

Sidevalve

December 1978

Published by the Ford Sidevalve Owners' Club



**CLUB ADDRESSES:
(until the 1979 AGM)**

If you correspond to the Club, could you please write to the correct department, as your letter may be delayed otherwise!

Chairman: Paul Romano.
[REDACTED]

Vice-Chairman: Sue Noel.
[REDACTED]

General Sec: Mike Dawes.
[REDACTED]

Membership Sec: Dave Watson.
[REDACTED]

Treasurer: Iris Collier.
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Club News Editor: John Renouf.
[REDACTED]

Sidevalve Editor: Steve Waldenberg.
[REDACTED]

Technical Adviser: John Charlton.
[REDACTED]

WANTED The Club would like to borrow a V8 workshop manual to enable us to copy and produce a re-print. Offers to Mike Dawes.

THE management has decided to introduce a more efficient and easily understood time sheet. It is designed for submission on a monthly basis but the firm has arranged for the data to be submitted at fortnightly intervals. In spite of the fact that data is submitted fortnightly, staff should continue to complete time sheets each week.

A company notice

COVER:

49 Anglia 494A 8hp Australian body which looks very much like an Austin 8 of the same era.

EDITORIAL

How time flies. Here we are Christmas on top of us again, our old Fords a year older. It has been a wet year for rallies. The pictures in this edition show our rather wet Northern S-V day. The club is growing, this edition is going out to 633 members, I hope you will all renew your memberships promptly. By the time this is published we may have a new membership secretary.

Our thanks must go to Dave Watson for doing such a fantastic job these past few years. An efficient club is vital if we are to continue to expand. I keep on saying it I know, but there must be many hundreds of Sidevalve Fords about whose owners are not club members - please do you stuff everybody.

Regional events are a thing I want to encourage. Many members cannot make long journeys to attend the Yorkshire or Home Counties events. Next years Northern S-V day is being held at Harewood. There is a camp site in the grounds of the house and Harrogate, with dozens of hotels is only a few minutes away. Perhaps more members may come along and make a weekend of it. However, if a member in Scotland, E. Anglia, the South West or wherever would like to get a group going, the committee will give all the help needed. We even have a "group" going in S. Australia, see photos in this issue.

The spares situation is healthy. The club has lots of parts and the specialist stockists who we list in this edition also have most of the parts you are likely to need. The only difficult item (apart from early body parts) are the 100E top suspension bushes. A drop of thick oil in the tops helps preserve the bearings (which are same as 105E and still available) but if the metal/rubber starts to disintegrate then you've got trouble. Perhaps someone knows of a suitable alternative type that fits.

I have recently had my 100E body re-finished. A local body shop spent 2 weeks fitting new bits and preparing the surface for painting. They used a new acrylic gloss (black of course) and the results they achieved are superb. The old Prefect looks as good as new. The pity is I use her daily so winter may take its toll. The underside is not too bad. I scraped all the muck off the other week and there was no major corrosion. A good dose of waxoyl should preserve her. Its good stuff wayoyl - buy through the club and get 10% discount.

Well, that's my rattlings, hope you enjoy this edition. Please keep sending your articles and photos for the June edition.

Steve Waldenberg

Best wishes for 1979.



Southern Sidevalve Day



MIDNIGHT MADNESS

It all started about a year or so ago, when I was having a drink with Mike Dawes our General Secretary. Somehow, our conversation wandered off of Ford Sidevalves and MG's, and we got onto the subject of cycling. Mike mentioned that he once belonged to a cycling club, and how they used to do road racing and sometimes a night ride down to Brighton. I was rather interested in these night runs, so I questioned him further about them. He told me how they'd start off at midnight and ride through the night along small country lanes (to avoid traffic) until they arrived down at Brighton. As there were'nt any road lights down these lanes, they'd cycle down the centre of the road with their lights following the white lines in order to see their way. When they heard a car approaching, they'd simply pull over to the side and wait for it to pass before continuing. All of this really intrigued me, so I suggested that we might do one of these night rides some time. Not down to Brighton though, but around an old Treasure Hunt route. Mike liked the idea, so we both agreed to get some training in before fixing a date. The Treasure Hunt route we decided on was one which we had planned out and run a few months before.

The months passed by, and date after date was broken for one reason or another. I don't think either of us was now keen on cycling 90 odd miles now we'd had time to think about it - but neither would admit it! One night Mike and Marion, myself and my girlfriend went out for a meal. On the way home I had my second brainwave, 'How about doing our night run by car' I asked. Mike agreed, it would be a better idea, so a date was fixed. Three of us were to go, my girlfriend still thought it a mad ideal!

The run was to take place on a Saturday night/Sunday morning. I went to bed about 2 a.m. on the Saturday morning and got up about 2 p.m. in the afternoon. I washed the car and had a good meal. I got to Mike's house about 11.30 and we drove to the start - a car park in Hounslow. I was to drive and Mike and Marion to navigate. We left the car park at midnight, and after about a mile had to stop at a Police check point. Now what was one supposed to say if they asked our destination. If I said 'we're on a Treasure Hunt' they might think that we were being funny. They asked if it was my vehicle and what the registration was, and to my relief said we could continue - phew! We soon found it more or less impossible to find the answers to the clues in the dark, so just decided to follow the route. This took us along the M4 for a short distance, and then to Staines where we went around the one-way system twice as our directions told us. (When we planned the route, we gave different questions each time around - just to confuse our entrants!) After leaving Staines, we soon found ourselves driving down dark country lanes. Still there were quite a few cars about, probably people driving home from parties etc. A couple of hours went


past, and I could feel myself getting slightly tired. So we had a stop for some coffee and eats. While we were there, several cars drove past, I bet they wondered what three people were doing stopped miles from anywhere at that time! After getting out for a breath of air, we continued on our journey. Still driving along country lanes, now there was hardly any other cars about - I had all of the road to myself - now this is what driving should be like! It's surprising just how dark these lanes are at night. No wonder when Mike cycled down to Brighton along similar roads they had to cycle down the centre following the white lines. We passed through the small village where we had our dinner stop when we ran the Treasure Hunt. It was a bit different now through, there was not a movement anywhere, just us driving through.

Another hour or so went passed, and by now there were no other cars about at all. I could drive for miles without having to dip the headlights! By now it must have been about 4 a.m. in the morning, and all three of us were getting tired, so we decided to return to base. There was only another five miles on the route but we weren't really bothered as we headed home. I dropped Mike and Marion off at their house and must have got home about 4.30.

I can certainly recommend a midnight Treasure Hunt if you fancy something different - although your friends/family/girlfriend will keep on telling you that you're mad. If you do go on one and see any cyclists or other Ford Sidevalves about - you can bet your life that they've also read this story!!

Dave Watson.

