

News

Volume 22 · No 1 · February 2005



Sidevalve S

Features this month
Ballamy Scoop
Upright Economy Tips
Lotus Seven Kit

Journal of the Ford Sidevalve Owners' Club

Editorial

John Porter (Chairman)

Back to 1976

"The 100E is, of course, the last in the line of the famous Ford sidevalve powered cars, and these too are now being regarded as true classics. Where are all the old Fords? Cast your minds back to the late 50s and early 60s. You could see lots of Prefects, Anglias and Pops (103E variety) and many Ford 8s and 10s. Ford's production of all derivatives came to a huge 1,054,247 - yes, over a million 'flat-head puffers' made between 1932 and 1959. Many 100Es were made after that date and there was a good score of those too.

Those of us who run the E93A types know just how well made they are. A bit slow, but a good engine, should last for years with no bother, and the steel in the chassis and body - built like a tank someone said to me. But there are not many left now. Most were run into the ground and finished off by the MOT test. With the advent of the 100E, they became just plain 'old fashioned', but now, well, it amazes me (Steve Waldenberg - the editor of Sidevalve in December 1980) the looks mine gets and other owners will notice the same effect. There are not very many earlier Fords in our club, so members take note, if you see one on your rounds, pop a club leaflet

under his wipers and let's get them enrolled. Fortunately we still see a fair number of 100Es about, again not all club members, so please do your stuff with these too. It is up to we enthusiasts to convince 100E owners that they possess a vehicle worth preserving."

Since then, of course, even the youngest 100E is anything up to 43 years old, so perhaps everything has taken a step up the "age ladder." There have been many discovered older models - the 7Y and 7Ws, for example, appear to have come out of the woodwork since 1976. We can look at the Morris Marina, Allegro and Maxis (which were new then) with that certain look that "our" cars were given by the owners of REAL classic cars in 1976 (which would have been pre-war in those days).

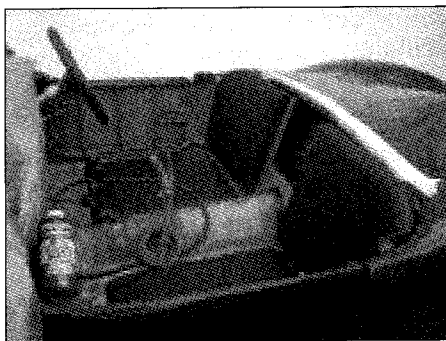
Back to the Future

It was with surprise that I read in the December 1980 issue that "It now appears that the proposed tax on ownership may have been defeated. It was a disgraceful idea anyway. With that sort of thing, the next tax might have been fancy doorknobs or lawnmowers. However we must be on our guard. The present government seems capable of anything save running the country properly." This was 24 years ago and here we are fighting the same thing again in 2005! Happy Motoring!

Resolutions

John Porter

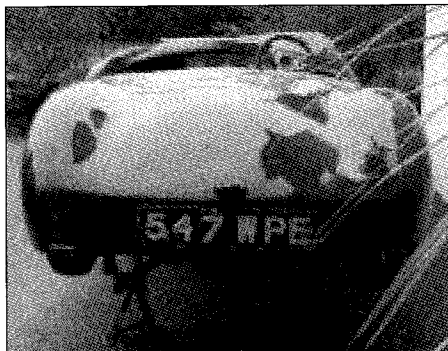
Resolutions. Did you make any? Many of us do and they have often faded away with the last of the dry turkey and the removal of the Christmas tree and decorations. I have long since given up on trying to keep any, so have not made any so that there is no possibility of breaking them! One I did make a year ago and with a sidevalve flavour, was to complete the Nickri Spyder this summer. Last year I got sidetracked with other automotive tasks, such as repeated removal and refitting of a certain Porsche 356 engine culminating in new one from Germany! Least said about that the better.



Above: Seats made and fitted
Below: Rear view of the Nickri

I recently watched, again, the classic film, the Italian Job and fondly imagine myself powering through the lanes of the Peak District to the sound of Matt Monro, just like Rossano Brazzi, just before his Lamborghini Miura hit the bulldozer in the tunnel. I will forget the tunnel, however. Mi scusi, signora dove un negozio che vende film copre di manifesti? I have the Italian sunglasses towards it anyway.

Did you know that the drain the Mini Coopers race down is actually the Birmingham-Coventry Tithebarn Main Sewer, which was under construction at the time - not a lot of people know that! Any takers for reliving this movie "first" in some sidevalves? Given the stability of an upright, perhaps not. I am sure that the sewerage authorities would not be too keen either!



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Events

John Porter

Another season is before us and our overwintered sidevalves, which brings the now annual task of finding out on what dates our old favourites will be held. As I have remarked in the past, electronic communications give organisers the strange feeling that they can leave publicising their event until the last minute. They don't seem to realise that the clubs can't publicise the event in their magazines (many are every two months like the FSOC, or even quarterly) if the details turn up as late as they do these days. Still, as we are continually told by those that should know better, "it is progress" or "change is good."

Pay for the Privilege?

As you read this, the International Historic Motorsport Show is taking place shortly (February 25th-27th) at the NAC at Stoneleigh, near Coventry. I didn't go last year, which was also the first time that this potentially interesting event happened. As the trusty Ford sidevalve was such a force to be reckoned with in the fifties, I had idly thought that we might have a go at getting a couple of race/rally sidevalves on show. In December a large white envelope arrived from "Europe's Premier Historic Motorsport Show" with an invitation to put on a club stand. "Great" I thought, "now is our chance". As I read down the details about stands, I was somewhat shocked to read that we would have to PAY for the stand! The sum involved was £200 for a 25 square metre bare space (like the NEC in November which, of course, is free), with tickets also thrown in. These organisers are planning to give clubs three free tickets to make up for charging classic car clubs to provide the exhibition that they, the organisers, will charge the public for!

If this is the way that the big shows will try to go then we are likely to see this tried at other large indoor (and outdoor) events. I don't know everyone's views on this, but those of us that turn out in October at our own cost for the NEC and the NAC Restoration Show in general, do not feel inclined to pay for the privilege of showing our cars for someone else's commercial gain. I would appreciate your views on this potentially expensive move - especially the smaller clubs like the FSOC. Are we likely to want to pay to go to shows to see enthusiasts' classics that have been charged for their display?

A Line Has Been Crossed

10 years ago the NEC tried to stop payments to clubs that were intended to offset their expenses and there was uproar and the NEC (or Haymarket as it was then) backed off. Last year the NEC stopped these payments after running them down over the last three

years. Some of the cynics expect them to start charging for the space shortly..... If there is no comment from the car clubs then they will all go for it. Personally, I feel that a line has been crossed and would like to know if there are other shows in the UK that have started to charge. I seem to remember that the classic car show at Alexandra Palace is charging for stands. Perhaps we are coming up to a watershed, where those clubs that have money to spend will be on show and the rest of us mere mortals will have our displays in windswept fields scattered across the UK.

National Sidevalve Day

Advance notice: National Sidevalve Day will be at the Gloucestershire Steam & Vintage Extravaganza, Kemble Airfield, nr Cirencester, Gloucestershire. The show is on for the weekend - 6th & 7th August, with our day being the Sunday. Ivor Bryant & Peter Williams have kindly offered to look after things for us, but any local help would be appreciated on the day. So if you can help us with setting up the stand etc, contact me or Peter (details inside the front cover of this magazine).

Events for 2005

25th - 27th February. The International Historic Motorsport Show at the NAC at Stoneleigh, near Coventry. Adults £12.50. Two day tickets £22.00. The ticket hotline can be contacted on 08450 70 68 70. The cost on the day will be: Adults £15.00, two days £25.00! Not only this, but there is the parking at £3.00. If you want to buy: Auction admission by catalogue only on Saturday. Available from H&H Auction on 01925 730630. The show is open on Friday and Saturday 9.30am - 5.30pm, Sunday 9.30am - 4.30pm. Let me know if there are any Ford sidevalves!

13th March. Spring Restoration Show at the NAC, Stoneleigh, near Coventry, West Midlands. 9.30am till 4.30pm. The Coventry Group will hopefully have a stand where we can dismantle one another's sidevalves. Advance tickets on [redacted] and go to the front of the queue!

6th March. Ardingly Autojumble, South of England Showground, Ardingly, Nr Haywards Heath, West Sussex. Doors open at 10am. Enquiries on 0208 897 3774.

3rd April. The Ford Enthusiasts Show at Donington Park, Leicestershire. The only thing with this one is - which Fords? Sierras, Kas and Mondeos? If you go, let me know!

23rd-24th April. Classic Motor Show Spring Sales Expo - a large event for buying & selling classic cars at the National Exhibition Centre, Birmingham. For more info see www.classiccarshow.co.uk (at the time of writing there is nothing more about this new event).

14th & 15th May. The well known Spring Motormart and Autojumble at Beaulieu Event Fields, Hampshire.

21st May. FSOC AGM & Spares Open Afternoon. The AGM will be at Steventon Village Hall in the centre of Steventon, just off the A34. The AGM will start at 11am and finish at about 12.30pm. A buffet lunch will be provided for members that attend the AGM and attendance numbers for a place in the queue at the Club Stores in the afternoon (like the "deli" in your local supermarket!). The Club Stores will be open from 2.00pm and close at 4.30pm. Please do not turn up before 2.00pm and membership cards will be checked as we cannot sell to non-members - so you had better pay your subscription right now!

4th & 5th June. Classic Car Spectacular & Autojumble at Tatton Park, Knutsford, Cheshire. General enquiries on [redacted]

12th June. FSOC Club Run - "Over the Hills and Far Away". A run through the Peak District, starting in Ashbourne and finishing in Bakewell (where they cook the tarts that are much better than Mr Kipling's).

7th August. National Sidevalve Day at the Gloucestershire Steam & Vintage Extravaganza, Kemble Airfield, nr Cirencester, Gloucestershire. The show is on for the weekend - 6th & 7th August. For more detail about this show visit the website: http://www.geocities.com/svtcc_kemble2005/

Rather than list all the Andrew Greenwood shows and autojumbles, go to the website: www.classicshows.org

WANTED!

