us was very disappointing, as we were originally going to display three vehicles, but owing to the lack of frontage this was impossible. However we did manage to show a 1956 103E Pop belonging to Andy Gail who had worked very hard the previous few weeks getting it in pristine condition. Also my own Perfect cut-away chassis which drew a lot of attention even from the Thoroughbred and Classic Car people. So keep your eyes open, we may make it in their magazine. Also on display was a range of Club regalia and some remanufactured spares etc. We had quite a good response and managed to sign up a few new members for 1986 and handed out a lot of application forms to others who showed interest in the Club. We even managed to sell a few items of Regalia. It was nice to see a few sidevalve members visit our stand but what happened to the rest of you?

I am sure we could have done a lot better if we had had a better position in the display hall. It always seems that the thoroughbred cars ie Jags, MGs etc acquire the prime positions and the sidevalves are the poor relations or is it the FSOC Club or more so its members that have not been interested enough to promote the club and their cars at these shows.

Having approached the show organizers on the problem of our stand they were very fair and promised us a more prominent position next year, as long as we can make it a worthwhile display.

My thanks to all the members who helped supply and prepare the equipment for this years show and all those who helped man the stand over three long days.

Mick Crouch

THE NORTHERN CLASSIC CAR SHOW

For the 4th Northern Classic Car Show, held at Belle Vue, Manchester on 28/29 September last, the Manchester Branch had its biggest and best display to date. In addition to the five immaculately turned out vehicles on display (details of these were given in the August mag), we had a video displaying the Club's films from the Ford archives and the usual sales stand.

The appearance of the stand was much improved this year by the loan of artificial grass and some display boards, kindly arranged by Tony Williamson. Also, photographs generously loaned by Jim Norman helped to fill in the gaps.

We were honoured by the presence of Club Chairman John Skinner on the Saturday. John had been holidaying in Darwen (Lancashire, not Australia) and popped in to

spend some time on the stand. Nice to see someone from "the top table", John! Hope you enjoyed our company! Sales of regalia showed an improvement on last year, and we hope we were successful in recruiting some new members - we dished out plenty of membership application forms! In fact, two new recruits were to attend our next branch meeting.



Tony Williamson's 100E & Charles Ashworth's E493A at Belle Vue.

Unfortunately, although our cars were very nicely turned out, none won an award, and indeed we do not recall any judges even inspecting our vehicles during the weekend. However, a photographer from Practical Classics showed a keen interest in them, particularly Steve McKenna's 103E chassis, so we're keeping our fingers crossed for some extra publicity!

The most hilarious moment during the weekend arose when a young female sidevalve owner called at the stand and was asked by one of our members "Are you in the Club?", much to the consternation of her chaperon! Our thanks are due to all those who assisted with the stand in any way, particularly the vehicle owners - Steve McKenna, Brian Nutter, Joe Sambrook, Tony Williamson and Charles Ashworth, who all had to go to great lengths to display their cars.

Bill Ballard

VECTIS '86

The response to our enquiry in the October issue of Sidevalve as to whether club members would be interested in coming to the island for a Sidevalve rally has been disappointing with only 15 replies. When we set out on this project Dave and I decided that to make the effort worthwhile we would need a minimum of 20 (about 1% of the club membership) so with this result this event will NOT now take place. To those of you who did reply from far and near may I say thankyou for your support and say please come in any case for a visit. We often get visitors from the club over here and if we know beforehand we can usually arrange a get together of some sort. We realise that there was a not a lot of time for anyone to make up their minds but as I stated on the form it was only to let us know what the interest would be and the entry form would be issued later. The main reason for this is that to get to the Island the ferries have to be booked well in advance for that time of the year. So regretfully let me say once again that this will not now be held.

IAN WHITE



The scene outside the administrative block, at Halewood, on the evening of the 16th September '85 (PHOTO - W. L. SKINLEY)

HAIL TO HALEWOOD! - By Bill Ballard

The daytime visit to the Ford factory at Halewood last June may have lacked support, but the same could not be said of our return visit on 16 September. Bolstered by our friends from the Merseyside Branch, 23 members and guests turned up in 19 old cars: 15 Sidevalves, a 105E Anglia and a Mark II Consul. Odd men out were an A35 estate car (no dropped fusible plugs, this time!) and my red Mark III Escort (at least it was built at Halewood, if not that old!) in which I played "Sodbuster Rubberduck", or convoy leader to the unenlightened.

We in Manchester Branch had arranged to meet at Burtonwood Services on the M62 to proceed in convoy to the Plant, whereas our Beatleland pals were to go directly to the Plant and meet us there. At 18.10 on the evening in question, 14 cars, led by my Escort (aptly named!) set off from Burtonwood, and what a pretty sight it was! With Gareth Logan in his E493A bringing up the rear, we plodded at a steady 40-45 mph through Widnes to the Plant. Apart from keeping my eyes open for "dropouts" (breakdownwise!), I was nursing my Escort (it isn't used to such slow speeds!) and keeping my fingers crossed that the rain would hold off and the daylight would hold on. Oh! How I wished I had my E04C on the road to join in the fun!

We arrived in Halewood at 18.35, 5 minutes later than scheduled, to be greeted by Tom Malcolm and his assistants and Mark Prescott and his supporters from the other "M" Branch. The look on Toms' face imparted surprise, delight and embarrassment. Surprise at our convoy: delight at the number of old Fords participating, and embarrassment that the space provided for us in front of the Administrative Block was far too small! In fact, apart from Jim Norman, who managed to tuck his 100E in at the end of 3 100Es, a Merseyside motorcade, which consisted of 3 100Es, a 7Y (or E04C) van disguised as a pick-up truck and a 105E, we in Manchester Branch had to be content with a "back seat", our cars being parked three-abreast on the road at the back of the display. A shame that we could not highlight Gareth's E493A or Keith Dewhurst's 103E. But darkness was descending rapidly, so much so that I believe the accompanying photographs had to be time exposures:

After a short talk about the Plant, Tom Malcolm invited us to take a seat on the "train", a tug (non-Sidevalve powered, unfortunately!) and three carriages, each seat supplied with headsets, for a grand tour of the Plant, after which we would retire for "a cup of tea and a biscuit". We were to be silently swished round with a very informative commentary on the functions of the various machines and sections. Although the works was in "maintenance time", ie the lull between the day and night shifts, there were still plenty of machines working.

So although we hadn't any of that certain brew, we managed to reach those parts we didn't reach when touring the works on foot in June, eg the engine and gearbox assembly section (these components are actually manufactured at other plants).

At the end of the tour, we were led into the Managers Restaurant to face a most lavish buffet, including prawn cocktails, barbecue spare ribs, chicken drumsticks, gateaux and coffee. Some "cup of tea and biscuits"! In fact, there was a trifle too much for our party and I can only think the night shift would benefit from our left-overs (nobody had dreamt in bringing a doggy bag with them!).

After the super meal, each participant was presented with a carrier bag containing a chamais leather, a tow rope and some literature on slightly newer Fords! Unfortunately we had to leave the Plant rather hastily just after 21.30 because the night shift was coming on (have you ever tried to go against the flow of a football crowd, because that was what it was like!). That left us with an hours boozing time (drinking and driving! Tut! Tut!), so a convoy of cars, this time led by Gareth, proceeded into Widnes for a celebratory "nightcap".

The first pub we called at, one of Gareth's old haunts, had changed somewhat since he was last there - it had become a disco! As we entered the car park, a certain lovely leggy lady in leather hot pants appeared out of the darkness and I'm surprised there were no accidents or heart attacks! Rumour had it that I would not be admitted to the place, so we did an "about turn" and made our way further up the road to a quieter pub.

In conclusion, I would like to thank all those members who brought their "Sidevalves" along, and a special thanks to Tom Malcolm and his staff for making it such a memorable evening.

Just as a postscript, I would like to add that, during the meal, I announced details of a rather nice 100E Popular that was for sale. It has since been acquired by Tom Malcolm, who has asked for an FSOC membership form (and been given one!).

FORD 100E

TROUBLE SHOOTER

These trouble tips will help you to cope with difficulties

1 Should the engine start spluttering and die out, after it has become hot, suspect the ignition system. The coil will probably be weak, and inclined to break down after it becomes warm. This can be put under test by a garage which employs an experienced automobile electrician.

2 Although this 100E engine is not of very high compression, it will "ping" if the ignition is too advanced, with low grade fuel. If pinking occurs, either retard the ignition, or use a better fuel. Super fuels don't improve a normal engine much, but are not "too powerful" as some people think.

3 On the earlier 100E cars, judder was experienced when reversing, or in low gear—when taking off—and this can be overcome by removing the old clutch assembly and substituting a modified pressure-plate unit. At this time the master-cylinder rod setting must be reduced from 4 9/16 in. to 4 7/16 in.

4 Should the car swerve to one side when the brakes are applied, it does not follow necessarily that a brake on that side is grabbing. First suspect that the brake on the other side is inefficient, probably due to oil on the linings, a seized wheel cylinder or worn linings.

5 Should the engine refuse to idle at all, it is possible that a jet or drilling in the carburettor is blocked. This can sometimes be cleaned out by swilling through, but sometimes a garage air-line must be used. It is not unknown for these blockings to resist all attempts to clear them.

6 The marks that appear on the windscreen from the wipers are almost impossible to remove, and would take hours, days, or weeks of work with jewellers' rouge to reduce. They are caused by wipers working too fast at times, and the answer might be to fit an electric wiper motor.

7 Slight vibration on the steering wheel, which might become a little more pronounced when the car is braked from a high speed, indicates that the front wheels need balancing, and this can be done by a number of garages, or in some cases by the supplier of the tyres fitted to your car.

8 The suspension on this car is quite firm, although the car is inclined to lean a little on corners and, under extreme use, to lift its inside rear wheel. But if an excessive amount of lean is noticed, or the wheels seem to patter on the ground, check the condition of the hydraulic shock absorbers.