**CRANKS RE-GROUND
BEARINGS WHITE-METALLED
CYLINDERS RE-BORED
ALL MECHANICAL WORK
S. V. TATE**



AUTOJUMBLES

Quite often in the diary section of the magazine and club news you will notice the mention of autojumbles. In case you've never been to one and you were wondering what they're all about, read on

The true autojumble is a gathering (either in a field or large hall depending on the time of year) where traders and clubs sell parts for cars and motorcycles - usually covering anything between the 20's and early 60's. However, over the years there has been an increase in the number of non spare part stalls - mainly in model cars, books and railway articles. Whilst these stalls will not be of interest to the person hunting for the last part to complete his restoration, they can provide a useful service - particularly those selling early motoring books and workshop manuals.

For the Ford owner the choice of parts has probably never been better at these events. Possibly due to representation by the Club (and also in recognition of the cars' 'collectors' status) there are now many stalls at the larger events stocking parts for 'Y's onwards.

The largest autojumble in the country each year is at Beaulieu (at the National Motor Museum - this year it's Sunday 10th September), where it is possible to buy almost anything for most British, and some foreign vehicles. In place of the old clothes and china at jumble sales there will be gaskets, bulbs, body panels and so on.

Prices of parts will naturally vary, though there are occasions when real bargains can be found; such as where the vendor doesn't recognise exactly what he is selling (for instance he may have bought his Ford bits as part of a job lot) or doesn't know if it works properly (such as instruments and motors). Alternatively, many people are prepared to sell cheaply at the end of the day rather than take items home with them.

Some of the autojumbles we attend, such as at Biggin Hill and Enfield last months, are supporting attractions to main events like the Air Fair. Whilst these do not usually have the choice of stalls that the specialist events have, they can nevertheless provide a useful source of spares and provide alternatives and keep your wife (and family) occupied while you indulge in autojumbling.

The Club attends these events for a variety of reasons; to sell surplus spares, to buy more parts for members, help spread the club's name and enrol new members, *and meeting members* - look forward to seeing you at one sometime.

In the last issue of Club News, John Mills mentioned about identifying the last 103E Popular to be made. Whilst this car probably is'nt even in the Club, I thought it a good idea to make a list of who owns the oldest and who owns the newest 103E Popular. I've also done the same for the E494A Anglia and E493A Prefect. When time allows I'll do the same for the 100E range. I've made the list up from the chassis numbers given on the Application forms. Some members did'nt give their chassis numbers when they joined, so are not listed.

103E POPULAR

oldest cars:

chassis no.	reg.no.
744008	- -
748426	KCA 124
751560	OEL 32
752397	RTJ 494
754147	OLH 20
754208	JBK 186
761868	LCJ 108
766254	MBY 269
766650	SW 9491
766663	XUX 751

newest cars:

946054	VOC 534
946711	624 GMA
946717	DGC 28B
947382	69 EHW
948624	623 WMP
948865	5472 UA
949031	XLR 40
949627	TDL 164
949879	249 LPB
963655	488 UMK

E494A ANGLIA

oldest cars:

384445	UMD 529
385707	EF 9021
398887	VMG 591
415080	HAW 437
425666	KBY 866

426831	OKR 351
428722	PAE 672
437874	LCE 406
440292	VS 5812
450246	1293 NB

newest cars:

459254	4703 H
466572	KAJ 356
468899	PNG 320
470571	2483
470720	PTA 827
7427445	YE 25
7440726	YK 775

E493A PREFECT

oldest cars:

chassis.no.	reg.no.
431289	UD-96-60
440019	EJY 933
536140	MKR 144
556731	RPU 507
558025	- -
561753	ETL 738
601655	854M377
603827	LRT 37
614262	NKO 995
621691	SVX 418

newest cars:

724542	TPD 761
725437	NLW 158
725714	724 JGP
728871	PWJ 728
729550	6377 H
730626	KED 981
733792	MWU 977
734796	FVD 977
738244	XEV 38
740516	LOT 370

OUR COMMITTEE FOR 1979/80

1979/80 sounds a long way off into the future, but consider for a moment that before the end of March we will have had our AGM which will settle the committee in office until 1980. Before then we have to know who's going to stand for nomination so that the agenda can be settled; so all in all there's not a great deal of time left.

OK so why should we worry, this is the same as last year.... and the year before. Trouble is though that at the next AGM we're going to be looking for both a new Membership Secretary and General Secretary, since both Dave Watson and Mike Dawes are unable to continue in their present offices. Previously we've been able to swop round a few jobs, one or two people join, or leave us, and everything is alright in the end. Unfortunately this isn't on any more. We on the committee all do our Club work in our spare time, which means that sometimes members have to wait a while (though not too long we hope) for things to get done; and we don't get paid!

Everybody who does work for the Club, either on committee or on a local basis, does it in his spare time and is unpaid. The only difference between these people and the rest of the members is that they are less apathetic than the rest of the membership. Only once in the history of the Club has a person volunteered to stand for committee - the rest of them have been bribed either with a glass of Youngs or Fullers! When several members of the present committee were approached to see if they would be interested in helping out their comments were all that they would be interested but they had not put their names forward as it seemed that the Club was being run quite adequately and therefore did not need their help. The answer then is probably for the committee to do nothing for a few months then see what happens (you probably wouldn't miss us anyway).

You've probably got the message by now; we need people to take an active part in the running of the Club. Its substantial growth since we changed our name shows that basically the Club must be OK, but we know that there is much room for improvement; and progress can only take place by people getting involved. Whether you would be interested in doing something on a local basis - like arranging a 'social' for local members, or on a national basis - like taking on a section of our spares services please get in touch with either Paul Romano (Chairman), or Mike Dawes (General Secretary) as soon as you possibly can.

The success of the Club is therefore only equal to what is put into it. By having more members taking an active part the amount of work for each person is correspondingly reduced. Please think about this matter and consider whether there is anything that you can do, no matter how small or large. Even as little as a couple of hours a month can achieve a lot; and don't worry if you think that lack of experience will present any problem - none of us on the committee had a clue what we were letting ourselves in for when we took on our respective jobs. You'll soon pick up what is happening as you go along and there are always people who now have the experience if you become stuck.

"ALICE" TRANSPOSED TO "CELIA"

"Alice" was born in 1958; when 10 years old she came into our possession and after travelling around the country for the next three years she began to show signs of heart failure.

With a new engine we were once again on our travels but while on holiday in 1972 a number of odd things kept occurring (described in an earlier edition of Sidevalve). In 1977 Alice got a little drunk and wandered about so track rod ends and steering were renewed, she was also given new footwear. After all this we decided she really must have a new coat as her old one was getting rather faded. So for a week she was redyed, retextured and put in an oven to dry.

For the next six months our car was the belle of the street and the House of Dior had nothing on her "haute couture" but now comes a very sad tale. In April of this year while we were at a meeting, "Alice" died a rather violent death when a hit and run driver broke her back and gave her multiple injuries. I need hardly add that we are heart broken at losing such a reliable old friend and this only four weeks before we were due to go on holiday. So the hunt was on for another car, which of course had to be another 100E, we couldn't possibly consider anything else. At the third attempt we obtained a 1958 Anglia and with the help of Club members and friends it was made serviceable for the day of our departure. Now, what to call this one; we had thought of Black Beauty but since the car was a little battered it didn't seem quite right. In the meantime all the good parts were transferred from the damaged car and "Alice" was brought to life again in another guise and was then called "Celia". Those of you who do crosswords will see the connection. To close I wish to say how very grateful we were to Club members, especially those who gave up most of two weekends in order that we could have transport again.