An Editor for Sidevalve News

Whilst we greatly appreciate Teresa Butler stepping in, we are paying her to produce the magazine. Unfortunately, money spent on outside labour cannot be spent on spares and other services for the club. It is disappointing that no member is willing to edit the magazine.

If you feel you can help the Club with this vital job please contact Shirley Wood or John Porter.

A.G.M. 2005

The AGM of the Ford Sidevalve Owners Club Limited will be held on Saturday, 21st May 2005 starting at 11.00 a.m. The meeting will be held at Steventon Village Hall, Steventon, Oxfordshire.

At the AGM all the Club Officers and Committee members are re-elected and therefore if any member is interested in putting themselves forward as a Committee member or Officer, this is their opportunity to do so.

I would urge the membership to attend the AGM as this is your opportunity to voice your view on the running of your Club. I look forward to seeing many of you at the AGM.

ANNUAL GENERAL MEETING 2005

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club Limited to be held at 11.00 a.m. on Saturday, 21st May 2005 at Steventon Village Hall, Steventon, Oxfordshire.

Membership cards will be checked at the door and members who are unable to produce their card may not be admitted.

Motions for discussion at the AGM must be sent to the General Secretary at least fourteen days before the date of the AGM for inclusion in the Agenda.

Nominations of candidates for election to the Ford Sidevalve Owners Club Limited Committee must be received by the General Secretary not less than fourteen days before the AGM, with an intimation in writing signed by each member nominated that he/she is willing to stand. Nominations of candidates must be signed by the member proposing them. A candidate may nominate himself but shall require the signature of another member as his/her seconder. All nominations correctly received by the General Secretary shall be included on the Agenda.

AGENDA

1. Apologies for absence.
2. To approve the Minutes of the last Annual General Meeting of the Ford Sidevalve Owners Club Limited held on the 19th June 2004.
3. Matters Arising from the Minutes.
4. To receive the report of the Directors and the audited accounts for the year ended 31st December 2004.
 - a. General Secretary
 - b. Treasurer - Present Accounts
 - c. Membership Secretary
 - d. Spares
 - e. Regalia Officer
 - f. Chairman
5. To re-elect the Officers and Committee members of the Company.
6. To re-elect Messrs Newby Crouch, Chartered Accountants, of Ember House, 35-37 Creek Road, East Molesey, Surrey, KT8 9BE to act as auditors for the company.
7. To authorise the Officers and Committee to fix the remuneration of the auditors.
8. To transact any other ordinary business of the Company.

A member entitled to attend and vote at this meeting is entitled to appoint a proxy to attend and vote in their place. A proxy need not be a member of the Ford Sidevalve Owners Club Limited.

Shirley A. Wood
General Secretary

Dated 13th January 2005

North London Group

Robin & Jennie Thake

Firstly may we wish everybody a Happy and Good Motoring New Year. The first Monday in December, our Group (all 25 of us) had very good Christmas meal at the 'Bunch of Cherries'. A good evening was had by all - even the staff, after they managed to serve everybody from a kitchen made to serve up eight meals at a time!

As usual at this time of the year we begin to get show invitations drop through the letter box, but already we find that a couple of regulars have been cancelled due to either too many regulations or the organisers getting too old with no new blood coming along to take over.

I have been reading a book that Father Christmas brought me about the Austerity

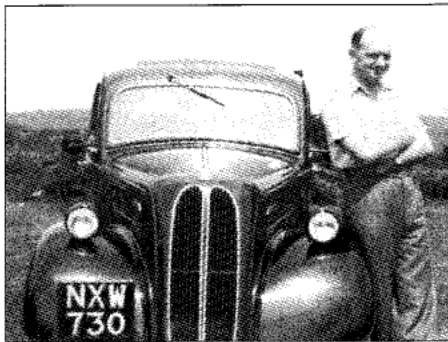
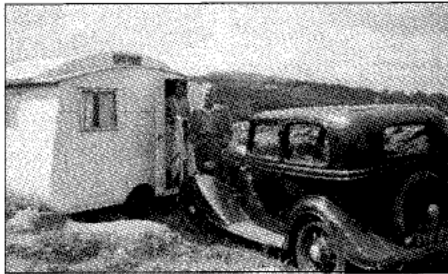
Years between 1940 and 1950 and it has made me wonder how we manage to have so many older cars left, when 75% of the cars manufactured were exported; there was only enough fuel on ration for five gallons per car per month and the price double that of before the war. The cars could also only be bought by those in reserved occupations such as Doctors, Nurses, Bank Managers etc.

At our recent meeting we were asking for photographs for the magazine and both Laura Cecil and David Heard appear to be Sidevalvers born and bred, as they have both found photos of their childhood on camping holidays using Sidevalve vans.

John Brown from our Group is busy organising the holiday for 2005 which will be from June 11th to June 18th in North Wales. He has already booked the hotel so if anyone would like to join in the fun please contact John on [REDACTED]



A wonderful collection of photos from Laura Cecil & David Heard, showing childhoods spent camping in Sidevalves!



Hampshire Group

Mick Crouch

Happy New Year to everyone from the Hampshire Group. After 23 years as a group, we still meet once a month, at different venues, where we "talk sidevalves" over a good meal and a drink. New members are always welcome to come along and join in the "sidevalve natter".

In 2004 we enjoyed taking our sidevalves

to various shows and had Club stands at our usual events. I would like to thank all those members who came along with their vehicles and supported us.

Two of the Club stands we will be organising this year are as follows:

Enfield Pageant of Motoring (28th, 29th & 30th May) - closing date for club stand is mid-March, so book in now!

Ardingly Vintage Vehicle Show (9th & 10th July).

Both new and old faces and vehicles would be most welcome. Please contact [REDACTED] on [REDACTED] for an entry form and to reserve a space on the Club stand.

Details of other Hampshire group Club stands will be available in a later issue of Sidevalve News.

Merseyside Group

Joe Wheatley

Monday 13 December - Club meeting - Bottle & Glass, Rainford

I arrived a little late to find some new faces. We had met Peter Leicester and Ian Whamond at more than one show this year. Ian has a 1920s Peugeot and is restoring an E493A that may just be on the road later this year. Peter has a model Y Tudor that is also undergoing restoration. Hopefully we will see both of these on the show circuit before too long. Frank ("Sleeping Adonis") Wells had called me at about 18.00 saying he was stuck in Birmingham so missed the meeting for the first time in many months.

Mike Brocklehurst has been working on his E493A and now finally has all the old paint stripped off and a light coat of red oxide primer applied ready for painting. Dave Broad continues to make progress with his 300E van. Ian Park has sold his white 100E Pop to Tony and Jane Ikin, so we should be seeing both of them at the shows next summer. Hopefully

Ian will not be without a Sidevalve for too long.

Regular readers will know that I sold my other E493A to Howard Buxton last year. He has finished the repairs to the main body frame and bought another Prefect as a donor car. Kids damaged many of the panels on TPD in the 70s and the wings were in quite a poor state. The donor car had very good panels but very rotten 'A' & 'C' posts, a poor floor and roof channel, so Howard now has all he needs to complete the restoration of TPD.

He has also completed the work on the engine. Despite being stored for 30 years 'all' that was needed was a de-coke and valve job. I went around to Howard's on 9 January and he started her up. To my delight the engine runs sweet and quiet and all gears engage and move the car under its own power. A tribute to Howard and the wonderful reliability of the 10hp sidevalve engine.

All he now has to do is finish some minor repairs to the bodywork, replace all the panels and doors, prepare & re-spray, replace the loom and interior and check out all the brakes. Should be on the road for Easter! (Not!)

Monday 10 January - Club meeting

Usual attendees, Mike Brocklehurst, Bill Moor, Arthur Speakman, Roy Barker, Dave Broad, Frank Wells, Ron Taylor and myself. Nothing much to report. Mike's E493A has yet to go for spraying, though this should happen this month. Dave is at the awkward stage in the reassembly of his 300E where each step is dependent upon something else. For example, fitting rear dampers is holding up putting on the headlamp cowls. How? Dave has found the dampers to be US and has to order some more. It is easier to fit the dampers with the rear floor & tank out. Until the floor and tank are back in the van won't move under its own power, so Dave can't line the van up with his favourite piece of wall to align the headlamps. Not worth putting on the headlamp cowls until the headlamps are set. Who said the assembly part of restorations was easy!

Once again I would encourage all FSOC members to get out and about in their Sidevalves this year. I hope I will have a list of events ready for the next edition of SVN but please feel free to contact me with any suggestions, or if you want to attend any of the shows in Cheshire or Merseyside.

Yorkshire Group

Nigel Hilling

Happy New Year to everyone and apologies for not getting a report into the last few magazines. Although winter is now upon us and the summer was far from the best we've had, there was still plenty of activity on the Sidevalve front and a number of weekends were far better than the weather forecasters were predicting. They seem, these days, to err on the pessimistic side so that we can't complain that they didn't warn us of potential bad weather.

It's difficult now remembering what happened during the late summer months, but I seem to recollect a second visit to Tatton Park to see our Merseyside friends and trips by other members to two racecourses, York and Ripon. During October we had a small gathering at a "bring your vehicle" day at the Yorkshire Mining Museum organised by the HCVS. David Manterfield had his first outing in a recently acquired, but long time off the road, Prefect (photo 1) now looking very tidy. Unfortunately he suffered engine problems on the return journey but did make it home unaided. Alan Goodall was also present with both his Model B van and E494C van, with a Y-type in the background (photo 2).

Stan the Anglia has been in competition again on the Edinburgh Trial in the company of some other uprights. Mike Jones was competing in Gruyere, his much lightened Pop, but suffered electrical problems during

the night and had to retire. Ken Green had a few fuel delivery problems with his Pop but made the finish, whilst David Child and myself had a good reliable event, although we didn't manage to win any awards. My Anglia is now fitted with a 100E engine but I'm still trying to decide if it has any more grunt than the tuned 10 hp one that it has replaced.