9 If the brake pedal goes right to the floor when depressed—either immediately or gradually—it may indicate that the linings need adjusting nearer to the drums. If the pedal is the same after adjustment of the linings, you must suspect a fault in the master cylinder, and strip the system.

10 The drumming of the body, which some people complain about, can be cured to a considerable extent by the use of underbody sealing, and anti-drumming compound used within the panels. An underfelt beneath the floor covering is another way to overcome the problem.

11 Don't be alarmed by a small amount of water coming from the exhaust when the car is started on a cold day, but if the water ejection continues after the engine has been running some time, with or without a possible misfire or lack of power, the cylinder-head gasket is probably blown.

12 A clunk, as distinct from a judder, when the drive is taken up, can be due to neglected axle mounting nuts at the rear having come loose, allowing the axle to twist as the drive is taken up. At the same time, it is not a bad idea to check that the universals, and mounting bolts, are in order.

13 Gearbox troubles can occur on this car, notably the difficulty of keeping second gear in mesh. This is due to the tapering of the mating teeth on the gears, and replacement is the only cure. On no account should you hold the gear in place, as this can break the selectors, jamming the box.

14 Occasionally jack up the rear of the car, and rock the wheels to see if the hub is slack on the half-shaft taper. This looseness can affect the brakes, will cause a clunking noise, and will damage the hub and half-shaft beyond repair, calling for a replacement.

15 Oil leaks, which you usually discover on the garage floor in the mornings, may be due either to the sump screws being loose, or the front or rear oil seals being in bad condition. Whichever is the case, you are recommended to remove sump, replace seals, etc.

16 The big ends in the engine are direct metal, and these may not stand up to high-performance use. Special shells cannot, of course, be fitted, so it will be necessary to remove the rods and have them re-installed with lead indium if sustained high speeds are intended.

100E HOT-UP *continued*

exhaust, but do not tighten fully. Using new gaskets and making sure the hot spot is polished (that is the plate which separates the inlet from the exhaust manifold). Make sure the concave section faces the inlet side. Clean the carburettor flange and the flange that bolts on to the cylinder block.

Now replace the tappet cover and fit a new gasket, because it also covers the main oil gallery and has to retain a pressure of up to 40 p.s.i. Refit the oil warning light switch and re-wire. Now fit the manifold gasket. Clean out with a sharp knife any part which overlaps the gasket, then fit the manifold and tighten from the centre to the end nuts. Now is the time to tighten the hot-spot flange.

Remove the top of the carburettor and take out the float. In many cases there will be quite a lot of dirt in the bottom of the float chamber—it should be flushed out. Clean up the flange, removing any old gasket that adheres. When this is cleaned replace and fit carburettor on to the manifold—do not over-tighten.

There are three types of head gasket to choose from. The standard copper asbestos (ordinary Enfo part), the aluminium peel-off type, known as "Flexal", and available from Alexander Engineering Co., Haddenham, Bucks, and the thin steel high-compression gasket, from Super Accessories, Southlands Road, Bromley, Kent. With the new high-compression gasket fitted it is possible to run on a better grade fuel, and it may be possible to advance the ignition timing. Now fit the cylinder head and tighten it the same way as it was removed.

Distributor details

The contact-breaker points should be removed from the distributor. Any pit marks should be removed with a carborundum stone and polished with a very fine emery cloth wrapped round a file. Refit and set the contact-breaker point gap to .014 to .016 in. when fully open. Refit distributor, sliding it down into place whilst slowly turning the rotor shaft so that the slot on the lower end locates on the driving key. When unit is fully home, tighten the securing bolt so that the advance-retard degrees on indicator are central, so adjustment can be made after test if required.

The top of the petrol pump should be removed and the filter should be cleaned out, and at the same time clean out the pump bowl. When all the dirt is removed replace filter and pump top, using a new gasket at that point.

Replace heater hoses, the plug leads, and carburettor linkage, etc. Turn off radiator drain tap, and refill radiator with water. Renew engine oil. The decision to use the recommended lubricant, or a straight oil such as Castrol, supplemented with anti-friction additives such as molybdenum disulphide or Bardahl, is up to the owner.

The engine can now be run, and after it has warmed up check the water level. The carburettor can now be adjusted until a good slow running is obtained.

After the car has been run for a few miles the head, manifolds, and flanges must be tightened. However, do not over-tighten the carburettor flange, as it may cause the flange to warp. ●



POPULAR & PREFECT REGISTER

Andy Main,



Hard on the heels of this discovery, came a phone call from yet another owner. John Hollands bought his car in 1970 for £30 but since then its been in store. He only contacted the FSOC following a mention in "The Autocar". Now there are two left from the 669 produced, and rumours of a third elsewhere in the home counties. Can we hope that the owners will get these cars back on the road for the 1986 season? Johns car is particularly original and in good condition, so perhaps.....

FAREWELL TO BRUCE!

With regret Bruce Palmer has had to stand down as Registrar due to other commitments, therefore I have taken over for the moment. As I will now be wearing 4 hats, (as Registrar, remanufactured spares, a director of FSS Ltd and model kits researcher) I will be unable to put in anything like the hours Bruce did.

I would like to put on record the amount of work Bruce has done since he formed the Register with me in 1979, after a Club visit to the Ford plant at Dagenham. The reason for the forming of the Register was to ensure that much needed E93A type spares were remanufactured (the first time the Club had gone into this), and Bruce played a major part in this at the beginning.

Each issue of the Club magazine since 1981 has included a Register page, with other pages of photographs also being supplied by Bruce. While the Register now stands at over 500 cars, Bruce has also been greatly involved in the Club book on the Small S/V Fords, Popular 30th anniversary regalia, Club video production, etc., etc.

I am pleased that Bruce has supplied articles for this magazine, and hope he will continue to do so, but now is the time for more register members to send me their restorations, technical tips etc., for future publication.

May I take this opportunity of wishing you and your S/V a Happy & Prosperous New Year.

Andy Main



DROP HEAD DISCOVERYS

The photo above shows the recently discovered Prefect DHC, basically sound but in need of a fair amount of restoration. The owner needs a new, or "as new", chassis frame and steel wings for the rebuild of his 7W tourer (the Prefect is next on the list!). A 493A chassis would be suitable and he is prepared to collect. Please contact:- Mr H D Higgins, [redacted]

Incidentally this DHC is not the one that was recently illustrated in "Classic & Sportsman". that was left hand drive!

MEMBERS PROFILES



SWEDEN

Now its winter and we are all looking forward to Christmas its seems appropriate to look at the car of one of our Swedish members, Goran Everitt, who lives in Uppsala.

Goran bought his 493A Prefect from a relative who was the second owner. it was used daily until 1975, completeing 20,000 kms since 1970. From 1976 to 1983 it was left standing, but hopefully following some minor restoration work it is now back on the road. The details are:- year 1952, chassis number C701050, colour grey, note the rear mudflaps.



NEW ZEALAND

From New Zealand comes Dave Robinson, who has just registered his 1954 103E Popular, owned by him since 1982. Dave bought it in pretty rough condition and it took him 6 months hard work to get it back into a reasonable state. In addition to a respray the engine was overhauled with new rings and bearings, and hasn't given trouble since. Previously it hadn't run for 2 years, but started first time when collected.

Dave is a member of the small but enthusiastic Ford B

£ 10 Car Club in New Zealand, and all his hard work paid off when he won their annual rally - hence the champagne and trophy on the bonnet!
 The Club has several members in N.Z., and we receive the "B & 10" Clubs newsletter from time to time (and very good it is - Paul). It's nice to hear of such enthusiasm from nearly our farthest members from the Club HQ in Abingdon!



AUSTRALIA

Andrew Mitchell owns a 1950 E4940A/B Anglia. He has owned the car since July 1951 and during the 1950s did about 9,000 miles towing a 4 berth caravan:

Some of these trips to Melbourne and Adelaide from his home in Sydney took 7 days! However the Anglia proved very reliable if rather slow.

Now its done over 185,000 miles but surprisingly the original engine is still sound although it was rebored at 65,000 but no body repairs have been required - only 2 resprays! That says something about the care with which its been treated! Perhaps the fitting of oil pressure and engine temperature gauges helped.

The car is still in regular use.



WHAT AN EIFEL!

Over in Stockholm Borje Jernheim has finally finished his 1938 Eifel Cabriolet previously illustrated in the FSOC magazine back in 1981 when it was literally a pile of bits in his garage. The car is the very last model of the Eifel with the swept back grille and of course has the final Cologne built version of the Model C.

Borje hasnt been able to find the correct type of carpets for the car and would appreciate any help and advice. When he has finished he promises a series of articles on the restoration for the "New Ford" Magazine. If you are able to help please contact him at [redacted]

Engines, Engines, Engines

The mention of the problem with finding engine reconditioners in the October news brought, by FSOC standards, a flood of replies, to be exact 6 phone calls: However, many thanks to those members who rang with several very useful contacts, some of which could be of use to the spares company in other remanufactured projects. Some recommended items are listed below.

1) Nordian Exports Ltd, Ongar, Essex. [redacted]
 Wally Wheatley and his firm are well known as being the UK's main specialists in Ford V8s but in addition he still carries a limited stock of "Sidevalve" spares and will recondition engines. This has been helped by the recent purchase of the equivalent of 25 sidevalve engines formerly in use by the RAF as part of the bomb handling equipment of Vulcan nuclear bombers!
 Due to unfortunate experience in the past Wally will NOT offer an exchange service but will rebuild your own engine to high standards with new parts as required. Prices quoted look very comparative and Nordian have a good reputation for their rebuilt V8's. 100Es may be more of a problem but Wally is prepared to "have a go" with these. Usual guarantee is 6 months which should suit people whose cars are still in everyday use. Unfortunately Nordian cannot handle the 8hp sidevalve i.e. 1172cc engines only.
 For further details ring the telephone number above 9.00am - 5.30pm only. Please mention the FSOC!