Iris Collier (Club Hon. Treasurer)

"JOHN CHARLTON WRITES"

I have been meaning to write you for weeks. How the time flies by. Firstly may I congratulate you on the Northern Sidevalve Day, it was a shame the weather was bad but the organisation was a credit to you.

I have been corresponding for some time with one of our members in the USA. He is Bruce Barker and owns a E493A Prefect. He is coming over here on holiday and hopes to get to the Southern Sidevalve Rally.

1. If you have difficulty in removing battery terminals of the type that totally enclose the battery post and are secured by a self tapping screw, here is a sure way of removing them. Remove the screw and replace it with a grease nipple. The terminal is relatively soft. The nipple will make it's own thread. Pump grease into the nipple which will be forced off by hydraulic action without any damage to the battery. Try it next time you have trouble, resist the big hammer job the post may break off!!

2. Still on the subject of grease nipples, how can you effectively get grease into these nipples on the track rod ends and drag links of pre 100E's? I have found the answer:- either make up or buy a special end for your grease gun (ROM-POM make them). The end is like a cake icer and comes to a fine point that will discharge a very thin worm of grease. The point goes into the hole of the nipple and it is possible to effectively grease these points. An added advantage is that it can be used on any nipple. Just push the point into the nipple and it holds the spring load ball down.

A word or warning, hold the grease gun with both hands otherwise you could inject yourself with grease if you slip. If you suffer from hammer rash because you keep hitting your thumb, try holding the hammer with both hands as well!!

3. Loose bulbs making faulty contact can be cured effectively. Resist bending terminals, squeezing holders or stretching springs. Simply put a drop of solder on the bulb terminals, this will tighten the fit or if the bulb wobbles about, tin the brass sides of the bulb with solder, this really jams them in. Another word of warning - don't bridge the terminal to the body of bulb, there will be a dead short.

John Charlton.

MIKE DAWES WRITES:

1. I'm now dealing with the sale of books and club regalia. I'm almost out of E93/103E etc workshop manuals and have no copies of Tuning Sidevalve Fords (but hopefully more in stock in due course).

I also have enamel lapel badges at 75p each (plus S.A.E.), and hope to have windscreen stickers available shortly. There are still available Sidevalve T-shirts at £2.75 + 12p post and a few 100E T-shirts at £2.00 (including postage) - latter on special offer to clear.

2. The Club is now associated to the Historic Vehicle Clubs Joint Committee. This Committee is an association of clubs concerned with pre-war vehicles, and as such should be of benefit to a section of members. There are many influential people involved with the HVCJC, so that legislation affecting the relevant vehicles is carefully monitored. By way of instance one area which the HVCJC has been looking at is the possibility of licensing vehicles on a daily basis to avoid the necessity for a normal roadfund licence if the vehicle is only used for the occasional rally. Presumably though now that there are plans to abolish the road fund licence this item will no longer be relevant.

We were interested to note that one piece of legislation noted by the HVCJC is that any vehicle first registered on or after 1st October, 1979 will be subject to crash testing. This means that each manufacturer will have to supply one model of each of his range for testing. Unfortunately though this law apparently also applies to all new vehicles, including specials. It would appear then that if you are currently rebuilding a special you should ensure that its registration is based on the original date of registration of the vehicle on which your special is based. Alternatively a restoration should be completed before that date if it is impossible for a 1950's registration to apply. If you are currently working on a special or other unregistered sidevalve you are therefore recommended to check with your licensing authority to ascertain the exact position with your vehicle; the thought of a carefully constructed sidevalve special being subjected to crash tests is rather distressing! Should your vehicle be potentially liable to the tests it may be worth considering whether the vehicle should be simply brought to a stage where it is driveable (and legal of course) so that it can be registered before 1st Oct. 79, and then subsequent trimming and finishing can be carried out at a later date.

The HVCJC exists for the benefit of Club members, so lets use it. If you have a pre-war vehicle and are experiencing legal problems, or are apprehensive about possible legislation such as that which exists elsewhere (for instance in other European countries one can only drive an old vehicle on certain days each year), please let your committee know so that we may forward your enquiry to the HVCJC.



Vehicle Lighting

With winter here it is probably a good time to remind ourselves of the legal requirements for the lights on your Sidevalve. Not only do all your lights have to be in working order at all times, but also various other factors have to be taken into account:-

Use of Headlights Headlights must be used if the vehicle is in motion along a road which doesn't have lit street lamps, or if the lamp-posts are more than 200 yards apart. A matched pair of fog or spot lamps may be used instead if there is fog or falling snow. Using these lamps without headlights is allowed if:-

1. the centre of each lamp is the same height from the ground
2. both lamps are the same distance from the centre line of the vehicle
3. (in the case of a vehicle first registered before 1.1.71) no part of the illumination area of the lamp is less than 350mm from any part of the illumination area of the other lamp.

Spot and Fog Lamps You can have as many as you like (but if only 1 then it always has to be used with headlamps). No lamp must cause dazzle when viewed with your eye level at 3'6" off the ground at 25' distance from the vehicle. If the lamp centre is less than 2' from the ground it may only be used without headlights in fog or falling snow.

Reversing Lights You can only have a maximum of two, and each light must:-

1. be turned on/off either automatically as reverse gear is selected or by operation of a switch by the driver (in which case there must be some device to indicate that the reversing light is on if the car is registered on or after 1.7.54).
2. have a rated wattage of the bulb at 24 watts or less
3. comply with the above anti-dazzle regulations
4. be only used whilst reversing.

Driving in Bad Weather Since 1975 it has been compulsory to display headlights during the daytime when visibility is poor. Poor visibility can be caused by such things as fog, smoke, heavy rain or spray, snow, dense clouds etc.

Parking at Night If you are not towing a trailer you may park your Sidevalve without lights provided that:-

1. the road is subject to a speed limit of 30 mph or less
2. the vehicle has its nearside close to and parallel to the edge of the carriageway.
3. no part of the vehicle is within 15 yards of a junction

If lights are required then you must display two white lights to the front and two red lights to the rear and, apart from in a one way street, park on the nearside of the road.



SO YOU WANT TO BE A FILM STAR?

Despite the fact that probably the last time you did any acting was as second reserve angel in your infants school nativity play, there could well be a film or TV producer who wants you for his next epic...or more to the point your car. As you may have noticed, there are many plays and serials on TV these days set in the thirties (and probably before long the fifties too) which all need cars of the period for outside filming.

From time to time we are asked if we can supply vehicles for these ventures - though at present it seems mainly for adverts. Hiring fees vary as does the length of time the car may be wanted; but the owner should never be out of pocket. There can be problems though - such as the time a vintage Austin was crumpled for a TV series (*remember my article in last Sidevalve Ed.*) and the time the club lent an 8 for a day, it arrived back safely but somehow we weren't able to get any fee for it.