Events are thin on the ground at this time of year, but we were represented at the Christmas Crank Up at Riccall, near York, on the 27th December and David Child and I will hopefully have completed the Exeter Trial early in January.

A small group of us gathered at the Black Bull just before Christmas but meetings return to being the last Wednesday of the month from January.



Photo 1: David Manterfield's Prefect

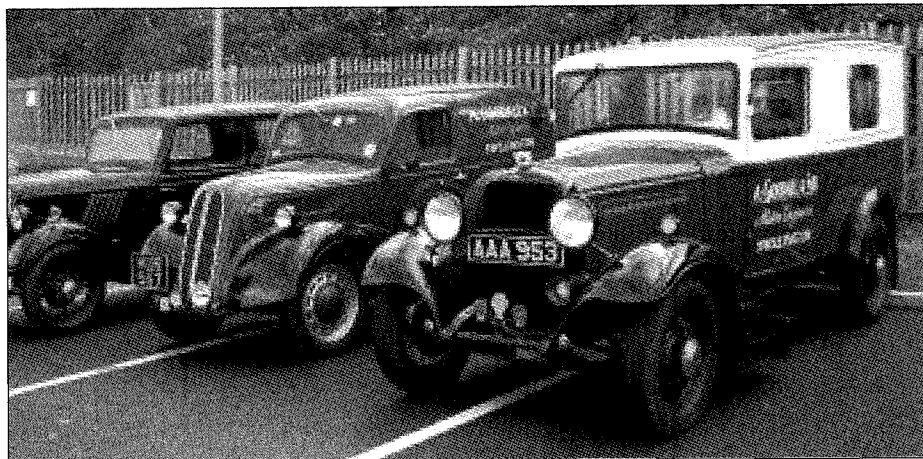


Photo 2: Alan Goodall's Model B van & E494C van

Coventry Area

Mark Bradbury

On behalf of our group, I would like to wish you all a very happy Sidevalving New Year. The last main event for the Coventry and Midlands group of 2004 was our annual Yuletide feast, which this time was held at the charming pub-cum-restaurant "The Horse and Jockey" just outside Congerstone in Leicestershire. I think the entire party enjoyed a most convivial evening with a jolly fine meal thrown in too - a spiffing choice Mr and Mrs Porter!

Just before putting Christmas and all of its traditions "to bed" for yet another year, so to speak, I really must raise the subject of Christmas cards. One usually expects to receive cards from relations, partners perhaps, acquaintances and certainly friends, but one of our more recent members, Brian Kimberley, who owns the very smart black 100E which graced our stand at Stoneleigh last year, got more than he bargained for this time around.

Over the past few months, Brian has had a run of rather bad luck with his Sidevalve on the reliability front, requiring quite a few last minute, next day deliveries of various bits and bobs from a certain specialist for such vehicles. Such was Brian's custom and investment that the supplier felt fit to include him on his Christmas card list - we don't know whether he got a present as well!

Who the Dickens am I?

By now, you might now be wondering just who the Dickens I am. Well, I've been a member of the Ford Sidevalve Club since 1995 I think it was, but didn't actually acquire the object of my Sidevalve motoring desires until four years later.

It was at this point that I bought my Canterbury Green '56 103E Popular. On reflection, I'd committed the motoring equivalent of hara-kiri, in that I'd bought an abandoned restoration project, but most of the (minimal) welding had already been done - wing bottoms, door pillars and rear valance - and most of it had been sprayed. Unfortunately I didn't spend enough time inspecting most of the other items - trim and virtually anything else that would've been detached during the spraying...

There's no denying that the car was delivered complete; I just hadn't prepared myself for the multitude of grotty bits of trim, lights, badges and so on, which accompanied it. On first inspection, the driver's side door (detached) had missed out on the painting (how does one forget to spray a door?), the bottom of the nose-cone had missed the welder but not the spray gun, the engine bay was somewhat scruffy and no mechanical work

had been started at all. This was definitely the low point of the restoration, which, it seems, is quite usual!

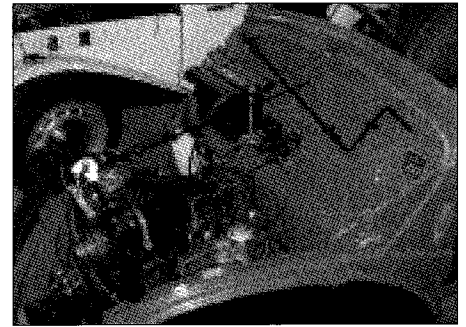
On the positive side, the odometer showed (and still does...) 47,000 miles; the car came with a lot of early history (service receipts from its first few years and loads of old MOTs and tax disks); it still has its original engine (with evidence of an unknown quality rebuild at some point), plus its original registration number (KTL 590, just in case you're interested). Oh, and I've got a full set of dirty and dull but otherwise perfect Bakelite - rumour has it that T-Cut or Brasso, followed by a healthy dollop of Pledge or Beeswax will restore is original lustre (or is there something even better?).

The previous owner had only done about 500 miles in the car over the couple of years since he purchased it, before attempting to change the tatty, stained headlining. It seems he delved a bit too far and instead embarked on a never-to-be-completed restoration (how many times have we heard that one?). Interestingly, prior to him buying the car he had it inspected and the engineer's report (supplied to me with the history file) pronounced the car "solid and mechanically fully fit, but in need of some trim and cosmetic work".

Cutting a long story short, the small ads in this very publication were an absolute godsend and many actually quite enjoyable hours were spent contacting you lot out there for various bits and pieces - not to mention our trusty Shirley of course.

I don't think any member of the Coventry and Midlands group believes I actually have the car, since following the odd year or so on but mainly off, it still hasn't hit the road yet.

Currently "all" that remains is the procurement and installation of the headlining, refitting the glass, making the door and rear seat trims, bolting the front end back on along with all four wings, a few hundred other bits 'n' bobs (so it seems) and of course the dreaded MOT. It's been fully rewired (12 volts and a fusebox - sorry) and it now starts and stops (on account of the rebuilt brakes). I've



Mark Bradbury's Pop

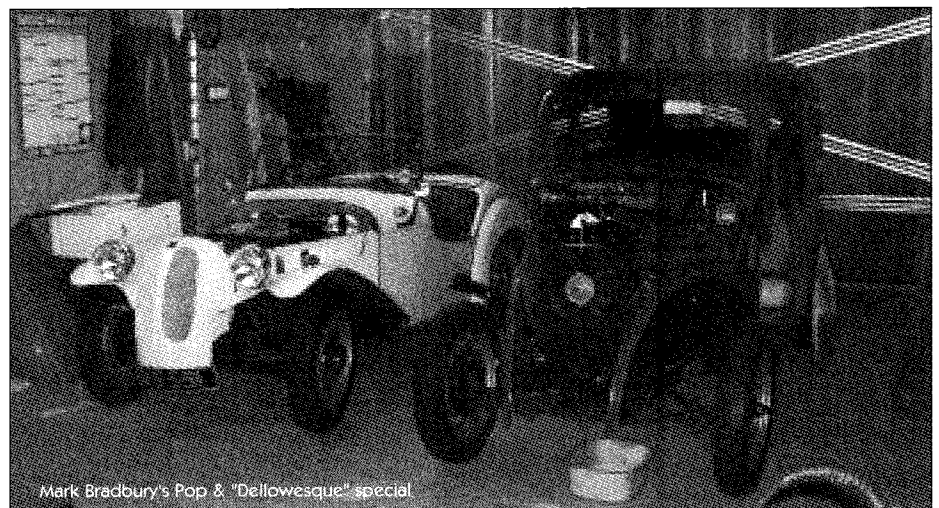
yet to run it for more than a few seconds (the mixture's a tad weak methinks) and it still smokes heavily due to the copious amounts of engine oil and redex which I reckon have now formed a sizeable slick in its (stainless!) exhaust system.

Work on the Pop was unfortunately suddenly halted when the other Sidevalve in my life (a 1951 Dellow-esque aluminium bodied Special) demanded immediate attention last summer - but more of that anon perhaps. Work is set to resume as soon as weather permits; ETA is now this summer, but I've said that at every New Year for the last three years!

Others Undertaking Major Work

Other members of the group also known to be currently undertaking major work on their Sidevalves include Mark and Karen and their recently acquired upright Van (which promises to be an absolute stunner, soon to be unveiled), and of course John Porter with his Nickri, plus no doubt many more besides.

By the way, despite threats of summer runs to Chatsworth in Derbyshire and threats of various horrible kinds if a certain '56 Pop is a "no-show" again, the first real club event of the year for us will be the Restoration Show this spring - at the NAC, Stoneleigh again, and well worth a visit for those elusive parts - look out for us there!



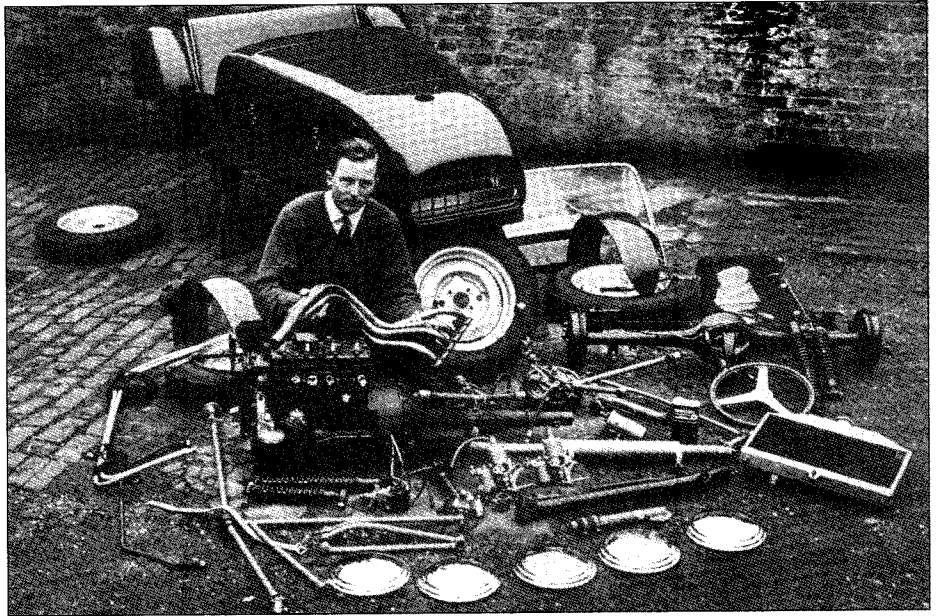
Mark Bradbury's Pop & "Dellowesque" special

The First Complete Sidevalve Based Kit?