2) Cedar Engineering - [redacted]
 Recommended to us by a satisfied customer, this firm dont do engine overhauls as such but will do all the basic machining, jetting of shell bearings etc. They understand Sidevalves and could be persuaded to do the complete job. Thought to have stocks of valves etc necessary to fit all new parts.

3) Thomas Sedwick Engineering Ltd, Bury Hall, Great Ellingham, Attleborough, Norfolk. [redacted]
 Recommended by two highly satisfied members.

4) Saunders & Ralph Motor Engines Ltd, Simmonds Building, Winterbourne Road, Hamlock, Bristol BS16 1RY. [redacted]
 Have rebuilt 3 engines recently but costs depends on new components required.

5) Ray Mascot Engineering, 1 Townsend Road, Southall, Middlesex. [redacted]
 Highly recommended by a Kent member. This old established company used to sell exchange engines but now is involved in specialist rebuilds. Has no exchange engines left in stock but rebuild engines are supplied. Our local member was able to drive up and leave his car. The engine was removed, rebuilt and replaced back into his car ready for his collection.

6) Jam Auto Services, [redacted]
 Recommended for a 100E rebuild but not sure if they can help with E93As.

7) New Ford Parts, Chorley, Lancashire.
 This firm are supposed to supply reconditioned engines - however we have had reports of doubtful quality and durability. This may date to a couple of years ago during a period of financial trouble and reorganisation. We would be pleased to hear from either "New Fords" themselves, or recent customers, on the method and facilities used in any rebuild.

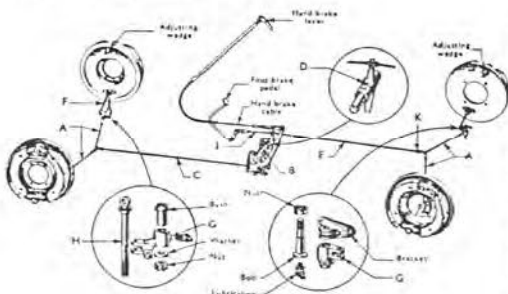
The above list is not in any order of recommendation, and members interested should contact the firms to discuss price, parts and time involved. I am still interested in further details on these or other firms.

THE PRE-WAR REGISTER

YVON (IVAN) PRECIEUX

Registrars comments.

Well last issues comments and articles produced some interesting feedback and I thank those members who did take the opportunity to put pen to paper. I would agree with Brian Baker, who was one of the first to write, that dates where appropriate in the article on carburettors would have made more interesting reading. However I am no expert in this game and dates can be arguable. Still, as I agree with you Brian Ill take your advice and where I think Im on safe ground I will identify dates where applicable. Mind you I wont be surprised if I receive a lot more correspondence this time. The reason:- see below.



ED04A BRAKES

With the introduction of the ED04A Anglia in late 1939, a somewhat differing braking system was employed from the one we have come to either love or hate! This earlier system had 8" brakes at the front and 7" at the rear, with no compression tube. The footbrake being connected direct to a lever on a cross-shaft mounted on the chassis member. This lever also carried a rod that extended rearwards to two operating cables, which in turn were connected to two compensators, on each side of the axle, linked to a brake shoe operating wedge. A further lever on the cross-shaft carried the front brake operating rod which extended forward and operated, via cables and compensators, the front brakes. In both Girling systems, the compensators enabled equal pressure to be exerted on each brake mechanism irrespective of whether or not there was unequal wear or any small misadjustment that could exist. A far cry from the earlier V & C brake systems. A diagram of the earlier system is shown which should make you familiar with the type of linkages used and hopefully assist you in locating a part, if by chance, you are making a restoration of an earlier ED04A. Note the compensators on EACH side and longer pistol grip handbrake.

ARE ANY TWO FORDS REALLY THE SAME?

A considerable degree of interchangeability of components in both the 'Y' and 'C' types and the 'sit up and beg' models has always been a feature of Ford design which in retrospect is very convenient for someone who just requires a part to fit, but for the serious historian this not only makes matters damned confusing to unravel but makes it that much more difficult to convince those members who have somewhat modified vehicles, that historically some if not all components are incorrect. I myself have been doing some detective work and contrary to the fact that apart from grille mods etc, all 'sit up and beg' models are identical, there would appear to be an

incredible array of alterations, modifications and variations. This by no means applies just to mechanics but to bodywork also. For example did you know that with the 8HP saloon of the latter type up to 1949. Height and width differed from 4'9" and 5'3" respectively to 4'8.5" and 5'4.25" after this date. Minor details like this can be easily ignored by the layman but historically can identify whether someone is trying to con someone else into thinking that a much later vehicle with early 'mods' is the earlier vehicle type. On the mechanical side, I wonder whether any of you have checked your gearbox internals. Yes the bits which whizz around in a box just adjacent to your feet. One gearbox, I must admit, does look like another, bar the odd greasecap, that odd soggy rubber which is at the back and the oil level filler plug, which finally vanished in 1947. Dealing with Pre-war models which is this register the gear ratios were as follows:-

Gear ratios	1st	2nd	TOP	REVERSE
up to 1933	16.67	9.58	5.43	21.8
1933	16.89	9.71	5.5	22.08
1933-1935	18.72	10.76	5.5	24.48
1935-1938	16.89	9.71	5.5	22.08
8HP 7Y	18.72	10.76	5.5	24.48
Deluxe E93A & 10HP models	16.89	9.71	5.5	22.08

I trust most of you wont be dismantling your gearbox to check because whatever cogs you may have Ive yet to find the individual who can differentiate between the gear types fitted, just by sitting in the car.

I know that the Ford Prefect is amply catered for by Bruce, but I wonder if those of you with really early vehicles realise that contrary to the fact that E93A Prefects use 16" tyres, early Prefects were shod with 4.50x17" tyres. I'll be continuing with the variations saga next issue so for the time being Merry Xmas and dont forget your subscription for next year:

This December cover from 1936 is reproduced courtesy of The Autocar.



August 26th, 1932.

The Autocar

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THE 8 H.P. FORD IN PRODUCTION

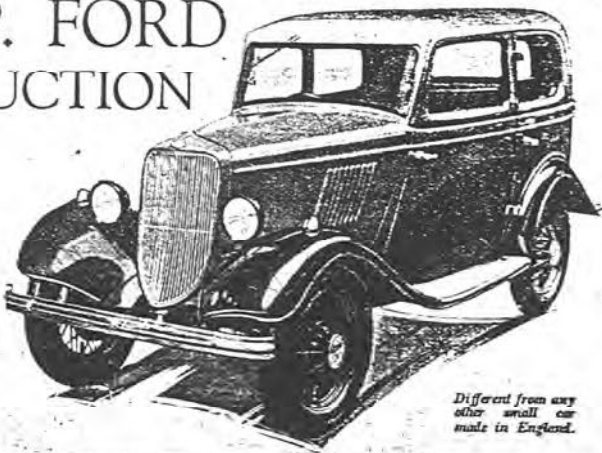
Comprehensive Display of Latest Types in Complete and Chassis Form

WHEN *The Autocar*, on January 29th last, was able to give the first, full, illustrated description of the new 8 h.p. four-cylinder Ford, so great was the world-wide interest taken in this announcement that it was obvious that the newcomer was destined to create enormous and widespread discussion.

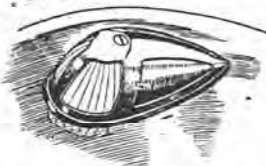
Indeed, it is doubtful if any tiny car has ever produced such a welter of excitement as this particular Ford model, designed to be made at Dagenham, and produced for British and European consumption.

Since January there have been unavoidable delays in bringing the car into full production. It was also felt that certain modifications of the original design were necessary to conform with British small car tastes. These modifications in themselves necessitated a considerable amount of factory work, and this has contributed to the car's rather tardy appearance. Now, however, the new 8 h.p. four-cylinder 950 c.c. Ford in its final and improved state is coming through the Dagenham shops.

This week Ford agents and the public have had an opportunity of inspecting the latest production, not only in complete, but in chassis form. Dagenham Motors, Ltd., Balderton Street, W.I., distributors for Ford cars in the Metropolitan district, on Monday last opened a comprehensive display of Ford products, including a full range of 8 h.p., 14.9 h.p., 24 h.p., and the 30 h.p. V-Eight types. A whole floor has been set apart for the display of these Ford products. All the larger models have been dealt with fully in *The Autocar* recently, and, therefore,



Different from any other small car made in England.



The side lamps strike a new note in small car equipment.

in the present instance the latest 8 h.p. Ford demands most attention, and special interest attaches to the display of the chassis.

When the little car was shown at the Albert Hall certain criticisms, quite well founded from the owner-driver's point of view, were made. It was pointed out that the position of the carburetter was extremely inaccessible, that a forward-placed petrol tank was not regarded today as so desirable as one at the rear, and complaint was made that the elbow room was insufficient. The Ford Motor Co.,

Ltd., accepted these criticisms, and immediate steps were taken to remove the causes.

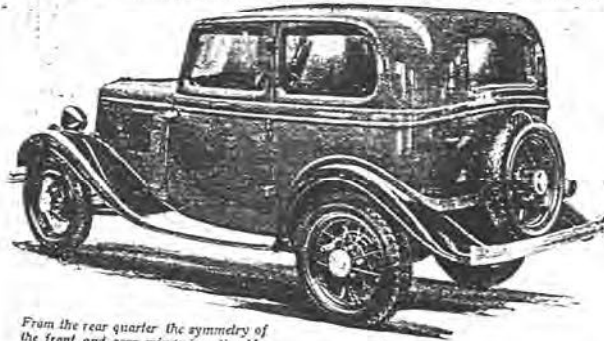
The new 8 h.p. Ford as finally put into production is two inches wider for the occupants of both the front and rear seats, the carburetter is not only accessible, but it is definitely the most easily got at piece of mechanism on the power unit. The instrument is a down-draught Zenith, and is mounted quite appreciably above the cylinder head and is supplied with a hot spot in the manifold. The coil is mounted accessibly on the front side of the steel dash, and the petrol tank, which holds seven gallons, is carried at the rear of the chassis and neatly concealed by a steel valance, petrol being drawn to the carburetter by means of a fuel pump driven off the camshaft, an excellent feature being the use of a length of flexible piping from the point where the main copper pipe leaves the frame to the carburetter.