Having said the bad news, the good news is that there is in fact an agent to handle owners' interests (Evan Greene-Highes) so that the owner can be sure that his car is adequately insured and that he will be paid.. The Club isn't making any recommendations or guarantees, but if you're interested drop us a line so that we can make up a register of available cars. One point to note is that hirings come up at short notice.

Perhaps a safer bet is for your car to be featured in magazines. Concours condition isn't always essential for TV use but it is for magazines (unless they're doing a points to look for article...don't buy if it's like this). Once again, let us know.

Finally, particularly for the TV guys who always think that any old Ford is a Popular, you could have a bit of fun - such as letting them use your E493A Prefect for a war-time setting. They'll never know the difference, or if they do, watch out when the air-raids start!

AND a few moments after the Countess had broken the traditional bottle of champagne on the bows of the noble ship, she slid slowly and gracefully down the slipway entering the water with scarcely a splash.
Essex Paper



No. 1356
FORD V8
PILOT
SALOON

Autocar ROAD TESTS

DATA FOR THE DRIVER

FORD V8 PILOT

PRICE, with four-door four-light saloon body, 4585 (with cloth upholstery), plus 4163 5s British purchase tax. Total (in Great Britain), 4748 5s. Price, with leather upholstery, 4597 10s, plus 4166 14s 5d purchase tax. Total, 4764 4s 5d.

RATING: 30 h.p., 8 cylinders, side valves, 77.8 x 95.3 mm, 3,622 c.c.

TAX (in Great Britain), 410.

BRAKE HORSE-POWER: 85 at 3,500 r.p.m. COMPRESSION RATIO: 6.15 to 1.

WEIGHT, without passengers: 30 cwt 2 qr 7 lb. L.B. per C.C.: 0.95.

TYRE SIZE: 6.00 x 16in on bolt-on pierced steel wheels.

LIGHTING SET: 6-volt. Automatic voltage control.

TANK CAPACITY: 124 gallons; approx. fuel consumption range, 17-20 m.p.g.

TURNING CIRCLE: (R) 43ft 6in; (L) 42ft 6in. MIN GROUND CLEARANCE: 8in.

MAIN DIMENSIONS: Wheelbase, 91ft 0in. Track, 4ft 8in (front); 4ft 10in (rear). Overall length, 14ft 6in; width, 5ft 9in; height, 5ft 6in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of		
	10 to 30	20 to 40	30 to 50
4.11 to 1	8.9 sec.	8.9 sec.	9.4 sec.
7.29 to 1	5.2 sec.	5.7 sec.	7.5 sec.
12.85 to 1	4.3 sec.		

From rest through gears to:	
30 m.p.h.	5.4 sec.
50 m.p.h.	13.1 sec.
60 m.p.h.	20.5 sec.
70 m.p.h.	30.1 sec.

Steering wheel movement from lock to lock: 34 turns.

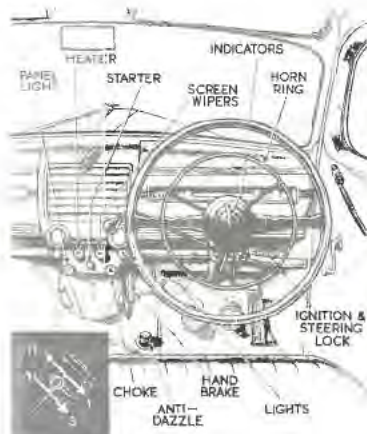
Speedometer correction by Electric

Speedometer		Electric Speedometer	
Car Speedometer	Electric Speedometer	Car Speedometer	Electric Speedometer
10	11	50	49.5
20	20.5	60	59
30	30	70	68
40	40	80	77

Speeds attainable on gears (by Electric Speedometer)		M.p.h. (normal and max.)	
1st	16-32		
2nd	40-57		
Top	82.5		

WEATHER: Dry, hot; fresh wind

Acceleration figures are the means of several runs in opposite directions.



Current model described in "The Autocar" of August 13, 1947.

ON the mechanical side the British-built V8 Pilot follows the familiar and thoroughly well-tried design of the pre-war Ford V8, but in appearance it is new, and also it is quite lavishly equipped in the British quality tradition by comparison with the pre-war car. It may be recalled that when this new model was announced nearly a year ago it was intended that it should have a 21 h.p. 2½-litre V8 engine, but before the stage of production was reached it was decided to install the 30 h.p.-rated 3.6-litre unit.

This is an engine known throughout the world for its trusty service and for the power which it so readily provides without becoming at all stressed mechanically. It provides a striking range of flexibility on top gear from a smooth and easy 5 m.p.h. or so with the driver's foot right off the throttle pedal, up to a maximum which can exceed a genuine 80 m.p.h., though the chief practical value of the available performance is the rapidity of the

acceleration to ordinarily used speeds and the ability to keep up 60 m.p.h. or so unflaggingly.

Of this car as a whole one quickly forms the opinion, and retains it during an extensive test such as has been carried out, that it is a thoroughly practical form of everyday transport, offering a remarkably good combination of the features of both performance and equipment that so many owners want in every part of the world. It starts in the morning at the first press of the switch, and at all events in early English summer temperatures dispenses with the use of the choke almost at once from cold, and then throughout a day's journey it can be handled mostly on top gear, with a minimum expenditure of driver effort. One can move off from rest by using first gear for just a few yards to get the car under way and, if one wishes, then pass straight into top, ignoring second. Thereafter the occasions for changing down are few and far between except in unusually difficult country.

"THE AUTOCAR" ROAD TESTS . . . continued

The Pilot will thread its way through the streets of a country market town under control of the throttle and brake pedals alone, and as soon as it is clear of the built-up area soar into the seventies, if hurrying is required. As an example of top gear climbing, with a full passenger load it all but took itself over a 1 in 6½ gradient which is frequently included in *The Autocar* Road Tests. The speed having been allowed to come right down on this hill in order that top gear climbing abilities might be gauged, it still pulled away on second gear and rounded a sharp corner at the summit without a further change down being required.

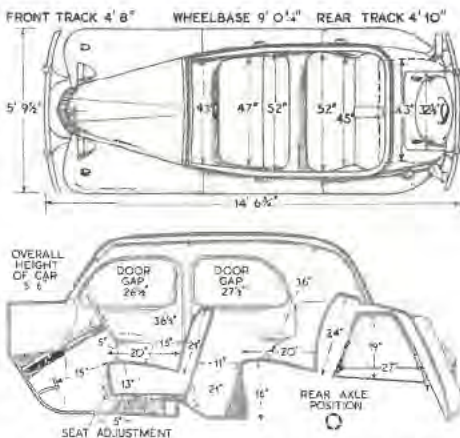
Paradoxically in a way, for it need be so little used, the steering column gear change, in conjunction with the three-speed gear box, is one of the best of its kind so far sampled. It is light and positive in its movements, hardly ever is one in any doubt about the position of the lever for selecting a required gear, and the cranked shape of the lever seems to make for an easy and comfortable movement. The synchronesh for second and top gears is so effective as to be almost impossible to "beat" even when making far more rapid changes than in normal driving. Second gear is quiet and, if desired, can be used to give quite fierce acceleration up to about 45 m.p.h.