John Porter

The photograph shows what the recipient of a Lotus Seven kit was confronted with. The basic chassis unit was wired and plumbed but all of the ancillaries and sub-assemblies came separately. It was claimed that no special tools were needed to build the car - now, where have we heard that before? This example kit has the body pre-painted, normally the finish was unpainted aluminium. Lotus was not permitted to supply building instructions due to the Inland Revenue rules governing self-built cars and this included regular checks that Lotus kits were not too fully assembled. The practical way around this problem was to supply a kit to a journalist who would write up the build in a magazine! In the case of the Seven this was written up in *Sports Car and Lotus Owner*. In addition, Lotus devoted a chapter in the owner's manual to dealing with the repair of a Seven following a major accident. Naturally this would involve a complete strip down and rebuild.

Just how easy was it for an enthusiast to build what was probably the first complete kit at home with hand tools? Due to cramped conditions at the Lotus stores, the first hurdle was checking that all the right parts were included in the consignment. It was not unknown for there to be a shortage of some components and a surplus of others. It has to be remembered that the preceding Ford sidevalve "kits" were not really what the builder expected once fired with enthusiasm after reading about a sleek sports car in a monthly magazine. Before the Lotus Seven, you would have bought the body and prepared



a second-hand Ford chassis. Alternatively, you would have laid out a fair sum on a new chassis, either Ford or a factory tubular affair. There were few instructions unless the build had been chronicled in a magazine. Once the chassis and body were united, all the other parts were either recovered from the donor or a scrap yard. Some of the better run companies were able to sell a good number of the tuning parts that dragged your Ford Special nearer to that magic ton. What Lotus did was to supply everything that you needed to build your own "new" sportscar - that was the difference.

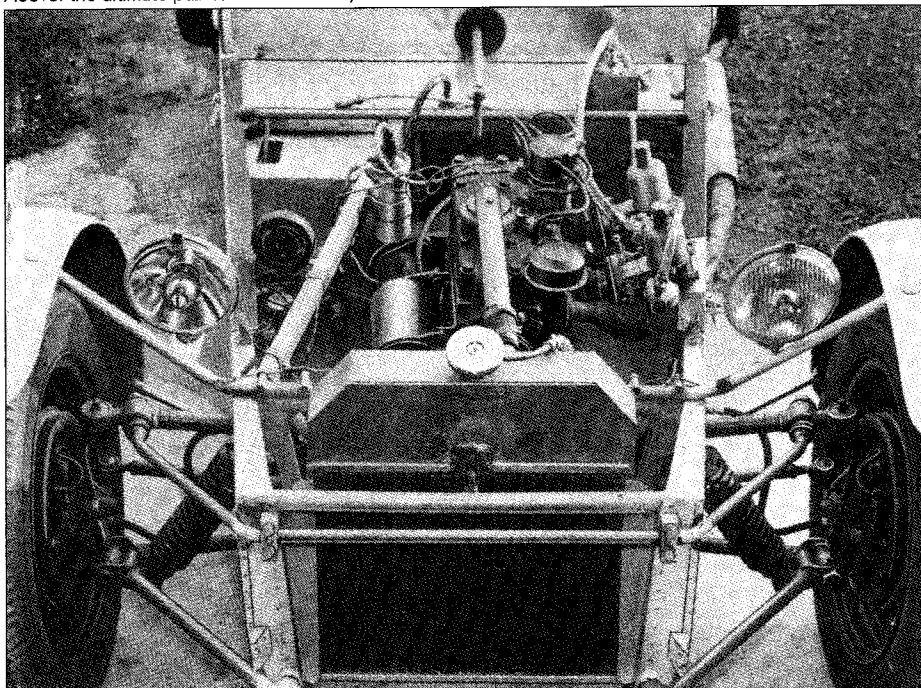
The kit cost £536 and comprised a bare aluminium panelled chassis unit with the rear wings fitted. Also installed were the wiring

loom, brake pipes, regulator, solenoid and master cylinders. Even the dashboard was fitted up with the instruments and gauges, less the speedometer (due to the home build regulations). The 100E engine was test run, although supplied as an assembly separately, but it was fitted with the clutch and the Ford three speed gear-box. In fact, the kit was designed to be collected in a small van or on the roof-rack of a normal saloon! All the multifarious parts that make up even the most simple car were contained in small packages for the home constructor to sort out - so you thought that flatpacked furniture was hard? Even the rear axle was fully built up with brakes assembled and the complicated (for the time) front suspension was supplied as completed assemblies.

Lotus claimed that the car could be built in 12 hours. Perhaps this is why the advertisements of the time (late 50s) showed a Brylcreamed gent opening the kit on Saturday and driving, pipe in mouth, to the pub on Sunday with his chum! However, one of the first kits took the owner a full four months to complete, due to the inability of Lotus to supply all of the parts in one kit at one time.

The engine from the 100E was cheap and plentiful and cars with these engines were eligible for the very popular 1172 Formula, run by the 750 Motor Club. This engine was standard for the first Sevens and was mated to the standard three-speed gearbox with a very simple remote gearshift. Lotus offered the following options: twin SU carburettors, aquaplane head, aluminium flywheel, tubular exhaust manifold and Buckler close-ratio gears. This little lot would add considerably to the cost of the basic kit!

Above: the ultimate puzzle? Below: Many hours later!



From the Archives

Peter Williams

This month we look at a few of the old books that the club holds in the archives. If you like the sound of any of them don't rush out to the book shop, they were out of print many years ago but it might be possible to borrow them if we can think up a suitable system. I hope eventually to publish a full list. Alternatively, keep a sharp look-out at autojumbles.

The Construction of Ford Specials

The first book is 'The Construction of Ford Specials' by John Mills, published by Batsford in 1960. It covers the whole process, from choosing the base vehicle through to the legal problems of getting the finished vehicle on the road. In between there are chapters on overhauling all the mechanical parts, fitting the body and trimming. At the end are appendices of useful names and addresses, details of lighting regulations and dimensions of Ford engines. The book contains a good selection of black & white photographs and line drawings.

The preface explains that "No previous knowledge of car building is needed to make a special, and no special tools are needed. A good ration of common sense, plus a reasonably comprehensive tool kit and a quarter-inch electric drill, are all that are required". So there's nothing to it then!

Those of you who drive a Pop or similar will be pleased to hear that "Ford brakes are really superlative and quite good enough in standard form to deal with speeds up to 100 m.p.h.". I'm not sure whether we were hardy souls or foolhardy in those days.

There are some useful tips for working practices during the dismantling stage such as

the use of old jam jars (suitably labelled) for storing the nuts and bolts. The jars then being half filled with paraffin, so that the contents are cleaned up ready for re-assembly.

There is much talk of wheel sizes, axle ratios and close-ratio gear sets. It recommends that you use a professional to build your gearbox, which it says will cost you £10. Those were the days! The book finishes with a list of suppliers that will revive many memories of companies long gone, such as Ashley, Falcon, Rochdale, Raymond Mays and Willment.

The Ford 10 Competition Engine

There may not be many people still building specials, but the numbers of current owners of sidevalves must contain a few who would find the next book useful. It is 'The Ford Ten Competition Engine' by Philip H Smith, published by Foulis in 1958. This book covers every aspect of extracting more power from Ford sidevalve engines, both 93A and 100E. It caters for those who just want a bit more speed from their road-going car (without making the engine unacceptable for Ford's exchange scheme) to those who have ambitions to compete with Moss and Fangio.

For those contemplating an upgrade from 93A to 100E, there is a thorough comparison of the differences, including the point that the first stages of tuning the 93A only take it up to basic 100E power and you still haven't got the bigger valves, beefier bearings and the water pump. There are lots of details of all the bolt-on goodies from firms such as Aquaplane, Bucklers and Derringtons, with all the information on how to install and what benefits can be expected. A useful table of improvements for typical modifications shows that increasing the compression ratio from 6.1 to 7.5, fitting twin S.U. carbs, with special inlet and exhaust manifolds, larger valves and

stronger valve springs should give 25% more r.p.m. and 30% more b.h.p. An extremely useful book for anyone planning some engine mods, although you may have difficulties finding the special equipment these days.

Know Your Car

The last book reviewed this month is a little paper-back published by 'The Autocar' called 'Know Your Car'. It is dated 1943, price 2 shillings (10p for you youngsters) and explains inside the cover that it is "produced in complete conformity with the authorised economy standards". The text is nothing special - explanations for the uninitiated on how the various parts of a motor car work. But some of the advertisements are worth mentioning. One is headed "Danger - bad weather ahead . . . fit Parson's chains for safety". The winters used to regularly bring weather that meant most motorists carried a set of snow chains in the boot. My memories of using them are that they wore out very quickly if you left them on when the tarmac surface re-appeared.

Can anyone remember Vortex silencers? These are advertised by Laycock Engineering and described as "ensuring a progressive expansion and uninterrupted passage of the exhaust gases, so that they reach the atmosphere at normal atmospheric pressure".

Another name I don't remember is Crown spark plugs of King's Norton, Birmingham. It claims that they cost "half the usual price". Some names are still with us, Britool tools for example, and (I think) Burman-Douglas steering systems. The latter claims that their steering gear "has been used for every land speed record since 1935 (now standing at 368.85 mph by John Cobb)".