Inside the car two extra inches of width makes a really remarkable difference, and no criticism can fairly be advanced concerning lack of adequate elbow room. Leg and head room for all occupants is ample even for extra tall people. Visibility is excellent, and an exotic-covered English steering wheel is a neat touch. The saloon is offered in two types, a Tudor at £120 and Fordor at £135, both prices being ex works Dagenham.

The car is excellently tyred with 4.50 by 17in. Firestones, the spare wheel being carried on an immensely strong mounting at the rear of the car. The wheels themselves are of the well-known Ford welded steel-spoked type.

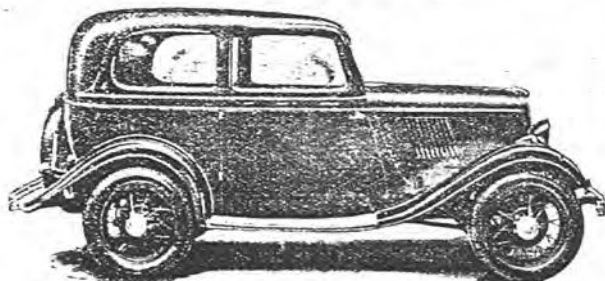
With regard to the rest of the chassis details, the wheelbase and track are respectively 7ft. 6in. by 3ft. 9in. Chromium-plated bumpers are fitted front and rear, and the four-wheel brakes, operated by pedal or hand lever, are notable for their straightforward, excellently laid out steel-rod operating gear.

One of the features of this car which is bound to appeal strongly to users who do not fancy themselves as experts in

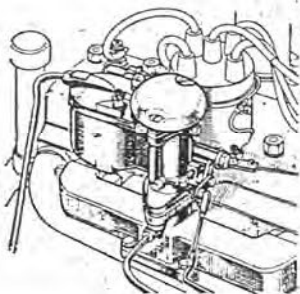


From the rear quarter the symmetry of the front and rear wings is noticeable.

August 26th, 1932.



(Above) The little Ford certainly has lines entirely its own.



(Left) The down-draught carburettor.

(Right) A wide door gives access to the accommodation for four persons.



gear changing is the gear box. The three speeds, with ratios of 5.4, 9.5, and 15.6 to 1, with a 21.8 to 1 reverse, have gears of the synchro-mesh type with helically cut constant mesh and second speed pinions. Gear changing is definitely a matter which requires no skill or special aptitude, and it is practically impossible

to scrape the teeth or make a noise when changing.

Among details, anyone who has an opportunity of inspecting the chassis is particularly directed to the superb pressed-steel work found throughout the

chassis, and in the structure of the dashboard and scuttle in particular, and, as an instance of neat detail work, to the method of mounting the hydraulic rear shock absorbers to the ends of the radius rods running from the points of anchorage of the rear transverse half-elliptic spring to a point about half-way up the extremely strong torque tube.

Indeed, with the Ford steel saloon rigidly attached to the chassis, this 8 h.p. Ford is almost certainly capable of being rolled over completely without risk of serious injury to the occupants.

Altogether the smallest car in the Ford range, now that it has arrived at the state when it is being produced at Dagenham in large numbers, is certain to become a

very familiar object on the roads of Great Britain.

The choice of colours offered is orient-blue or thorn brown, upholstered in cloth, and with either cream or black wheels.

THE SPORT BY CASQUE (continued from page 380)

must be 1½ in. wide. If two straps, each only ½ in. wide are accepted, then that fact should appear in the rules, and if oil guns can be used, then that might be mentioned also. That there is no longer a necessity to carry wings and lamps was appreciated by everyone, but it was interesting that the Atlas carried a right-hand front wing in case it rained and that the Talbots had a horizontal guard low down, partly in case of rain, partly to protect the crew from stones. Certainly the pace is getting almighty quick, and next year should be hectic, but for next year a big consideration is more entries.

After the race a lovely row developed. The unfortunate, individual responsible for B.P. advertisements advertised that the fuel used by Rileys "was specially prepared for the event, and, being unsuitable for ordinary motoring, is not obtainable from garages." It was certainly not

his day out, for had the fuel been like that it would be flatly against the rules and about forty protests would have resulted. Happily, the Rileys' fuel was B.P. Plus and some ordinary benzole added in, and therefore O.K., samples having been taken for analysis during the race by the officials; but I should judge that the person responsible for the trouble has a permanent "back at four o'clock" notice nailed to his office door.

Another bother concerns the team prize. No complete team finished.

FORTHCOMING EVENTS AUGUST

28th.—Stelvio Hill-climb, Italy.
28th.—Pau Grand Prix, France.

SEPTEMBER

3rd.—Shelsley Walsh "Amateur"
3rd.—Middlesex County A.C.
Oakes Competition.
3rd.—M.G.C. High Speed Trial,
Brooklands.

Two of the Riley team were first and second, two of the Talbots were sixth and seventh, the third car being flagged off with some distance yet to go. Solomon only could assess the two teams' performances, so the stewards in his absence ruled that no team prize would be awarded.

Caravan Pittoork

TOUCHING on the caravan rally at Minehead to-morrow, I think an element of sport should be introduced by making the competitors come into a field, anchor for the night, and prepare a satisfactory tea against time, though quite a lot of people think that washing up after tea should be included. And just to make things a bit lighter, a spectator just before the Birkin-Cobb match during the August meeting was heard to remark that "of course Birkin will walk away with it because he has a four-cylinder superheated engine, while Cobb has only twelve plain cylinders."

perfect



p

New power and a new motor have made the roomy well-styled Prefect the best buy in Britain in the family four-door light saloon class. Here's the car with a remarkably low and competitive initial price, the car that's reasonable to maintain, good to look at and a real pleasure to drive. Let's see how the Prefect family get their sport from their motoring.



There is a great reason for this. The Prefect's new 107E engine has a 107 cubic inch displacement and a 107E engine with a 107 cubic inch displacement. The Prefect's new 107E engine has a 107 cubic inch displacement and a 107E engine with a 107 cubic inch displacement. The Prefect's new 107E engine has a 107 cubic inch displacement and a 107E engine with a 107 cubic inch displacement.

...aligned with the Prefect's graceful line. Matching two-tone colour schemes, bright interior contrasting to the exterior, is designed to find all these in a low priced car. The Prefect also offers the easy maintenance, the reliability, the light and the spaciousness, the generous boot, the full 107 cubic inch luggage, the light, sensible price, the long and body and ends. The Prefect's new 107E engine has a 107 cubic inch displacement and a 107E engine with a 107 cubic inch displacement.





100E REGISTER

by Mel Smith

Colin advises that it is worth filling the brake plates, hold down pins, shoe retaining springs, cups and shoes from 100E's built after February 1957 as he has done.

We look forward to an article complete with pictures from Colin soon on his restoration! Many thanks Colin.



One of the many queries I receive as 100E Registrar concerns the correct paintwork/trim colour combinations of early 100E saloons. To try and rectify this problem once and for all, I have produced a list of the five "New Prefect" paint colours and associated trim, and the four "New Anglia" colours and trim (see opposite).

Students of the 100E will note that these colours apply to all saloons manufactured in 1953 and 1954. From 1955 onwards the combinations of coloured trim became somewhat complicated and I leave an analysis of that to someone with a great deal more time and patience than I have!

Colin O'Neill has spent some time preparing a list of replacement parts and modern equivalents or substitutes for the 100E. Most of these parts Colin came across whilst restoring his 1957 Prefect Deluxe. Other part numbers are listed to aid identification of items at such places as "autojumbles". He has asked me to point out that the brake parts listed are for the 8" braking equipment used from March 1957. His own Prefect was built prior to that date and had the early type 8" equipment used from January 1955 to February 1957.

Our good friend in Canada, Ed Ingold, has recently written to me with a progress report of the Club's activities in Canada. At the recent "Historical Automobile Society of Canada" meeting, Ed finally met up with fellow '100E' member Herman Smith. Both their cars are 1958 models, Herman's being an Anglia Deluxe and Ed's a Prefect, and they met up for the first time at this event, as Ed reports "they may be the only 100E types (actually 101E's) on the road in this part of Canada".