Suspension Features

One sees the Pilot very clearly as a go-anywhere car, happy over poor surfaces, although independent front suspension is not used, but instead the transverse half-elliptic spring which has been Ford practice for such a great length of time, in conjunction with a similar spring for the rear axle. This car can be visualized—and experiences amply support the thought—as being at home in any territory, with its generous power and not too much weight, pulling its way easily through sand and dirt surfaces and still giving a good ride over the corrugated surfaces which are a feature of some countries' roads. The suspension shows up very well, too, over sets or pavé. One is conscious of road wheel deflections occurring under such conditions, but by car rather than by anything that is felt.

The suspension does not permit an unreasonable degree of roll on bends when fairly high speeds are being used; the car leans over when cornering fast, but within what seem to be definite and acceptable limits, and one grows accustomed to the feel and finds that quite fast cornering can be carried out, if required, there being the impression of the tyres clinging well to the road surface. General comfort of riding is decidedly good in the back seat as well as in the front, though over some types of road surface a certain amount of pitching is noticeable at the rear.

As regards the top end of the performance, the fact that



Measurements are taken with the driving seat at the central position of fore and aft adjustment. These body diagrams are to scale.

a speed in excess of a genuine 80 m.p.h. should be available is a guarantee of there being a comfortable reserve at fast road speeds between 60 and 70 m.p.h. When the throttle is pressed there is the immediate feeling of the car being eager to get away, and the feeling is as if the power were really being turned on. Strong top gear acceleration still remains available to lift the speed from a cruising 60 into the seventies. The acceleration figures for top gear, as being of chief practical interest, call for particular notice. It will also be observed that by a method which uses the performance to full advantage the through-the-gears acceleration is of a calibre which some sports cars could not despise.

Under full acceleration there is some noise, and throughout the range the engine cannot be described as entirely quiet, but it settles down happily in the sixties with a feeling of general well-being, and, of course, is correspondingly quieter at 40-50 m.p.h., whilst at all normally used speeds up to about 75 m.p.h. there is the feeling of the engine working well within its capacity, which is indeed a fact, coupled as it is with the extraction of no more than a modest 85 b.h.p. from a 3.6-litre engine to give all the performance that the Pilot offers. It will be noted that the speedometer check against *The Autocar's* electric speedometer displayed a commendable rectitude in the instrument, which indeed has been a feature of Ford cars undergoing tests over many years.

The steering is light for low speed turning and manoeuvring, and is not so low geared as might be expected. It enables the car to be placed with reasonable accuracy. There is decisive castor return action after taking a sharp corner; slight road wheel or suspension reaction is felt through steering wheel on surfaces short of perfect. The brake system is Girling hydro-mechanical with hydraulic operation of the front shoes. Very satisfactory results are obtained, in keeping with the performance, but rather more pedal pressure is required for maximum deceleration than is usually experienced with this particular brake gear.

The four-door four-light saloon body is well

An inviting-looking interior, with good-quality leather upholstery (available at extra cost), and numerous fittings for the occupants' comfort and convenience. An interior heater is standard equipment, in the rear seat is a folding central armrest, elbow rests are fitted on all doors, and also silk pulls for use in closing the doors from inside and for assisting rear passengers in leaving the car. It will be noticed that both doors on each side open from the rear edge. The single-piece front seat is a three-seater at need.





Above: Top view of the 30 h.p. V8 engine. The oil filler, mounted high between the horns, will be noticed, also the accessible battery, the water filler, and the fluid reservoir for the Smiths Jackall four-wheel hydraulic jacking system. Left: The fact of the spare wheel being carried in the luggage boot lid leaves the full capacity of the locker for luggage, though it does restrict the extent to which the lid opens.

finished and quite elaborately equipped. In front a one-piece seat of adequate three-seat width is used, an arrangement made practical by the fact of the gear lever and pull-and-push type hand-brake lever not forming obstructions. Neither the front nor the rear floor is entirely flat—that is, unbroken by a transmission projection—but at the back, as in front, there is good leg room and the passengers sit fairly low—lower than would be expected from external inspection.

The upholstery springing is very comfortable and at the rear there is a large central folding arm rest. Some drivers would prefer not to have a fixed elbow rest on the right-hand door, as it tends to govern the wheel hold adopted. A medium-height or short driver would like to be able to move the seat farther forward than is permitted by the range of adjustment provided. The steering wheel is not telescopically adjustable; it is of a comfortable rim shape and size and carries a horn ring—a rare but always particularly convenient form of horn operation. A small reminder light shows on the instrument board when either traffic signal arm is extended. The car tested was upholstered in a very good quality soft leather, which adds £15 10s 5d to the price of the Pilot with cloth upholstery.

A Clayton Dewandre interior heater is standard equipment, together with windscreen de-misting and de-icing vents. The windscreen can be opened a short distance for ventilation purposes. It has suction-operated wiper blades which by reason of a vacuum reservoir continue to function at full throttle. A further ventilating provision is made by the forward door windows giving an opening at their front edges in advance of the drop movement.

Radio was fitted to the car tested; the fascia board is designed for its easy installation, with a built-in front speaker, and also there is a rear speaker which has its outlet behind the top of the back seat rest.



In front view the Pilot is of quite different appearance from the pre-war Ford V8. It conforms with current practice in the use of a plated grille, but leaves the lamps exposed. The bonnet opens in one piece from the front.

The four-light body has clean contours at the rear and the externally carried spare wheel, sunk into the luggage compartment lid and concealed by a metal cover, sets off the appearance rather than detracts from it. A hinged panel in the spare wheel cover leaves no excuse for not maintaining the tyre pressure.

LATE INFO PAGE. COPY DEADLINE 28th November

1958 100E Anglia. Body & Engine in exceptional condition, needs minor attention for MOT. Offers to Mr. L.Dykes,
[REDACTED]

LATE CLUB ANNOUNCEMENTS.

1979 Membership cards will be despatched with the first Club News in 1979.

EAST SUSSEX GROUP. New group based in Bexhill on Sea, organised by John Norris. Recent Pub meetings well attended. For further info contact John at [REDACTED]
[REDACTED]

NORTHERN GROUP.

Another date for your diary is July 15th when we have been asked by the Sheffield Lions & IAM to participate in their gala. This would involve us in a display and drive past. Previous years' events have drawn crowds in the hundreds of thousands. ALL MEMBERS IN THIS AREA ARE ASKED TO CONTACT Steve Waldenberg and hopefully a member living in Sheffield might care to liaise with the Sheffield Lions on the club's behalf.

MODEL Y REGISTER. Members with Y types will be pleased to hear that we now have a member looking after the spares for these models and arranging get togethers. Articles will appear in the Club magazines especially about the Y types. Please contact John Russell [REDACTED] Kent.

MIDDLESEX/SURREY AREA. Meeting once again to be held at the Popes Grotto, Cross Deep, Twickenham, 2nd Thursday in each month from January, 8pm. Mike Dawes officiating.

Mike has for sale 1st 4 years of Hot Car Magazine (nothing to do with overheating 100E's). £8.00. 01 979 0956.