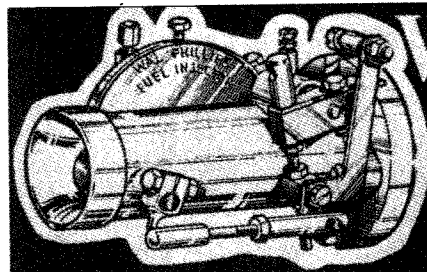
In the next edition I'll dig out some more tit-bits from the Ford Times.

Fuel Injector System for 100E

Does anyone know anything about these devices?

The advert was in an old copy of Practical Motorist in the early 1960s.

I assume that the standard carburettor is replaced by this device, but what it does and how it works is unknown.



WAL PHILLIPS
CONSTANT FLOW
FUEL INJECTORS

THE STARTLING NEW FUEL INJECTION UNIT FOR THE SPORTING MOTORIST—EASY ON THE POCKET PRICE!

★ INSTANT POWER JUMP ★ VIVID ACCELERATION
★ EASY FITTING ★

Too good to be true? NO. say thousands of delighted users on 2, 3 and 4 wheels so write (SAE please) phone Rodney 6980 or call for our fully descriptive leaflets. Kits available for following models ONLY—FORD 100E, 105E, Cortina 1200, Cortina 1500 (not GT), Corsair 1500 £15.10.0. BMC MINI, 1100, TRIUMPH Herald 1200 (Single units only) £15.15.0.

All prices plus 5/- p. & p. FREE multi-coloured transfer with each order

TRADE INQUIRIES INVITED

PHILLIPS FUEL INJECTORS, 116A NEW KENT ROAD, LONDON, S.E.7.

Spares Update

John Porter

Exploring the 100E Stores at Abingdon

At the tail end of last year I was in the position of having a very close look at the provision of 100E (& 107E) spares in the club stores during the annual stock check. The check has to be completed every year to satisfy the accountants that we know what we have from the point of view of value. The club needs more information than just how much it is all worth, we need to know exactly what we have, what we have sold over the year and what stock we are running short of. This task takes time - over two days in my case. This is no doubt due to the fact that I get sidetracked by the nostalgia aspect of 50 year old parts in their original packaging, with storemen's notes about date, price and intended job written in fountain pen on the packaging or on a parcel label. Due to the fact that we have them means the parts never got to their destination 100E!

Some of the parts that we have are unusual items to have in stock, such as the 100E gearbox tailshaft housing - given that Ford's policy for dealers was to fit reconditioned units and not fiddle with the detail. In the same vein, there are input, output shafts and gear clusters for the same gearbox - probably enough to build a new 100E three speed gearbox from scratch. There is the intricacy of different choke, starter and wiper control cables in at least three different lengths (something to bear in mind when you order replacements). We have a bewildering range of new rear lamp housings for the 100E and

107E, which, together with the club's new rear lens for the Prefect, also gives the possibility of new rear lamp clusters if you are so minded. Talking of rear lamps, as we were, if you own a Squire we have number of new rear lamp assemblies for this 100E derivative - no longer do you need faded amber tail-lights that match your indicators! I came across a new speedometer and instruments for the 100E Popular. Again, these are not listed but await an owner who is completing a concours restoration.

Two items that you don't see very often were a pair of 100E/107E front suspension towers that hold the MacPherson strut in the inner wing. As these are a common rust area I am surprised that they are still there. No, you didn't know? So now you do, get in touch and strike a deal! This is just the way to get an authentic look to the engine bay with no patches in sight. To go with these gems, we have top suspension mounts that will make your 100E handle as Ford intended. Not forgetting the rear shocks that we now have back in stock. There is no excuse for handling akin to an upright! Apologies to upright owners but you know what I mean.

Come to the AGM and Stores Open Day and get tempted by these rare items. The stores personnel will be on hand to assist you in separating your cash from your wallet.

As a consequence of this varied stock, we can't list everything in the parts list in Sidevalve News because it would run into many pages. At the end of this fascinating foray into the minutia of 100E parts, the club will shortly be offering some promotions to clear some space for stock. These will be announced ready for your trip to the Club Stores in May.



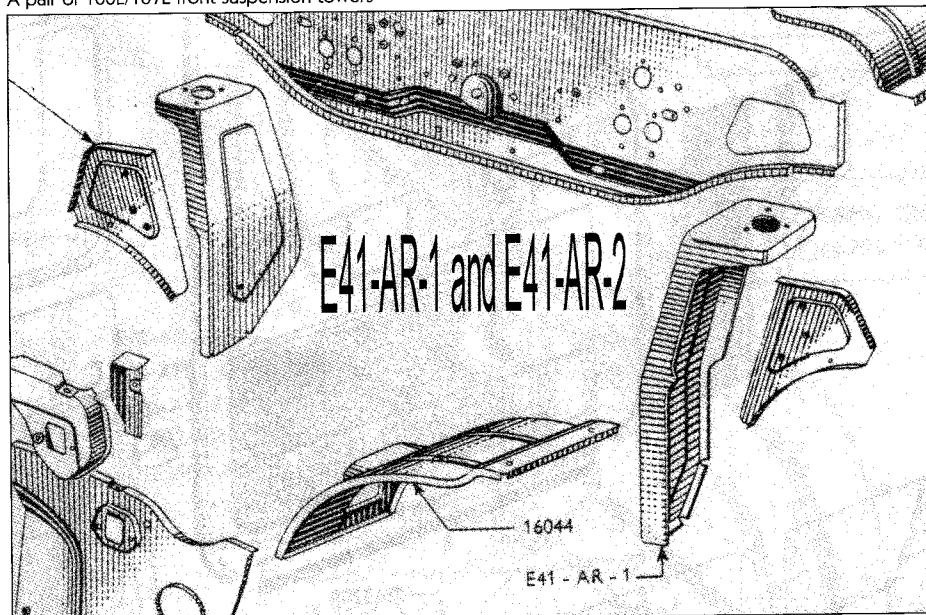
Rear lamp assemblies are available

Upright Bumpers

What news on these, I hear you ask? The manufacturer took a new front bumper from a 103E (same as E493A) in December to experiment with and come up with a price. In the December issue of Sidevalve News, I asked for any expressions of interest for these NEW items that are not available elsewhere. Yes, you can get refurbished bumpers that are only as good as the preparation of the old unit..... Many that I have seen do not last much longer than a year before rust creeps through the nice new chrome. There is no substitute for comprehensive (and expensive) preparation before chroming and there is certainly no such thing as cheap chrome! If we don't get any interest then we will assume that no one needs new bumpers for their upright. We can organise the remanufacture of parts, but without sufficient initial sales then money is tied up for years. If our capital is invested with a slow return then new projects are held up. All the items, bumpers and over-riders, will be costed at 100 units being made in one go. If we have less made the cost will obviously be higher per unit. The overall price for "natural" finish is £175 and £252 for chrome finish (to British Standards, which is a world away from what you might get in the local chroming shop). So your feedback is essential for progress to be made. The manufacturer is at present pricing up the upright over-riders, which are also just not available NEW. Again, this is dependent on interest from you, the members, for anything to happen. Further details in the next issue.

Rear wings for the Anglia and Popular (and possibly the Prefect E93A/E493A) are being investigated because there are very few good secondhand wings left and this applies to repairable rear wings. When we have some figures we will give you some idea of cost.

A pair of 100E/107E front suspension towers



Letters and E-mails

SVN Editor,



**E-mail:
editor@fsoc.co.uk**



Tony Whitehouse & his sidevalves

Freshford Photo

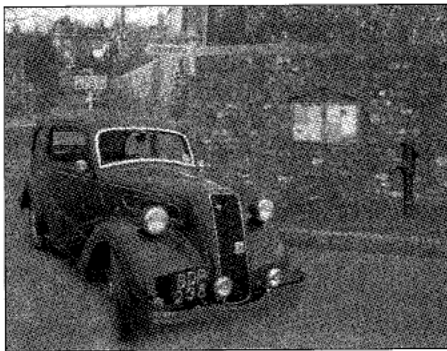
Dear John,

Only about five miles from the village of Oldford, mentioned in December's Sidevalve News, is the village of Freshford.

It was just starting to rain when I took the photo of this beautifully restored 7Y. With her smart red interior and her fresh new coat of shiny black paint, I feel sure she would claim to be a Fresh Ford!

Yours sincerely
John Candy.

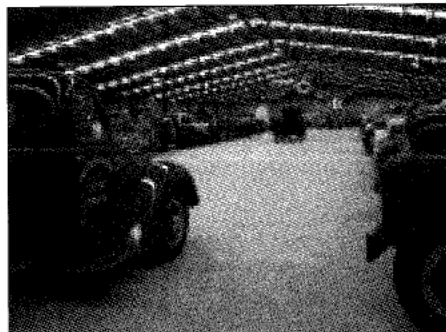
A Fresh Ford at Freshford!



New Zealand Event

Note from Ian Scobie, Invercargill, New Zealand:

In January 2006, the Southland Branch of the Vintage Car Club of New Zealand is hosting an International Rally in Invercargill. Any members of the FSOC who wish to visit or participate should contact the Rally Secretary, PO Box 6070, Invercargill, New Zealand. As this is UK winter and New Zealand Summer then some of you from the Northern Hemisphere might like to get to the Southern Hemisphere! Bed & breakfast accommodation can be found on request. Entries close July 2005.



Electrical Help Offered

Dear John,

I am willing to help members with their electrical problems on their sidevalves by post. I have many years experience with Fords of this type in the motor trade and have met most problems that members might experience with their cars.

Tony Whitehouse.

(Please respect the fact that Tony is offering advice and assistance by post - he is not offering to do it for you! John)

Left Above: Invercargill Truck Shed
Left Below: Petwood Hotel

Pops at Petwood

Dear FSOC,

"2 Pops at the Petwood" - a photo taken about 3 years ago of our 2 Pops at the Petwood Hotel, Woodhall Spa, Lincs; which was used by 617 squadron (the Dambusters) as their officer's mess by Guy Gibson and his mates.