Some weeks ago I met Ed Ingold and his charming wife Enther, whilst they were visiting Tony and Eileen Saunders during a "spares collecting" day as a part of their trip to England. Ed is currently searching for an original 100E type battery, he comments "all the new ones are maintenance free types - for authenticity I need one with filler caps." Can anyone help him? Finally, Ed reports difficulty in obtaining my book on the Ford 100E. If anyone requires a copy, the Club Regalia Officer should now have a stock, but extra copies can be ordered direct from the publishers at Haynes Publishing Group, Sparkford Yeovil, Somerset, or in the USA at Haynes Publications, Inc. 861



PART DESCRIPTION	MANUFACTURERS NAME/REF	RECENT APPLICATIONS
Oil Filter	Coopers CP223, CUD CP502, Crossland 418/420, Fram CH2804 or C849PL, AC M12, Purolator MF139A, Teclamit (TJ) FP3317/3301	Austin/Morris 1800
Exhaust Manifold Clamp	Pearl Products PHC5C	Cortina 1/2 Corsair
Fan Belt	Holdrite 813, Motaquip VF8113, CBS 1390	Fiesta/Minor/A40
Thermostat	Motorcraft FINIS No 1452357	
Core Plug	" " No 3416689	
Rad Top Hose (2/58 on)	Quinton Hazel RH499	
Bottom Hose	" " RH334 " " 1458 may be cut Renault 5	
Piston & Ring Sets	Hepalite 11920 (4th Ring)	
Ring sets Only	Hepalite RA3956	
Main Bearing Shells (set)	Glacier M3162M	
Big End Shells (set)	" 134261M	
Valve Springs (set of 8)	Terry's 451476	
Exhaust Valves (set of 4)	Tranco 2734, Blitz 11548	
Inlet " " " "	" 2733	
Ignition Points	000UCO 601, Lucas 407050, Intermotor 2250	
Condensator	" 3373, Lucas 422368	

PART DESCRIPTION	MANUFACTURERS NAME/REF	RECENT APPLICATIONS
Wiper Arms & Blades		Austin/Morris Mini
Front Brake Shoes (set of 4)	Ferodo 70-778-00	105E/Herald 1200
Rear " " " " "	" F268G (AMB)	Lotus Europa, T Vitesse/1300/GT6
Brake Light Switch	Austin Rover C-16062 Intermotor 5160	A/W 1100/1300/Minor
Master Cylinder	Girling 64068591 (MC11Z) re-use pushrod & fluid outlet	Viva HB/Herald
" " repair kit	Moprod M1963	Imp/Maxi
Clutch Slave cyl " "	" M535	
Brake/Clutch flexi hose	" BH205, Girling GHP8	Zephyr MkIV/J.Etype
Rear Wheel Cyl	Girling 64673476	
" " " " "	" SP2027	
Front " " repair kit	" 390312/390313	
" " " " "	Moprod MCW110, QH MBWC 1048 M2044	
Track Control Arm repair kit	Quinton Hazell QSJ 173RK (2 kits needed)	
TC Arm & Stabiliser Bush Kit	QH QSK 40	
Track Rod Ends	Armstrong 9214011	105E
Rear Shock Absorber	Monroe R1549	A/Romeo Giulia 6200
.987" Inner front Wheel Bearing	Timken kit 99401 comprising parts 07097 & 07205	
OIL SEALS		
Front Hub .987" stub axle	Payen NA371 or NA481	
" " " " "	" NA478	
Steering Rockershaft	" NA043	
Water Pump	" NB023	
Trans. Main Drive	" NA006	
" Extension	" NA167	
Pinion	" NA372	
Rear Axle Shaft	" NA008	
" Hub	" NA370	

Perfect Colour Combinations

Body Colour	Trim	Wheels	Hub Caps
Black	Red PVC or Red Hide with PVC trim	Aluminium	Chrome
Bristol Fawn	" " " " " " "	"	"
Edinburgh Green	Stone " " " " " " "	"	"
Winchester Blue	Blue " " " " " " "	"	"
Dorchester Grey	" " " " " " "	"	"

Anglia Colour Combinations

Body Colour	Trim	Wheels	Hub Caps
Black	Red PVC	Aluminium	Chrome
Bristol Fawn	"	"	"
Winchester Blue	Blue "	"	"
Dorchester Grey	" "	"	"

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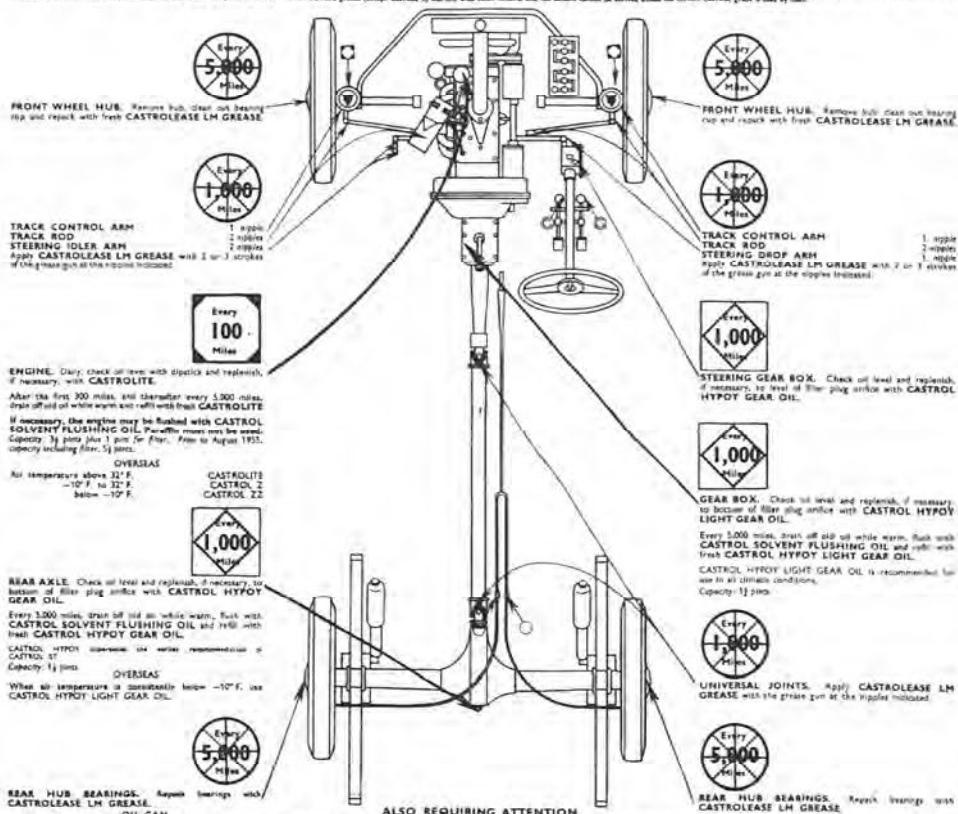
FORD

PREFECT, ANGLIA & POPULAR LUBRICATION CHART EXPLANATION OF SYMBOLS







If oil consumption presents a problem after your car has covered a considerable mileage, then it is advisable to use the next heavier Castrol grade in succession.

WARNING: It is important to ask for the correct CASTROL grade by name and not to draw from a CASTROL container. CASTROL is marketed as a finished product and contains carefully balanced additives to provide maximum life. The addition of water, additives or other oil cannot improve it and in some cases can even harm it. "WATER" CASTROL grade (except CASTROL R) will mix with other mineral oils, but benefits cannot be derived unless the correct CASTROL grade is used by itself.



ALSO REQUIRING ATTENTION

- Every 1,000 miles. DISTRIBUTOR indicated that  Remove cap and rotor and apply a few drops of ENGINE OIL to cam retaining screw to lubricate contact. Apply a similar amount of CASTROLEASE LM GREASE to the contact breaker cam. Add one or two drops of ENGINE OIL through hole in contact breaker base gear to lubricate governor weight mechanism.
- CONTROL LEVER JOINTS, HANDBRAKE CLEAVES, DOOR LOCKS AND HINGES, BONNET HINGES, etc. Apply a few drops of EVEREAM OIL.
- Every 5,000 miles. DYNAMOS. Apply a few drops of ENGINE OIL through hole in contact breaker base gear to lubricate dynamo.
- Daily. RADIATOR. Check level of coolant and top up if necessary. In winter, ANTI-FREEZE should be used to protect the system against frost.
- Every 1,000 miles. BATTERY. Check and maintain level (1 inch to 1 1/2 inch above tops of reservoirs) with DISTILLED WATER.
- Every 1,000 miles. CLUTCH AND BRAKE FLUID RESERVOIRS indicated that  Replenish, if necessary, with manufacturer's specified fluid.
- HANDBRAKE CABLES indicated that  Apply CASTROLEASE LM GREASE with the grease gun at the nipples indicated.
- Every 5,000 miles. OIL FILTER. Renew element.
- FRONT SHOCK ABSORBERS indicated that  Top up, if necessary, with manufacturer's specified fluid.
- OIL FILLER AND BREATHER CAP. Remove, wash in petrol, refill with clean ENGINE OIL and replace. On oil fill type, check bowl and top up with fresh ENGINE OIL.
- AIR CLEANER. Remove and wash in petrol, soak grease in ENGINE OIL and allow to drain before replacing.
- REAR SPRINGS. Spray or brush springs with CASTROL PENETRATING OIL.
- REAR SHOCK ABSORBERS. (Squire and Escort Models). These are fitted with "torsion" type units which should be topped up with correct type fluid.

TYRE PRESSURES	
Anglia, Prefect & Popular	From 24 lbs. to 30 lbs.
Popular	From 24 lbs. to 30 lbs.
Squire, Escort & Van	From 24 lbs. to 30 lbs.
	From 24 lbs. to 30 lbs.

This chart has been checked by the Manufacturers.

FORD MOTOR CO. LTD. DAGENHAM, ESSEX
used by CASTROL LIMITED, CASTROL HOUSE, MARLBORNE ROAD, LONDON, W.15.

For more details on maintenance and oil change periods when operating under special conditions, for non-motorable conditions (motorcycles, mopeds, snow tractors) and for special lubrication and oiling requirements, refer to the relevant literature.

THE previous article finished with us discussing the strongest part of the engine, the crankshaft, so let us stay around the bottom end and turn our thoughts to Lubrication.

LUBRICATION

THE 100E lubrication system is no doubt very cheap and simple to produce and is free from the possibility of burst pipes since it has no 'external' plumbing. Its function is simple. The cam-driven oil pump picks up oil from the sump, passes it through the pump body and out into the main oil gallery which runs along the underside of the valve chest. This gallery provides a direct feed via minute holes to each individual tappet and at the same time, through two larger holes it feeds the front and rear camshaft bearings. (The centre bearing is taken care of by the oil on its way to the main gallery.)