WANTED. Any spares for Mk.11 Zodiac, Allan Green, Skelton
[REDACTED]

FOR SALE: Spares for 103E / E494A's [REDACTED]

2 new 103E type springs plus many other old car parts are available at E.C.Frankland's Garage, [REDACTED]
The springs are £5 each. (Mention Steve Waldenberg)

Steve has a new steel n/s front 100E wing (club stock) £22.00
Stainless steel 103E/E493A exhausts now being made anyone else want one ? Contact Steve straight away.

CARS IN THE CLUB. (as at November '78)

100E Anglia	79	Model 'Y'	49
100E Popular	108	Model 'Y' Tourer	1
100E Prefect	67	Model 'Y' van	2
107E Prefect	23	Model 'Y' pick-up	1
300E Thames 5cwt	6	CX Ten	4
300E Thames 7cwt	6	CX Ten Tourer	1
100E Escort	5	Eifel	1
100E Squire	5	E83W Fordson 10cwt	7
103E Popular	145	E83W Fordson pick-up	4
E493A Prefect	65	E494C Fordson 5cwt	8
E93A Prefect	5	E4930C/B Fordson 5cwt	3
E93A Prefect Tourer	2	E04C Fordson 5cwt	1
E493A Prefect Ute.	1	Super Two	2
103E Popular Ute.	1	Rochdale	3
E494A Anglia	32	Buckler '90'	2
E494A Anglia Tourer	3	AKS	1
E494A Anglia 'Woody'	1	Lotus MKVI	1
E4930A/B Anglia	3	Dellow MK1	2
E04A Anglia	7	Ashley	4
E71A V8 Pilot	11	Morgan F Super	2
V8 Model 62	1	Morgan 4/4 series 2	2
7Y Eight	11	Lacat Sports	1
7W Ten	3	Jeep	1

The third meeting of the "South Coast Group" of the Ford Sidevalve Owners Club was held on the 5th November 1978 at The White Hart, Catsfield.

A happy evening was had by all attending being made even more so by a very large log fire provided by mine host to keep the nip of November away.

We extend an invitation to all members in the area to join our group. The meetings are held on the first Sunday in the month at The White Hart Public House, Catsfield at 7.30 p.m.

The December meeting is an exception and will be held at [REDACTED]



A selection of pictures from a rather wet Northern Sidevalve Day.



Here are a few shots taken at our Northern rally. What a deluge, but nevertheless, we had a very good club turn out. My thanks to all those who braved the elements to attend. A special thank you to those members who assisted on the day.

Steve Waldenberg





LAST EDITION MYSTERY CAR

From my records of 30+ glass fibre bodied fords, the most likely candidate is the Heron body shell which was the fore-runner of the Heron Europa powered by the Ford 105E-109E range. The car in the picture appears to have had the perspex lamp covers removed but the rest of it matches the shape of the Heron exactly.

The manufacturers of the Heron were Heron Plastics Ltd, [REDACTED] Greenwich, London SE10.

For the record my own car is a Rochdale Riviera 2 seater convertible, built on a 1935 C type chassis, and running gear. Only 55 of these body shells were built between 1958 and the factory fire which destroyed the moulds in 1961. Over this period over 600 Rochdale GT's were built, and whilst finding many GT's around, I in fact sold one earlier this year, I have yet to see or hear of another Riviera left taxed & MOT'd as mine is.

Peter E. Hill.

LOWEST MILEAGE!

My own Ford Pop which I purchased in October 1957 new, has never had any other owner, and would you believe it; it has only done 17,300 miles. I think that will take some beating.

The engine should not be worn at that mileage, it is standing in the garage like a brand new one, not a mark. Everybody looks at it when it is out and says it is in mint condition.

The only thing I have had is a new fan belt, and a bulb or two. It has never had any anti-freeze in, as I let the water out in frosty weather. It has never been taken out on bad days, only fine days and has never been washed. It has never failed its MOT in all those years. The garage says it is better than the ones they are selling now.

Allan Dalzell

ANOTHER LOW MILEAGE CLAIM

Member Tim Bubb from Chatham has an E83W van registered in 1953. This has covered only 15,600 from new (at date of joining club). It is surprising for a commercial to have such low mileage, they are usually made to work pretty hard - any *history* Tim? (Ed.)

LOWEST MILEAGE

Member Mick Cassidy from Leeds has a 493A with 12,000 miles only clocked up. It still has original tyres and is in immaculate order.

Any more? No takers yet for prize for highest mileage car on original parts.

NORTHERN EVENTS FOR 1979

A full series of events is planned for 1979 by your northern area group. We shall be starting the season off with a display of our cars at the Harewood Hill Climb organised by BARC. This is to be held at Stockton Farm, Harewood Avenue, Harewood near Leeds on **Sunday 13th May**. Many prominent race personnel will be there. We don't want you to hill climb your sidevalvers, just bring them along for a display and watch the hill climb. Please apply for vehicle passes *before 7th April* to R.Chesterman, 7 [REDACTED]

This meet is part of the RAC Championship series and thus will be well attended. A good club turnout would be nice.

Treasure Hunt. Chris Rogers has planned one. We intend running this on July 8th combining it with a picnic at the end, so bring the family. *Remembering last northern Sidevalve Day, if this date turns out to be a wet one, the event will be held the following Sunday.* Full details will appear in Club News in April.

Pub Meet on June 17th. Again, we will use the Wharfedale Inn at Arthington for this 2 hour lunchtime stint. It is a decent place and meals are available too.

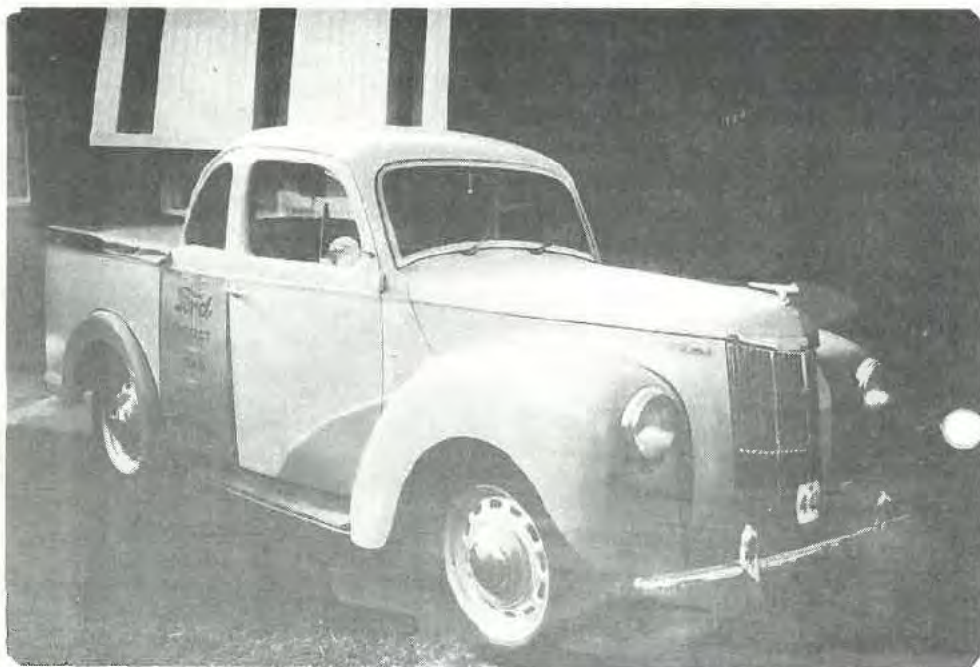
NORTHERN SIDEVALVE DAY 1979

This event is planned to take place in the regal surroundings of Harewood House, near Leeds, home of the Earl & Countess of Harewood. It will be a joint rally with the Registration Numbers Club who always draw big crowds. The Rolls Royce Enthusiasts Club may also have their cavalcade parade too. What a gathering that should be. The date is provisionally 9th September. Admission will have to be charged, but the cost will permit you to view the house, bird garden and grounds. Plenty for the kids to do.