The Wells Fawn pop has only done 11,654 miles from new and is all original, only one of the rear wings and the hub caps being sprayed and I have the bill of sale. The grey pop, RSU 917 is for sale - see Pop Shopper for details.

Yours sincerely,
Brian Matthews.



OBITUARY

John Cable

I have recently heard, via Jim Norman, from Ian White, of the recent death of John Cable who lived in Shanklin, Isle Of Wight and leaves a wife and daughter. I am sure you will all join me in thinking of his family at this sad time. It came as a great shock to hear of John's passing, and he will be greatly missed by everybody in the Isle of Wight Group of the Ford Sidevalve Owners' Club who knew him.

John Porter.

100E & 107E Register

Tony Lloyd

Modifications and All That

The Anglia of 1957-59 is perhaps the definitive 100E, for this model incorporates all the modifications and upgrades that were deemed necessary once the car was in production. When the 100E was first introduced in 1953, there were several shortcomings that needed attention over the next four years. Some were needed because of new safety legislation, and some because of owner pressure.

The first major change came in January 1955 and was the increase in the size of the brakes from seven inches to eight. This was done to counter the brake fade that was being encountered in export countries where the demands on the braking system were sterner than in the home market.

The next major change was the lowering of the first and second gear ratios in mid 1955. This was done to answer adverse criticism of the 3-speed gearbox and the lack of first gear synchronesh. This modification gave greater low speed flexibility when in second gear and almost dispensed with the need to double declutch into first gear when crawling along in traffic. It did, however, put the 100E at a further disadvantage to four speed gearbox equipped cars at speeds above 25-30 mph. This was the quick fix, the real answer would have been to design and fit a 4-speed all synchromesh gearbox as standard.

October 1955, and the rear lamp clusters were modified for the first time to incorporate separate amber lenses for the flashing indicators.

October 1957 and the rear screen was enlarged to give better all round vision. For owners of the standard cars, the redesigned instrument cluster meant that the maligned and fiddly combined ignition and lighting switch was consigned to history. The third design of rear light cluster was unveiled and the much loved three bar grille was dispensed with, in favour of a simpler and probably cheaper 'cheese grater' design.

Come 1959 and the Anglia morphed into the Popular, albeit with a fourth version of the rear light cluster and a slight de-trim. The Prefect, on the other hand, was introduced in December 1953 and continued in production until March 1961. It incorporated all the modifications that were made to the Anglia, but in addition 1959 saw it fitted with a new engine and four speed gearbox that transformed the car. The model number changed to 107E, but it was still basically the same car with a new engine and carpets. Ford made a lot of the new ohv engine:

'...a sensational new engine, four cylinder, water cooled, 997 c.c., extra large overhead valves and a more extreme stroke/bore ratio than any other passenger car.'

'...pistons: exceptionally large area and with the short stroke a lower piston speed resulting in less wear.'

'...a test drive will reveal its power, smoothness and silence.'



Photo 1: SLR 495

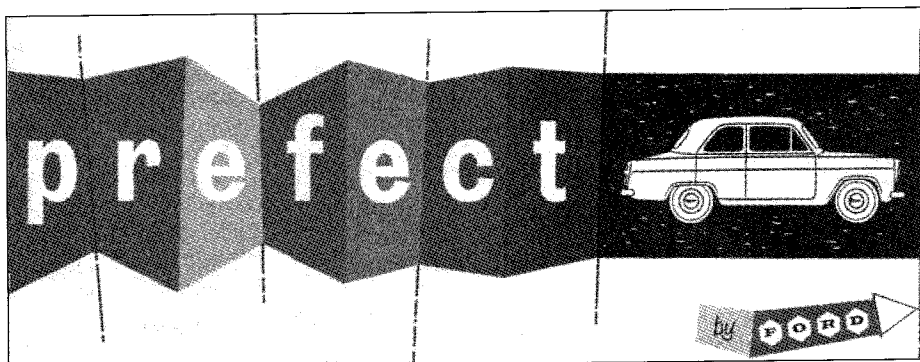
Not so much was made of the four speed gearbox, but it was this and the carpets that contributed a lot to the smoothness and silence. No more revving the guts out of the engine in first and second gear; the extra gear meant that you could change up earlier and still accelerate smartly. Lower revs and piston speed meant less wear and tear and this in turn meant longevity of the engine.

New Discovery

Another 100E Anglia has come to light after being in storage for many a long year (photo 1). The last time that this car was on the road was in August 1976. Bearing chassis number 100E 255061 it is a 1956 standard Anglia. It is in need of total restoration, but owner Terry Allen of Essex is enthusiastic about embarking on the project and is already collecting the parts needed. The registration is SLR 495, which means that it started life in London and the club is helping Terry to retain this registration.

Original Registration Numbers

Do not forget that the club provides this service to members and non-members. The process may seem long-winded at times, but the rules are being tightened up all the time. The DVLA does this to prevent fraudulent claims. Yes, even on the 100E it happens. Another point is that the age related numbers are running out, so if you have a car that needs registering, now is the time to do it.



"They're in their twenties, with two lively small boys. They wanted a car that was easy on the pocket, they have to budget carefully. They thought a long time about the Prefect, and they don't regret their choice. He's pleased at the low running costs - excellent fuel economy and the savings that come from regular service at low fixed charges. He's thrilled with the renowned handling and roadholding qualities of the Prefect - plus the vividly exciting new performance put up by the 997cc O.H.V engine with its four speed box.

She's delighted with the Prefect's graceful line, flattering two-tone colour schemes, bright interior furnishing. She admits she's surprised to find all these in a low-priced car! She adores the easy manoeuvrability, the parkability, the comfort and the roominess; the generous boot for all the family luggage, the large, lockable glove compartment for shopping and odds and ends. She takes her husband to the station, the boys to school, does all the shopping in a fraction of the time it used to take. And the picnic spots are further from home each time!"



Left & Above: Original 107E advertising brochure

Anglia, Prefect & Popular Register

Andy Main

A quarter of a century, or twenty-five years ago, in January 1980, the first number one of the new decade was by The Pretenders with 'Brass in Pocket'. A year's road tax cost £50, Fords best selling model was the Escort (not the sidevalve model) and Britain's first woman Prime Minister, Margaret Thatcher, led the Conservative Government. On the 2nd of January, the day after the launch of the 103E Register, Peter Sutcliffe, the Yorkshire Ripper, was arrested.

During a club visit to the Ford Motor Company plant at Dagenham on Monday 3rd September 1979 and whilst talking to other 103E owners, we agreed that the club could do more to promote our model. Whilst moaning to club officials about our concerns we were told that the committee already had enough work, and if we wanted to promote the model more, including in the motoring press, then we should do it.

Things moved fast as the formation of the 103E Register was announced in the December 1979 edition of Sidevalve. Within the four line introduction to the membership was "At long last a register of 103E models is being compiled". At the same time the Specials Register was launched and the Model Y and C Register was looking for a new Registrar. The 103E Popular Register later became the Anglia, Prefect and Popular Register, a better name to reflect the range of models covered, and the Model Y and C Register became the Pre-War Register.

The February 1980 edition of Club News announced that the 103E Popular Register (as it was now officially called) had commenced from 1st January 1980. Club News consisted of 31 A5 pages, a 103E Popular on the front cover (a Ford Motor Company photograph), the only other photograph being an E83W ice cream van. The Popular Register name was rather misleading, as it was open to all the post-war upright models - a total of 260 vehicles known to be owned by club members.

A meeting was held at my house on Sunday 17th February, attended by the Registrar (who had by now been co-opted onto the club committee), the 103E Spares Officer (as then designated) and Yvon Precieux. Yvon and myself joined the committee at the meeting held on Saturday 15th November. Yvon (now Pre-War Registrar) and myself are the only surviving club committee members from 1980 and longest serving in the history of the club. It is pleasing to know that Officers and Area Group Organisers from 1980 are still club members including Gordon Cowley who is still the contact in Australia.

From that January launch the biggest announcement was parts re-manufactured. The initial priority as stated was rubber items such

as fan belts, radiator hoses, gear lever gaiter, and engine mountings. In the longer term we considered valves, rubber bumper and filler cap grommets, bakelite interior window surrounds, carpets, drag links, brake dust covers, clutch return springs and window winder gear wheels. We were also going to produce a car badge and probably tee-shirts/sweat shirts and bumper slogans and asked for suggestions for (clean) slogans. We were able to achieve most of these re-manufactured items and over the years many more re-manufactured parts have been added, as listed on the parts list. At the time I did not fully realise that I would end up getting involved more and more in re-manufacture and getting boxes hand made by a very good retired friend to post out the smaller rubber and breakable items. Over the years I had twenty five panhard rods stored in the back of the sidevalve before the orders rolled in and did not buy one for my sidevalve.

The biggest undertaking was the re-manufacture of steel wings, sills, running boards and boot lids for the Anglia, Prefect and Popular in 1982. After years of repairing rusty originals or obtaining fibreglass replacements, the members ordered several hundred items, which were delivered direct from the manufacturer. Regrettably the manufacturer caused the committee and myself many problems and on completion of orders, the original parts used as patterns were returned to the owners, and no further orders were ever placed. Recently I received a letter from Ted Corbin that his re-manufactured wings had just been taken out of the loft as his Popular is 50 years old in April 2005 and he aims to get it back on the road by then. I wonder how many more wings, sills, running boards and boot lids are still in store?

After sowing the seeds to re-manufacture and with the changes in the spares organisation over the years and more knowledgeable club officials, I have been Registrar since December 1985, a twentieth anniversary later this year.

The next 103E Popular Register pages appeared in the summer 1980 Club News. How many members were on the register and what was I selling? Details in a future edition.

Gumdrop's Restoration

Marcus Dain from Fyfield, Essex purchased his black E493A Prefect on 3rd September 1981 after seeing it for sale in a garden in Brentwood and bought it on impulse for £450, after just having moved house and having just enough money left over to afford it. GHJ 335 was first licenced on 20th December 1952 in Southend, Marcus becoming the seventh owner.