From each camshaft bearing the oil passes to each of the crankshaft main bearings and thence to the big ends. Number one and four big ends are fed from the front and rear mains respectively, and we should experience no trouble at all with them. However, two and three big ends are fed jointly from the centre main which, if the big end clearances are excessive, will cause oil starvation of the centre main. For our highly tuned racing units, running at something like 7500/8000 rpm and pushing out about 80 bhp, we have a rather complicated modification to the crankshaft which cures this starvation and which I will explain in detail in a later part. For a road saloon or road special, one is unlikely to use more than 6,000 rpm, and at these speeds the standard set-up is admirable. One worthwhile modification is to enlarge the capacity of the sump so that it will hold 8-9 pints of oil. This can be done by cutting off the bottom and deepening it by about 2-3 inches. If you do this yourself remember to bolt the sump to an old block or a fairly rigid thick steel plate as to prevent distortion whilst welding and don't forget to extend your oil pick-up pipe accordingly.

The oil pump itself is perfectly satisfactory providing there is no movement between the gears and the baseplate. Carefully lap away any marks on the baseplate and, if necessary, rub down the pump body until there is no movement between the gears and baseplate, ensuring of course that the gears still turn freely. Seal all joints on the pump body with 'Brown' setting Hermetite and allow to dry. This will eliminate any air



leaks. The pressure relief valve, to be found in the baseplate of the pump, should be packed out with $\frac{1}{8}$ " washers under the spring so that it blows off at about 45/50 lb. per square inch. If, however, one wishes to be prepared for trouble it is well worth-while fitting an external oil pressure release valve into the main oil gallery and bleeding this back into the sump. If you decide on this course of action make sure you seal off the existing relief valve in the pump body, either by putting a piece of $\frac{1}{8}$ " plate in place of the baseplate or else by packing out behind the existing relief valve so that the valve stays tight up against its seat. Whilst we are on lubrication, it may be as well to decide whether or not to modify for full-flow filtration and cooling. The 100E has a by-pass filter as standard which can be used if full-flow is decided against, but as a cooler is almost essential for today's high-speed motorway driving it seems sensible to incorporate both cooler and filter in the same circuit.

Usually one should have cooler and filter in full-flow, and to do this one has to block up Mr. Ford's oil circuit and take the oil away from the pump side of the blockage.

This is most easily done at the top

of the pump body. Turn down the top of the pump body as shown, eliminating the oil passage flats, leaving a step at the bottom to locate the pump in the crankcase; make a sleeve to be a light push fit over the reduced part of the pump and a tight push fit into the crankcase, press this sleeve home with the pump. Drill and tap through both crankcase and sleeve for the union; lastly drill a hole through the pump body adjacent to the union—voilà! Take care not to put this union in too high up, as the connecting hole will come out in the top pump bearing. Finally, if you care to file the pump end of the union to fit accurately, the curvature of the pump body will prevent the union unscrewing. For a really leak-proof union use Aradite when fitting the union and then build up a good fillet around the outside. The modification described above can be carried out on your own pump by Cooper/Prentice Racing, who can supply the unions.

Bringing the oil back is quite straightforward—a union screwed into the valve chest cover, centrally along the main oil gallery. Be sure to remember to cut a hole in the valve chest gasket to mate with the new union! External oil fittings necessitate quite a lot of plumbing, so keep the circuit as short as possible, otherwise you will get an appreciable time lag between the engine starting and pressure building up. Do not use any part of the system with an internal diameter of less than $\frac{1}{2}$ "; use short lengths of copper pipe (3") to which are silver soldered the union nipples and join these with high pressure rubber hose secured with 'O' clips or jubilee clips. Swage out the ends of the copper tubes otherwise the pressure can blow the rubber hoses off.

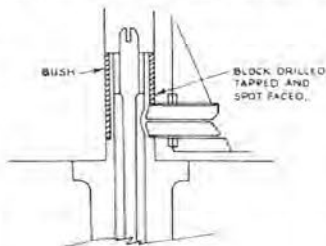


FIG. 1
PUMP MODIFICATION FOR FULL
FLOW FILTER & OIL COOLER

... continued next month



Continuing from last month with the engine's lubricating system

REMEMBER that, if you decide to fit an external oil pressure relief valve, then all your external fittings between the pump outlet and the main oil gallery are under infinite pressure so be certain that all hose connections are really secure and a good tight fit. Lastly, the take-off for your oil temperature gauge. Most people happily cut a hole in the sump, screw in the attachment, and then wonder why the oil runs as high as 100° centigrade. Simple: the sump is the very last place from which to take a temperature reading, as the oil there has just dropped away from the bearings, has

not yet been cooled and, most important, has a fair way to go before it reaches the bearings again. If you fit an oil cooler and a full-flow filter then let the oil pass through the filter last and take your reading from the filter body. By this time the oil has been cooled and filtered and has only a short distance to go to reach the main oil gallery again. Normal oil temperature should be about 70° centigrade on the average engine. If one takes the reading from the sump one will never know whether the oil cooler is working or even if one has needed it at all!

SPARKING PLUGS

THESE must be selected to suit the particular engine in question. If using an Aquaplane head then Champion N5's are a good starting point. One may have to go to an N4 or N3 depending on compression ratio. The

same heat range plug only with short reach should be used with the cast iron head. When doing plugs remember to select the SOFTEST plug possible that will not burn out, NOT the hardest one that will not oil! Avoid using racing plugs at all costs.

HEAD MODS

BASICALLY the Ford cast-iron head is very good and should be used almost as it is, unless one is anticipating raising the compression ratio. There are several 100E replacement heads made in alloy, the most common one being the Aquaplane which is extensively used on most of the racing units. It permits an increase in compression ratio, but this is its main advantage, apart from a saving in weight. (Standard Ford head weighs 14 lbs. whereas the Aquaplane weighs about 8 lbs.)

The main difficulty with this engine is its valve layout, which means that the gas, after entering the head, has to turn through 90° TWICE on its way into the cylinder, and also, if the combustion chamber volume is reduced too much, the area of the throat between head and barrel becomes inadequate. This limits the compression ratio to about 8:1 above which the breathing becomes so restricted that high-speed power is not improved, though it is possible to go up to around 10:1 compression ratio, which will still result in more torque at low speeds even though there is little or no improvement 'up top'.

Fig. 2 indicates the section of a 100E side valve engine showing the tortuous path taken by the gas. Enlarging the inlet valve does nothing much to improve this, even if the head is cleared

(Continued on page 423)

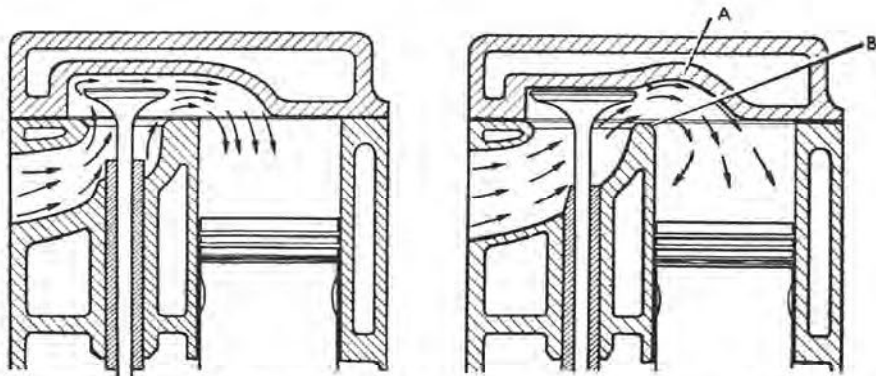


Fig. 2. (left) Poor gas-flow conditions in side-valve inlet system. (Right) Improved gas-flow with larger inlet valve, re-shaped port and larger throat.

DISCLAIMER

To cover the Ford Sidevalve Owners Club, the Committee as a whole and some individuals thereof, it is necessary to inform all readers be they members or not, that the Ford Sidevalve Owners Club, the Committee and the Editor, cannot hold themselves responsible for any accident, injury or death which may occur from any reader or member altering or modifying their, or someones car as the result of reading in Sidevalve news any or all of a number of tips, suggested mods or advice given in any article printed in Sidevalve News in good faith, be it from a member or non member of the FSOC.

If you send in a tip or advice letter ensure that any mods to major or minor structural parts of the vehicle in question, do not in any way weaken or reduce built in safety factors.

CAR REPAIRS FOR BEGINNERS....

Peter Coombs

These instructions give a step by step method to assist you in removing the cylinder head of your vehicle to carry out an inspection and a decoke if necessary. The second section covers the removal of the valves for regrinding and the third section the removal and replacement of the sump so that you can inspect the condition of the "big ends" of the con rods, main bearings and oil pump. With the head and sump removed, the big end caps can be removed and 8hp pistons withdrawn via the sump, and the 10hp ones be pulled up through the cylinder bore. (You do not need to take the head off if you only wish to inspect the 8hp ones). This section will enable you to determine the condition of the piston rings, and the actual bore of the cylinder. Be sure to mark the pistons and the big end "halves" so that both are replaced in exactly the same position as they were before removal. You will need a piston ring clamp to replace the pistons in the bores. The split in the piston skirt is fitted next to the valves.

SEQUENCE TO REPLACE HEAD GASKET

The night before, soak the head studs in "Plus Gas" or equivalent.

- 1) Disconnect battery.
- 2) Drain the radiator, retaining the water for re-use if it contains anti-freeze. Close drain tap when radiator is empty.

It is easier to work with the bonnet covers removed. This is done by removing the two bolts holding the hinge insert on the radiator cowling. Then the whole bonnet can be folded upwards like a butterfly's wings, and lifted out.

- 3) Take out the oil filler pipe if this is only kept in position by being pushed into the block. Otherwise leave until the head nuts are removed. Block off aperture with a piece of rag to stop loose items falling in.

- 4) Take the HT leads off the plugs and mark for easy replacement. Remove distributor cap by opening spring arms and place this on battery shelf leaving HT lead from coil attached. Note position of distributor body retaining frame against index mark on the head, then take out the one screw holding this to the head. Disconnect LT lead from distributor body, then try and withdraw unit from the head. Should this be stuck, it can come off with the head and be separated at a later stage if necessary.