Well that's it folks. Don't say there's nothing doing next year. Please support your club in all these events. We are one of the biggest one make clubs now, so let's show the public our strength at these events.

Steve Waldenberg, Northern Area Organiser.

Some pictures from member Don Jacobs in Australia



493A Utility. Australian bodied



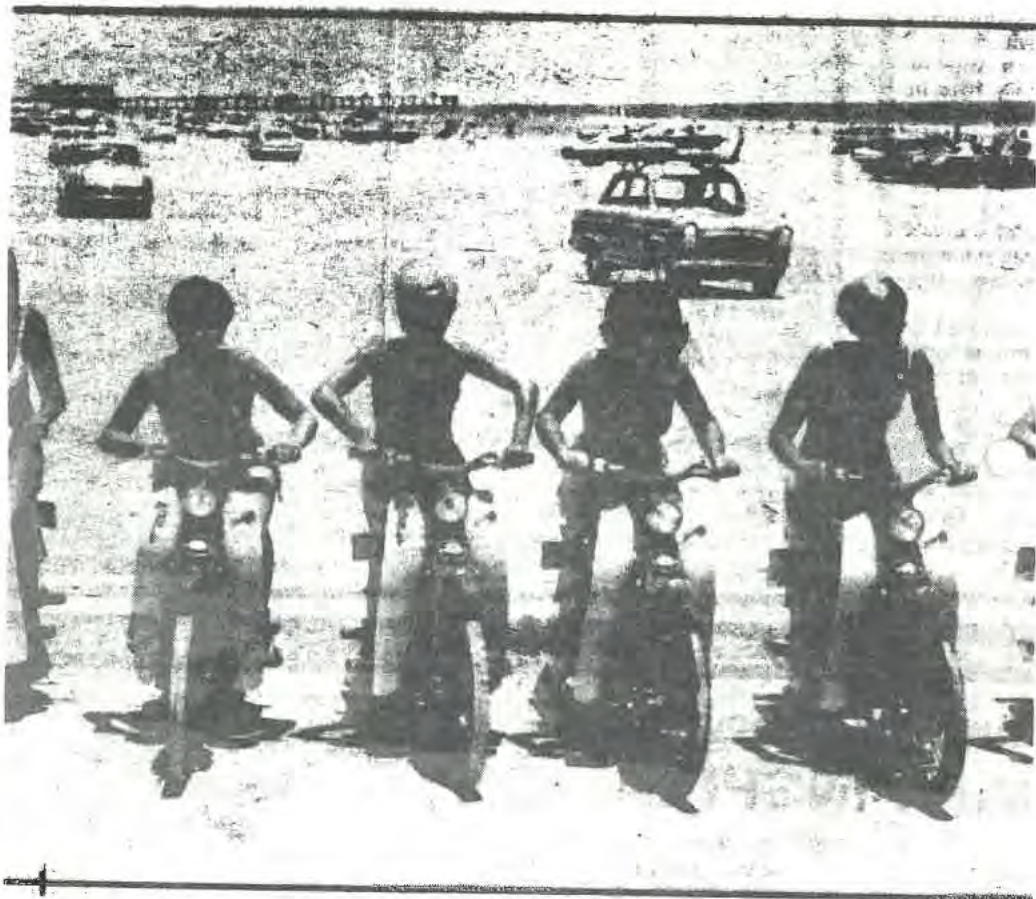
Anglia 10hp tourer



The Don Jacobs & Gordon Cowley Collection (part thereof!!)
.. note the 4 door Anglia -Ed.



1950 V8 Flathead but Yankee styled.



100E's get everywhere!

This picture of Daytona Beach, Florida was printed in the Sally Army Paper "The War Cry". Submitted by Dave Pottinger.

I enjoy watching some of the old films on TV. Recently I watched "Brief Encounter" made in 1944. There were a few street scenes and in most there was a Ford 8 in motion. It looked like the same car each time. Perhaps other cars were a bit scarce it being wartime. A 1960 film with Spike Milligan one Saturday afternoon showed lots of 103E's, 493A's, some E83W's and a locally made Bradford (Jowett) Van.

Further news of members cars used in films and TV adverts is eagerly awaited. One of our members cars is being used in a Barclays Bank advert.

Steve Waldenberg.

USEFUL ADDRESSES:

Newfords Parts Centre, Triggs Farm, [REDACTED]
[REDACTED]

Newfords Parts Centre specialises mainly in post 1950 Ford Sidevalve spares. They rebuild engines, gearboxes etc., and have bodypanels laying out in a field!

Shepherds Grove Service Station, Shepherds Grove, Stanton, Bury St. Edmunds, Suffolk, [REDACTED]

This firm specialises in all Ford Sidevalve models 'T' to 100E. They do glassfibre wings for the 103E/E494A range also running boards for the Model 'Y'.

Nordian Exports Ltd., Abbess [REDACTED]
[REDACTED]

Nordian deal mainly with spares for the older Ford Sidevalve models, especially the E71A V8 Pilot.

Roebuck Motor Spares & Accessories Ltd., [REDACTED]
[REDACTED]

This firm has various spares for 100E models: engine gasket sets, valves, valve springs, piston rings, hoses, radiators, water pumps, a few suspension parts and several miscellaneous parts.

A. E. Morgan Motors Ltd., [REDACTED]

Yorks [REDACTED]

This firm also have various 100E and a few 8 & 10 spares: 100E exhaust systems, 100E track control arms, 100E track control bushes, 100E track control repair kits. Ford 8 & 10 valves and springs, new 10 hp distributors.

Padgets Vintage Car Spares, Welney, Wisbech [REDACTED]

Recommended by one of our members. He says that they have a lot of pre 100E spares.

Jamiesons Auto Ltd., 39 West Street, Bedminster, [REDACTED]
[REDACTED]

Again recommended by one of our members. This firm will recondition your 100E/103E engine - they also do white metaling.

Motolympia Ltd., Welshpool, Wales. [REDACTED]

This firm has various Ford Sidevalve spares, mainly 103E/E494A/E493A king pins, valves etc.