The reason for its purchase was principally in order that his two boys then aged 4 and 2, could grow up knowing what it was like

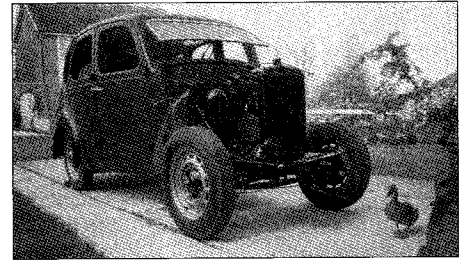


Photo 1: Gumdrop starting restoration

to drive around the country lanes in a car less sophisticated than the average driver. For the first six years, Gumdrop, as the boys instantly christened it, lived outside and was used regularly to go horse riding, picking up manure, and any other village activity which called for decent transport. During heavy snow, it proved itself far more of a survivor than the Cortina; its large wheels and low gearing allowing it to "winch" itself out of trouble. Following the building of a large extension, which included a bigger garage Gumdrop moved inside and Marcus started restoring her (photo 1). The duck strolling around the driveway inspects the restoration so far!

Marcus spent the following two years overhauling all the mechanics except the original engine, including making his own wiring loom, which he did not test prior to installation and worked perfectly. A new headlining, rechroming and respray completed the restoration, but then a house move meant Gumdrop did not turn a wheel until 2004 when Marcus made contact again with me and a July photograph (photo 2), but where are the running boards? Now retired, Marcus decided to start playing with his toy again. Now that those two little boys are in their mid- to late-twenties, are they still interested in Gumdrop?

Norway Addition Update

After featuring Haakon Oeverlands E93A Prefect in the last edition, I was pleased to receive the first progress report in early January. Haakon has now started to disassemble the Prefect - bonnet, side panels and grille are in surprisingly good condition. The wings and running boards need a bit of welding. This is not one of Haakon's skills, so he is going to buy some welding equipment and start on a training course.

The main challenge of this restoration is the chassis. It is terribly rotten, particularly on the left hand side, but not beyond reconstruction. It will require a great deal of patience to complete this part of the job. The radiator was taken out and sent for repair, the same for the dynamo and starter motor. The fuel tank is also out and needs repairing too.

The front axle brake system is disassembled and seems to be in fairly good condition, age considering. One problem has been one of the king pins, which has obviously been forced into place and may have damaged the hole in the front axle.

Anglia, Prefect & Popular Register

The observant reader may have seen that the Prefect wheels were not original, but Volkswagen and have now been disposed of. Luckily, five original wheels were included, the rims now sandblasted and primed. Four new tyres have been purchased.

Haakon has answered my question on what are John Winsjauseu's other two sidevalves - a 1938 Ford Ten and a 1950 E493A Prefect. The Prefect has recently been advertised for sale.

Age Related Registrations

We are used to seeing Scottish registrations used as age-related registrations and whilst they are not all used up yet, XG, originally a Middlesborough issue, is also now being used.

Snail Mail

Members have enquired if I can be contacted by e-mail, sorry, snail mail only.

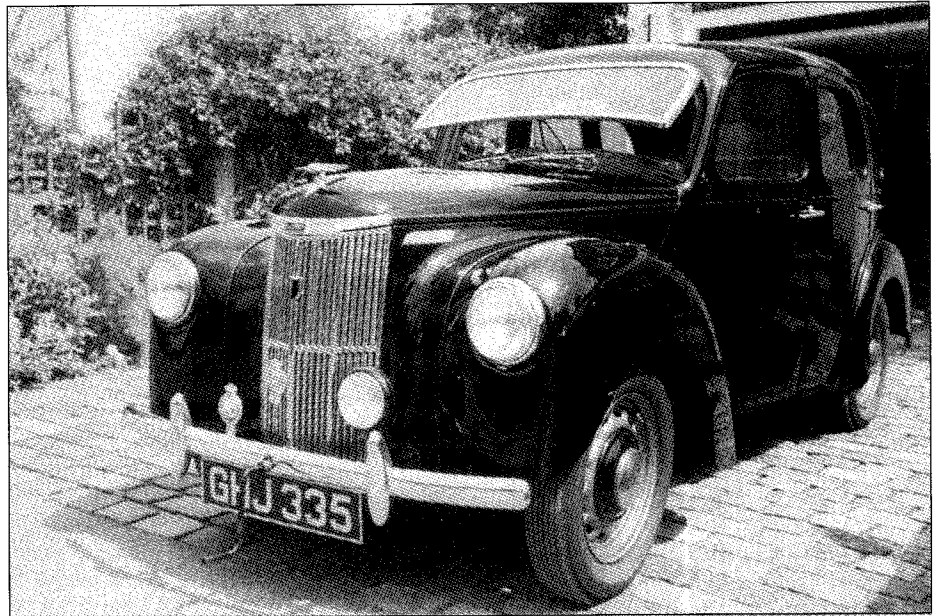


Photo 2: Gumdrop as at July 2004 (minus running boards)

Specialist Applications Register

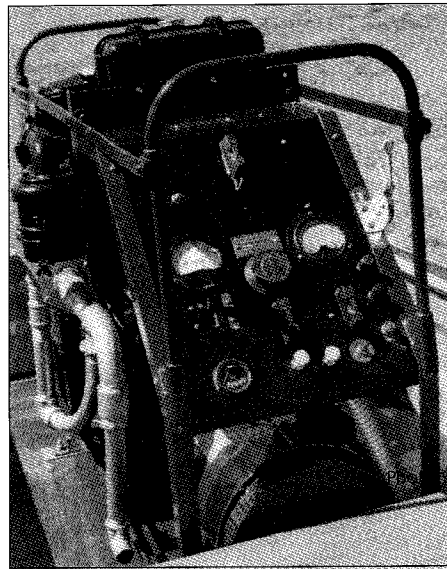
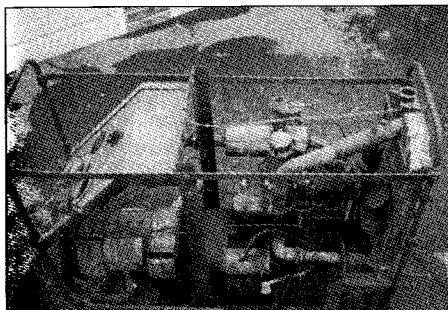
Andy Main

Following Mick Crouch's article on the Pattisson Tractor, Mick has produced another article, for which I am again most grateful.

Sidevalve Powered Search Light Generator

It was acquired in a very poor condition in 1997 with a seized engine (see photo 1). Believed to be built in the 1940's according to the engine number. It does have a WD. B121 plate on it, but no date.

It has an 8hp sidevalve engine fitted with a Scintilla magneto alleviating the use of a battery. A mechanical governor is fitted in place of the dynamo, driven by the fan belt and multi bladed fan to assist the cooling system. A heat exchanger fitted around the inlet manifold and a drain tap on the carburettor



bowl suggests that it could run on paraffin after first being started on petrol. Unfortunately the fuel tank was missing so it cannot be certain that it had a double fuel tank.

The generator details are as follows: -

**NORVALL GENERATING SET
SINGLE PHASE 230 VOLTS 1.5 KVA
MOTOR PLATE
ELECTRO DYNAMIC
CONSTRUCTION CO LTD
LONDON
NO: 15642G**

Photo 1

Although the generator is in good condition, the auxiliary equipment is in a very poor state, with some parts missing. One day I may get around to putting it in working order. There is, therefore, no night time aeroplane spotting at the moment!

Mick exhibited it at the 2003 Ardingly rally, where I took photos 2 & 3.

Two other sidevalve powered search light generators are known to survive and again are not in working order. No further information is known at the present time, but can you supply any more details?

Do You Own a Specialist Vehicle?

If you own a mechanical elephant, boat, aeroplane, machinery, pump, roller, Wickham trolley, tractor or whatever, that is 8 or 10hp sidevalve powered, then please drop me a line (enclosing a sae) and I will send you a register application form for it. If you see anything in a museum etc. then again, please let me know.

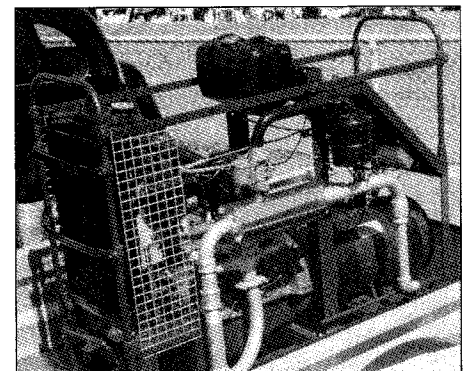


Photo 3

Pre War Register

Yvon Precieux

Registrar's Comments

2005, and another year is added to the age of our old Fords. In the case of the Model Y and C that now means pensionable age. However, as the old proverbial saying goes "Old Fords never die", so with the New Year's festivities well behind us, the work of getting the old Stan, sorry, Ford, ready for another season is just another part of the annual ritual for the intending summer months.

Here in Scotland we are very efficient on the old rally scene front and have been so for a fair number of years. Prior to the season starting, each enthusiast is given a booklet for the year. This lists the majority, if not all the events scheduled for Scotland, with dates of closing entries and persons to contact. Very neat, as one can plan the year well in advance. Last year was again a very busy period for me and I was only able to get to two events, although the van is used to and from Wemyss Bay to Greenock and beyond. The first outing was to Pitlochry, with the C van being the only humble Ford, albeit commercial, rubbing noses with the likes of Rolls Royces and Aston Martins etc. I was pleasantly surprised to be asked twice by other organisers at the rally to come to some of the smaller events to show the van to a very appreciative audience. The second outing was a purely commercial event, with vehicles akin to the London commercial vehicle run to Brighton. The run took place in Ayr through the town centre



Photo 2

and onwards via Port Patrick to Stranraer. To prove that your registrar does go places sometimes, photos 1 & 2 show Christine and I, with attendant referees, on our journey to Pitlochry.