- 5) Loosen the three nuts holding the dynamo in its cradle. This will allow it to drop to a lower position. Then disconnect the two leads attached to the back end (1 large, 1 small). Next step is to remove the fanbelt. Use a screwdriver as an initial guide, and starting with the fan blades parallel with the

ground, ease the fan belt out of its groove in the pulley, using the fan blades to obtain the necessary leverage to turn the dynamo pulley - mind the radiator does not suffer damage during this operation. Once free of its pulley, the fan belt can be negotiated over each of the fan blades in turn. If the three bolts holding the dynamo in its cradle are now removed, the dynamo can be lifted out.

- 6) Loosen the clip holding the top hose in position, and wriggle the hose clear of the radiator GENTLY - it has been known for people to wrench the extension pipe off the radiator in their efforts to remove this.

- 7) Now loosen the cylinder head nuts in the sequence shown below - do not worry if the studs come out with the nuts as these can be separated afterwards. If the back centre is difficult to get at through the 'kink' in the accelerator rod, remove the nearside pivot in place inside the cab, and pull the rod forwards to give you more room.

	10	1	3	7	
front	6	12	13	11	5
	8	4	2	9	

When all nuts are removed, lift off the back dynamo mounting bracket, the oil filter bracket and the oil filler pipe if this was retained by one of these nuts. Also any washers used under the nuts. Try rocking the head to see if it is loose enough to remove - if not, tap front and back with a rubber or other SOFT hammer to break the seal. Turning the engine with the plugs in will sometimes cause the compression to break the seal. If these methods do not work, soak the studs in their holes with "Plus Gas" or equivalent and try again later. This should work after some persuasion, although it has been known for some heads to freeze in position and be very difficult to remove. Another trick is to lock two nuts on each stud in turn, "backing" one against each other, and use the BOTTOM one to turn and remove the nuts and the stud. When the head has been taken off, this must be thoroughly cleaned before being reassembled on the block.

After removing the old gasket and thoroughly cleaning the block, check for cracks or other irregularities, and also that it is clean and dry. If the pistons are badly caked, the tops can be cleaned, but do not remove carbon within 1/4" of the edge, for if this is removed it will allow oil to be sucked up into the combustion chamber and burnt, increasing the oil consumption drastically.

Whilst the head is off, check that the valve mating surfaces with the block are in reasonable condition, and the valve edges are not burnt, as having got this far it is silly not to pay attention to this detail and regrind and/or replace valves as necessary (see below).

If you only need to replace the head gasket, separate the studs that came out with their nuts, and reinsert these finger tight in their correct position. Next, using a straight edge, check that the cylinder head is not distorted in any direction. If it is it must be reground level by a motor engineer before reassembly. Otherwise your work will be in vain. (Maximum tolerable distortion is 1/32nd" in any direction). When this has been carried out and all is ready to reassemble, lightly grease the gasket if this is a type with a pre-coated gasket cement (looks like a varnish coating) or if a plain type, use a good "gasket goo" (Hylomar Blue) on both faces, and carefully place in position on the block, smooth side uppermost. Be very careful easing this down the studs, as distortion can cause a disaster.

Then replace the head, back dynamo bracket, oil filter bracket and oil filler pipes, plus any washers that were fitted. Next, lightly screw the nuts back in position. You will need to borrow a torque wrench to tighten these down to the required setting of 35/40 ft. lbs., going over all nuts twice in the sequence shown to ensure an overall evenness.

	4	13	11	7
front B	2	1	3	9
	6	10	12	5

This will need to be repeated after getting the engine to operating temperature, and again after approximately 500 miles.

If you have to attempt work on the valves you will need to obtain the following tools:-

- a special extraction tool for removing the split valve guides
- a spring compressor
- a set of feeler gauges
- a rubber suction cap for holding the valves whilst "grinding in"
- possibly a special dummy split valve guide for holding the valve in place during the grinding in process, although you can use the original valve guides for this section of the work.

No work should be attempted until these tools are to hand as whilst you can remove the valve guides with a bent screwdriver in an emergency, it is not wise to do so! Procedure is as follows, after removing the head as set out above:-

- 1) Remove the clamp holding the exhaust down pipe on to the manifold, and push a piece of paper or rag into the exhaust down pipe section to stop things dropping into it.
- 2) Remove the carburettor/accelerator arm link and unscrew the brass nut holding the choke plunger in the carb. body.
- 3) Take off the 4 nuts holding the manifold onto the block, taking care to retain and replace the four special washers under the nuts. This unit can now be removed.
- 4) Loosen the 2 nuts holding the petrol pump in position as much as possible WITHOUT TOTALLY REMOVING THESE.
- 5) Take out the 9 studs, holding the valve chest cover in position and noting the centre top is a specially short one.
- 6) With the springs now exposed, and making sure each valve is at rest before commencing work, also blocking the oil drain holes to stop items dropping into the sump, engage the spring compressor foot in the bottom but one section of the valve spring and tighten until the spring is fully compressed against the top of the block. The disc shaped spring holder should now drop down and can be removed by its slot if it is RAISED ABOVE the mushroomed section of the stem. When this HAS been done, slip a piece of thin metal (old ruler?) onto the camshaft follower and release the spring carefully onto this. Then pull the valve up as high as possible and wind the spring out away from the valve stem. With the valve still in the raised position, insert the valve guide removal tool around the head and stem of the valve and, using a light hammer, tap the split guides out. Take care to number each valve and keep it together with its spring, guides and spring retaining disc so that it can be placed back in its original position in the block. Do not remove the camshaft followers as the inlet and exhaust are a slightly different length and can be easily mixed.

If the valve edges are not damaged in any way, and are more than 1/32nd" thick at the rim, they can be re-seated by grinding, using grinding paste as follows after they have been cleaned. You may need to remove the initial glaze on both the valve seat and the block with a piece of emery cloth/paper, medium grade, before smearing on a trace of coarse grinding paste on the valve face, placing this in position using the valve guide and rotating it a few times, then lifting up and setting down in a fresh position, repeating this process several times and examining the result each time. The object is to obtain a good seal between the valve head and the block, ideally not more than 1/32nd" wide, using the fine grinding paste to obtain the final "lap" after the coarse type has removed the major imperfections.

The seal can be tested by a few drops of petrol not leaking away when introduced to the valve when in position - but be careful of petrol vapour, which is a very dangerous commodity. Also all trace of the grinding paste must be removed when the job is completed, as any speck left will certainly damage your engine. If the valve head is badly "pocketed" (sunk) into the block, you need a motor engineer to fit a valve seat insert and a new valve.

Now check the clearance between the base of the valve stem and the camshaft follower, using the feeler gauges, as grinding in the valve head settles the valve down into the block and shortens the original gap which should be at least 12 thou for inlet and 14 thou for exhaust valves. If this has happened the requisite amount of metal must be removed from the base of the valve stem by a circular grinding action on a carborundum stone to ensure an even amount of metal removal. The fit of the valves in their guides should also be checked at this stage as too sloppy a fit allows oil to be drawn up into the combustion chamber and burnt.

You should also check the condition of the springs holding the valves in place as a weak spring will not allow the valve to seat properly and causes "valve bounce". It is best to renew the springs each time as it is rather difficult to check these for strength without the proper equipment.

After all valves have been re-ground and the gap between cam followers and valve stems have been checked, you are now able to re-assemble, using new gaskets as necessary (usually part of a decoke kit).

Place the valve in position and feed the split guides into place, the correct way up, together. If these have been properly cleaned and re-oiled this operation should be easy - do not be afraid to be liberal with the oil - this is important. Each half of the guide should be checked that its flange is fully against the block before starting the next move. You may need to assist the final seating with a tap from a hammer via a piece of wood so that no damage ensues to either the guide or the block. With the valve drawn up as high as possible, slip the spring over the stem, place the piece of strip iron on the camshaft follower, and wind and work the spring forward until it rests directly under the valve. Now push the valve down, and use the valve spring compressor as before, raising the spring until you are able to re-introduce the disc shaped spring retainer back on the stem. Release the spring compressor and ensure the spring is correctly seated on its "keeper".

The rest of the assembly work is the reverse of the dismantling instructions. Did you remove all the rags?

SUMP REMOVAL

- 1) Drain sump and replace drain plug.
- 2) Turn engine until crankshaft journals are parallel with sump bottom (check by watching the distributor - moving arm of the points should rest in the CENTRE of one of the "flats" of the rotor).
- 3) Loosen front nearside wheelnuts.
- 4) Jack up car and support under chassis, allowing front axle to droop.
- 5) Remove front nearside wheel.
- 6) Clean sump bottom, drag link, track rod and front cross-member - this will help to stop dirt dropping in your eyes whilst working under the car.
- 7) Separate nearside ball joint on drag link and tie link back out of the way.
- 8) Loosen both nuts on engine stays at sump end (not those holding sump in place).
- 9) Remove bolts holding engine stays to front cross-member.
- 10) Rotate and remove engine stays after removing locking nuts from sump end (previously loosened).
- 11) Remove three sets (fully threaded bolts) holding sump/gearbox together.
- 12) Remove twelve sets/nuts holding sump in place.
- 13) Sump should now be free after breaking seals and can be manoeuvred out.

14) After carrying out an inspection or any repairs necessary and fitting new gaskets, replacing sump is the reverse of the above.

Grease will help to keep the cork seals in place on the sump lips whilst repositioning the sump against the block. Tighten nuts/sets to 15ft lbs. The front asbestos seals should be soaked in engine oil overnight before use, and the gearbox end of the cork gasket should be trapped under the ends of the cork strip fitted in the rear main bearing support. N.B. On earlier models the nuts on both ends of the engine steady bars, and the draglink, may not be the self-locking type (Nyloc or equivalent) and may be retained in place by a split pin through one of the slots and the actual bolt body. This pin must be replaced with a new one each time for safety purposes.

Seasoned "do-it-yourselfers" will think these instructions too involved and elementary, but please bear in mind that I am trying to help absolute beginners. I WOULD BE INTERESTED TO KNOW IF THESE INSTRUCTIONS HELP ANYONE SO THAT FURTHER TOPICS CAN BE COVERED AT A LATER DATE.