Woolies Ltd., 9a Exeter Street, Bourne, Lincs PE10 9NJ. [REDACTED]

Woolies specialise in trimming materials, roof lining etc.

WANTED Floor mounted rubber draught-excluders, adjusted to bottom side of doors. Two rubber surroundings where the bumper struts go through the front fender. One rubber draught excluder for front window. One coil (Lucas 6 volt). One rubber surrounding where fuel tank fill-tap goes through rear fender. Two rubbers used where headlamp struts are placed on front fender. One steering wheel. Two "old-looking" rear lights, preferably non Ford, but at least to be placed on rear fender. Furthermore I am looking for a complete doorlock (Special simple construction on this type automobile), or at least the pin mounted on the left hand doorstyle and the cover cap around the righthand doorlock itself.

F. Erdelmann, [REDACTED]

FOR SALE Fully re-conditioned 10HP engine. Re-bored, cranks ground, new pistons, bearings etc., ready to be reassembled £90. BRAND NEW (yes) E93A gear box £40. New 10HP CW & P £10. Recond. 10HP starter motors £10. NEW 8 HP starter motor £10. NEW 8 HP starter amature £6. 6v dynamo armature £5. 10HP clutch and press plate £11. PLUS PLENTY TRE'S, GASKET SETS, KING PINT ETC., FOR ALL MODELS.

OIL FILTERS - cannister type oil filters for 10HP engine £2.50 each post paid.

S. Waldenberg, [REDACTED]

Filters for 100E's & 107E (i.e. 105E - classics) also available at £1.20 each.

WANTED Rear twin filament lamp holder for late 100E lamp assembly. 107E rear brake back plate.

G. Rogers, [REDACTED]

WANTED Front and rear bumper also offside sidelamp lens for 1959 100E Anglia.

FOR SALE Ford 100E owners workshop manual £1.50. Also "The Ford 8 hand book up to Anglia 1950, and 1953 to 1959 Ford Popular owner driver handbook £1 each.

FOR SALE Complete, but stripped, 93A engine, various gear box/axles etc., and a 93A engine with Aquaplane Head.

Robert F. Chesterman, [REDACTED]

WANTED Complete set of piston rings for Hepolike 4-ring pistons for 933c.c. engine. size 2.230" and 040" oversize. Ref. R.S.W. 12503.

W. C. O'Neill, [REDACTED]

WANTED Good E93A or 493A Prefect. Must be in 1st class condition, MOT'd etc.

Mr. G. Goodall, [REDACTED]

FOR SALE 1960 100E Pop. v.g.c. new sills, recond engine. Tidy but hand painted. M.O.T. New Macphersons, elec. wipers, heated rear screen. Sensible offers.

Peter Duffy, [REDACTED]

FOR SALE 1958 100E Prefect in good condition. Engine has low compression otherwise chasis good, bodywork fair. Large quantity of spares e.g. doors, windows, engines, electrics, rear axle. To clear £175 the lot, or o.n.o.

John R. Wiggins, [REDACTED]

FOR SALE 100E: Twin S.V's and linkage on inlet manifold and exhaust manifold £30 ono. Three remould tyres 16 x 5.25 on rims, unused. Offers.

E93A 1946 Ford 10 Prefect - preferably complete, may split for spares. Engine recently rebored with new pistons. VW rims and tyres, wheel spacers. Offers.

FOR SALE 1961 100E Popular (56 KCV) grey with red interior. Low Mileage. MOT to May 1979.VGC. £150 [REDACTED]

FOR SALE 100E gear box £5.00, 100E sports cam shaft £10.00.

Bob Dunn. [REDACTED]

WANTED 100E exterior sun visor.

Mr. Dyson. [REDACTED]

FOR SALE Parts from E494C/103E, front n/s wing, grill & bonnet, control box, dynamo, starter motor, fuel pump, carb. bits, workshop manual etc. Moving house 22nd December so parts MUST GO.

Brian Boxall.
[REDACTED]

New remould 5.25 x 16 tyres occasionally available from Roundhay Motors 46 Gt.George Street Leeds 1 at £10.00 each plus carriage.

Reluctantly For Sale, my 1959 100E Popular (9955 EV). Excellent condition, never failed M.O.T. Regularly serviced by previous owner/mechanic. Local use only past 10 years by present owner. 5 good tyres. £400 o.n.o.

Mrs. M. Jackson. [REDACTED]

Brake linings for Model Y's etc.,

A.T.O. & B.J.Parkin
[REDACTED]

1961 100E Popular De-Luxe. Fair condition £100 o.n.o.

R. G. Hamson,
[REDACTED]

More bits from Steve's spares stock

1 newish steel rear n/s wing for E93A/103E type £7.50; new E494A/103E front grill panel with Ford badge £7.50; 100E CW & P £10.00; E83W handbrake cable £2.00; **107E** handbrake cable £3.50; E493A headlamp bezel (pt.No.E493A-13111) £1.50; E93A oil filler tube assy.£1.00; early 100E rear red light lens £1 pair.

Another source of 100E spares reported by Dave Arkley: **Eddlight Motor Spares and Accessories,** [REDACTED]

Dave, the more garages etc. know that 100E bits are still in demand the safer they will be. Too much stuff gets scrapped.Ed.

WANTED Official Ford 100E workshop manual **R.Gittings,** [REDACTED]

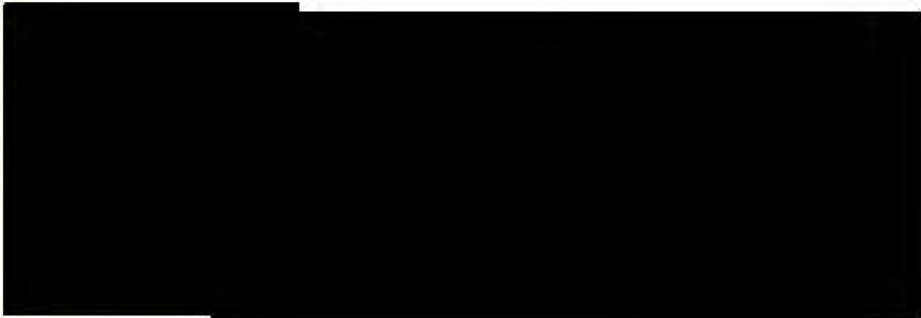
Editor's note, I believe these are still available from Ford Motor Co. Ltd at about a liver.

FOR SALE White Ford 100E Prefect 1957. Body and interior immaculate. no rust whatsoever engine noisy but runs well. Moving house forces urgent sale. Best offer secures. Mrs.J.Saunders, [REDACTED]

Ford Sidevalve Specialist

DAVE MOCKFORD

Motor Repairer



Rates:-

5,000 mile service for 100E
(SV Owners Club special price)

£16

Complete brake reline 100E

£14

Anti-freeze 40p per pint (what are these litres??)



NEWFORD PARTS CENTRE



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HIGHER WHEELTON
CHORLEY PR6 8HT

DON'T BREAK
RENOVATE
WITH
NEWFORD
PARTS



100E

PARTS FOR ALL
FORD SIDEVALVES.