Peter Coombs

Remanufactured Spares - Latest News

E493A Running Boards, E494A/103E Sills
The running boards are now in stock, hopefully the sills will follow soon, details from Martin.

Would you be interested?

We know that a number of members need exhaust systems for the E494C 5 cwt van and E83W 10 cwt van. We don't know a price for their remanufacture in stainless steel as we don't know how many are required. Would all members who may be interested if the price was approx £50 (hopefully less for the 5 cwt) plus carriage let Martin know. To date only one member is interested, is anybody else?

Can You Help?

As at mid November no one had offered to help with a new or very good pair of 7W bumper grommets, as requested in my column in August 5/V News. If 7W owners cannot help with a sample then could one please send me a detailed sketch giving position of bumper iron holes to outside edge and thickness of irons etc. Without your help we cannot proceed with this remanufactured spare, which I know is needed by a few owners and at the moment it appears mobile 7W owners will not help others! Sketches to Andy Main.

Gear Lever Gaiter

I have been informed by the manufacturer that our tool is now being worked. Hopefully by the time you read this Tony should have received a sample for evaluation, and subject to this being satisfactory the initial batch will be with him.

Rear Screen Rubber

This has now been manufactured and is in stock from Tony.

ALL MODELS - OWNERS PLEASE READ

As ALL new spares are getting harder to find and more expensive, and remanufacturing is also very expensive, we can save money by having spares reconditioned. For this we need good stocks of reconditionable items, so that we can offer an efficient service.

Therefore would you please donate any spare items which we could use i.e. BRAKE/CLUTCH PEDALS, BRAKE SHOES, DISTRIBUTORS, ENGINE MOUNTINGS, CLUTCH PLATES, CARBURETTORS, GEARBOX MOUNTINGS, TRACK CONTROL ARMS, WATERPUMPS ETC. So far we have had a very poor response so please send whatever you can spare to Martin.

Thanking you in anticipation - Andy Main

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SPARES

Pop spares, front axle, g/boxes, rads, wheels, engine etc. 1950 PARRA required etc needs retrimming. Offers

E83W chassis, stripped £15, 2 front doors £10 each, various spares. after 6pm

100E Anglia parts engine £20, 2 doors £15, front grille, 4 front shock refills £20, etc. after 6pm
4 new Avon 4.50x17 tyres £110, 5 103E wheels, 2 103E wheels & part worn tyres, incomplete 8hp engine plus piston sets. 100E rad. after 6pm

1959 Pop parts, too many to list.

E83W rubber windscreen seal. Isle of Wight
Wolfraze alloy wheels to fit 100E, £50. Anti tramp bars £5.

Reprint FSOC parts book '32-'59 & workshop manual '39-'59, good cond. £10 pair.

103E breaking for spares. night.

Prefect 107E breaking, 33,000 miles. All parts available.

Engine mountings 93A £8.50 pr, 100E hub caps £27.50 set, bearings for 100E strut top £7.00 set 4, also 100E sills & repair panels. Steve Waldenberg.

1172cc engine, gearboxes, axles, 103E & 100E parts.

Hub Puller. £5.

Prefect chrome headlamp bezels plus s/hand side lights. £20 Steve

Recon track control arms, 2 new king pins, one TRE, all 100E £10 the lot.

103E fibreglass rear wings, £30 pair, gaskets single or sets, eg copper head £5, any other 1.50, passenger door £15, many used spares. Kidderminster
E493A f/wings, 103E r/wings, loads s/hand 100E pits.

8 & 10 hp parts. between 7-10am
103E, 3 engines, 2 g/boxes, rad, rear axle, Y type g/box.

E93A engine & Y g/box. Brighton

100E engine & g/box £20, steering box £10, rear axle £5. Brighton

100E Pop, breaking, everything but interior. Mr I Mepstead,

Carpets for all E93A types, Popular, 103E, Prefect, Anglia. As original design, brand new fronts £28 inc P&P.

E83W van, new L/H top body side panel, £40 orig. WANTED for 103E E83W new brass steering box nut. Hartley Wakefield

WANTED

E494A front grille badge & front and rear bumpers. Wakefield after 6pm

100E sun visor, any condition, also interior light lens. Plymouth after 6.30pm

100E performance parts, Aquaplane head, manifold & carbs, crankshaft. Mr S Smith,

For E493A Prefect N/S/F door window & metal channels fitted to all doors for window regulators, bonnet hinges, bumper overriders.

103E Pop, O/S/F inner wing panel, with lowers, in good cond,

Good gearbox for 1953 E493A.

7W parts for tourer restoration, seats dash items, steering column, headlamps etc, will collect Salisbury area.

100E rad with hole for starting handle, can swap for rad without hole.

103E chassis, must be excellent, after 7pm

POST-WAR

E493A Prefect, 1952, ex cond, full MOT, used daily, £750 ono. [redacted]
 103E Pop, 1957, 2 owners 41,000 miles, superb cond, new battery, failing eyesight makes parting essential. £750. [redacted]
 E493A Prefect, MOT, Good cond £425, 100E Pop, MOT good cond, fast car £350, plus spares for sale. Acton 01 [redacted]
 103E Pop, 1957, 2 owners, excellent cond, new battery, 41,046 miles from new. [redacted]
 E94A Anglia, 1954, stripped to chassis, body excellent & in primer, lots of spares, £200 ono. [redacted] evening
 103E Pop 1959, engine & chassis good cond, body needs attention, full MOT, new tyres & battery, in daily use. £595 ono. [redacted]
 103E 1954, total restoration, perhaps best in Club, won first at every area S/V Day, Black, new upholstery. Offers to [redacted] £650
 1954 Pop, Blue, 70,000 miles, spares, VGC, original, £650. Crawley [redacted]
 E493A, 1952, in immaculate orig cond, must be one of the best. £1,250. Northampton [redacted]
 103E 1956. Restoration or spares. Bournemouth [redacted]
 E493A Prefect, 1953, MOT May, restored chassis & body, £140. [redacted]
 E494A Anglia, 1953, last used 1974, good cond with spares, £150. [redacted]
 E83W Pickup, 1953, restored many new parts. 46,189 miles original engine. £950 ono, 01 543 0551 or weekends Herne Bay [redacted]
 Prefect 1951, unused since 1967, very original & sound, running. Use or restore. For sale on behalf of retired owner. £700. [redacted]
 103E 1954, dismantled, but all parts, rusty but not a basket case. £100. Hereford [redacted]
 Anglia E494A. MOT. £650. Steve on [redacted] night

100E/107E

Pop, 1962, Blue, 82,000 miles, 1 previous owner, MOT March, sound body. [redacted]
 Squire, 1956, recent recon body, good running gear, long MOT, new wood, spares. £450 ono. [redacted]
 Pop, 1962, spares or repair body fair, daily runner until recently. £150. [redacted]
 Pop, 1962, vgc, garaged for 2 years, needs offside wing & gearbox, £300. [redacted] evenings
 Prefect, 1956, good condition, used regularly, £200 ono. Bristol [redacted]
 Pop, 1960, 99Tcc OHV & 4 speed box, immaculate, many spares, £750. [redacted]
 Pop, 1959, excellent cond, 2 owners, MOT April. £600 ono. [redacted] evenings
 Pop Deluxe. First class body & mechs, full MOT, spares, details Burntwood [redacted]
 Pop, 1960, Deluxe, one family from new, 76,000 miles, T&T, many spares, £575 ono. North Weald [redacted]
 Anglia 1956, good running order, £300 ono. Bexhill [redacted]
 Anglia 1957, long MOT, excellent allround cond, only 25,000 miles, £650. [redacted]
 Anglia 1959, 21,000 miles, extensive restoration last 6 months, potential concours with attention to detail. Best offer over £1,000. [redacted]
 100E 1959, body needs renovation, mechanically ok, last used 2 years ago, reasonable offer considered. [redacted]

Escort 1960, one owner from new, VGC, exceptional runner, MOT June, £850 ono. [redacted]
 107E Prefect, 1960, fair cond, original green paintwork, recon engine, T&T, needs attention, any reasonable offer. [redacted]
 Prefect 100E, 1959, 45,000 miles, one family from new, MOT May, £500 or offer. [redacted]

Anglia, rare Newton Drive seal automatic, steel overall cond, full MOT. £425 ono. [redacted]
 Pop 1961, good home wanted, engine sound, body needs attention, regular use. [redacted]
 Anglia 1954, garaged 20 years undriven: Chassis needs welding, engine needs overhaul, offers to Potters Bar [redacted]

Anglia 1956, T&T, good body, excellent runner, Beige paint & whitewall tyres, new parts. £275 ono, [redacted]

Pop Deluxe 1959, good body, excellent runner, MOT Sept, in daily use, some spares, £600. 01 677 9716
 Pop 1960, abandoned renovation, much work done & too good to break, £200. [redacted]
 Prefect 107E, 1960, 65,700 miles, excellent cond, T&T. £1,000. Southend [redacted]
 100E fitted with Escort 1100 engine, T&T, many spares. £350 ono. Malcom on [redacted]
 100E 1961, engine just rebuilt, superb mechs, sound undersealed body, original, full MOT. Concours next step. £450 ono. Peterborough [redacted]
 Anglia 1956, complete and with many spares, hub puller etc. £80 ono. Mr Reynolds, [redacted]

Anglia 1958, 39,000 miles, Beige, MOT, VGC bodily & mechs, no rust, new tyres & battery. £450 ono. Wisbech [redacted]

Prefect 1960, 16,000 miles, one owner, original tyres etc. Mrs Russell, [redacted]

SPECIALS

Tornado Typhoon Sportsbrake, only survivor, most parts but needs complete rebuild, offers. [redacted]

PREWAR

1934 V Type, 4 Door deluxe. MOT July. £1,500 ono. [redacted]

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