Technical Developments

With the Model Y and C past production and with the new Dagenham designed 7W and 7Y on the market, endeavours to improve further more engine reliability, and maintenance schedules to reduce manufacturing costs was still paramount on the minds of vehicle manufacturers. Although the Ford Motor company was somewhat backward in not keeping pace with some of the very innovative suspension and transmission system ideas emanating from the European plants, their well tried and indeed sound yet archaic mechanics, such as the 3 speed gearbox and transverse suspension on our old Fords, soldiered on for more than twenty years before being changed. However, even as early as 1935 they had the foresight to recognise the advantages of the use of renewable engine bearings and the

new and lighter alloys coming from foundries and casting works. The latter was interesting from a cost effectiveness point of view, as reductions in hauling, transport costs and ease of fabrication were important criteria in running car manufacturing factories. Ford were one of the first to go over to shell main bearings for the engine. As owners of the very early pre-war engines may well know, the bearings were directly babbitted in the engine block, necessitating the engine to be dismantled, cleansed and re-metalled prior to the new bearings being line bored; a somewhat tedious, dirty and expensive business. Ford brought out their first new renewable main bearing in 1935-6 on the last of the three C engines made during 1934-1935. This engine incorporated a larger flange for the use of the big starter motor and was the first of the type now universally known, but not quite correct, as the E93A. The main bearing caps used at this time incorporated a rounded raised portion, so that as it was placed back in position with its renewable shell bearing, it recessed into a corresponding circular groove in the engine block.

With Dagenham casting their own engines, a facility for identifying casting defects and raw materials had to be available. Here the American automobile industry, even in its infancy, had been quick off the mark, for a method had been quickly initiated to source the problem when defects in castings were encountered that were not readily explainable. The method was simple. When defects were first encountered in castings, they were entered onto a definitive record detailing materials used, furnace temperatures etc. Over the years a wealth of information was available and by continuous correlation of the occurrences of such defects, all variables could be identified, referred back to any combination of material or method and rectified.

One of the areas where you, the members, can see the benefits of the use of alloys in your old Ford is in the steering gearbox (lower end of steering box, post 1937). The particular lightweight alloy used was known as LM10W, a magnesium/aluminium mix. This provided a high proof stress, high tensile strength, good durability, with exceptional resistance to shock and corrosion. Over the years I have seen a number of steering boxes which I have had to dismantle to make up a good one and I must admit, against the much heavier pre-war unit, it is effortless to remove and surprisingly robust in the years of abuse these components take. The only time I have known one to fail was a dramatic description of one splitting in a very, very early issue of Sidevalve, An E83W owner I seem to recollect.



Photo 1



Photo 3

Members Profile

To start off this year, the car is a 7Y, the model type standard. The owner is Nick Green from Warboys, Cambridgeshire. The photos were taken in 1989 when the vehicle was first acquired via Nick's father, from our E83W registrar Glen Bubb. Nick's father dismantled the car, resprayed it, but never put it back together. Hence the rather late date for the 7Y being restored (rings a bell in the register pages, last issue). Nick has completed the car, with seats re-upholstered, new door and rear interior trim panels, replacement of roof



Photo 4

canvas and new interior head lining. The engine was stripped and cleaned, particularly as it had not run since 1971 and successfully started in September 2004. As with most good owners and restorers, the gearbox, steering box and back axle were replenished as a matter of fact. It's a fact that after a rebuild, quite a number of owners forget to do at least one of these jobs. I give mention to Kevin, who

would probably like to remain anonymous, who ventured out, strangely enough, in his 7Y deluxe, only to find to his horror the gearbox parting from the engine, as mate Steve had forgotten to tighten up the bolts on a London to Brighton and the frantic call on his beautifully restored EO4A (certainly not anonymous now), when his axle made some funny noises and it was found devoid of any oil. It's easily done - even your Pre-war Registrar has made some boobs. For those interested in the spec for Nick's 7Y, the car is painted green and has the chassis number 204804 (photos 3 - 6).

Where are they now?

Purchased by G Gold in a chassis-up restoration, the chassis is being prepared with its ancillary components while the body awaits to be reunited with its running gear (photo 7).



Photo 5

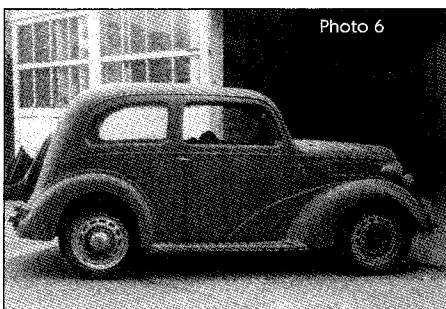


Photo 6

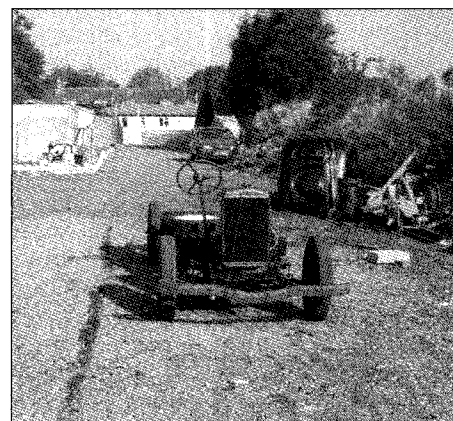


Photo 7

Tales of BOA

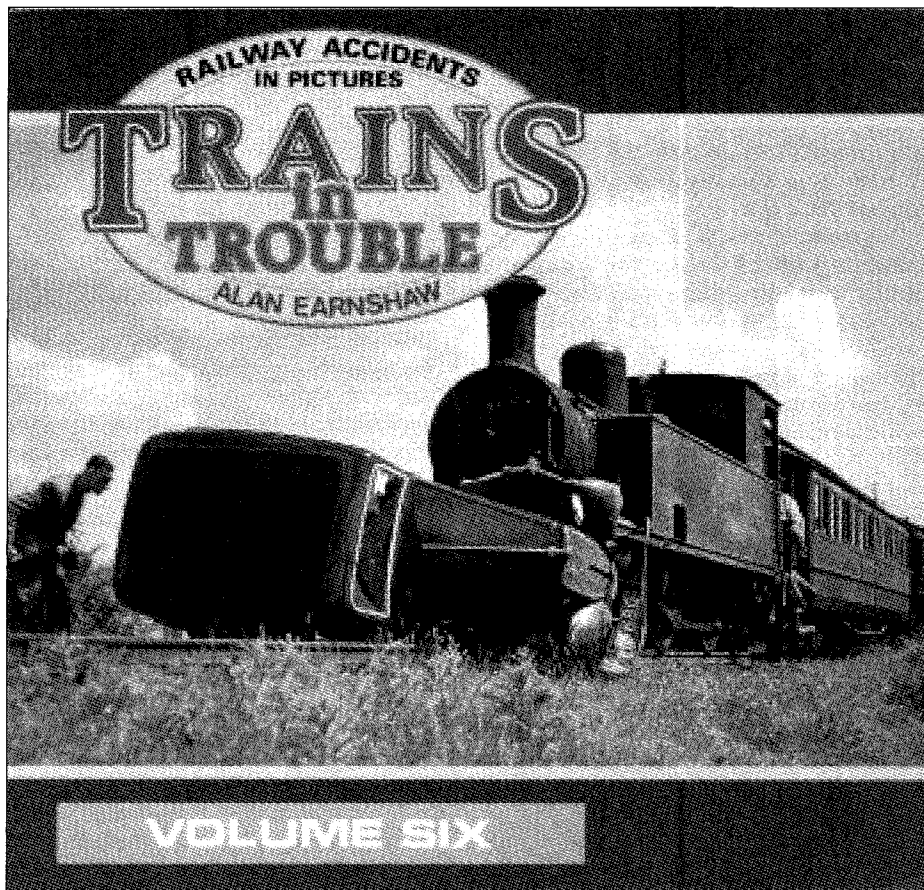
Jim Norman

Unfortunately - or not, depending on your point of view - there is little to report on BOA this issue. No epic journeys were undertaken; no maintenance was needed or carried out. Personally I find this very satisfactory.

But things will change on the maintenance front at Easter: this is the car's fifth winter since she was put into everyday use in October 2000, and these and the 75,000 miles covered since are taking their toll of the bodywork. The driver's side in particular is showing signs of wear and new inner and outer sills will be needed by then, together with some repairs to the floor. Other areas will also benefit from the odd patch or two.

But that is in the future; for now I'll stay by the fire and read past issues of Sidevalve News for inspiration!

(Ed: Jim might not have had much to report this month, but he sent me this wonderful book cover - I think it should be called "Model Y in trouble", not trains!)



Specials Register

Rob Daniels

I trust everyone had a great Christmas and a merry New Year and that Santa bought you all the Sidevalve spares that you had on your list. I had a computer crash Christmas night and this put the dampeners on what was a very enjoyable day. I had the terrible feeling that I had lost a lot of my files, having not backed anything up for six months. After a week I was able to restore it back to its former glory with no damage done, no files lost and a lesson learnt. This of course put me behind with all the correspondence that had built up, so apologies for that.

As I write, we are in the middle of what is so far the warmest January ever recorded, which is great for all my palm trees and other exotic plants, but remember that winter started with a vengeance in the middle of February last year. That said, we are already planning for the summer and the dates have been set for the main specials events of the year.

The first is the **Buckler Day** in Long Lawford, nr Rugby and this has been set for 26th June 2005. For those who haven't been to this event, it is a road run around the Warwickshire and Northamptonshire countryside, with a stop at a pub for lunch and a shandy. What more could you ask for? Lots of Sidevalves, a sunny day and a pub! This event is open to all Sidevalve powered cars, either specials or saloons. Details can be found on my website.

The next is **National Sidevalve Day** on 7th August, details of which can be found elsewhere in this magazine. Please try to attend this event this year, as we only had two specials at the national last year which is pretty poor considering we have a few hundred in the club.

Historic Specials Day, 14th August, Cotswold Wildlife Park, Burford, Oxon. Now in what must be its 15th year, this event must not be missed at any cost and I am already getting letters from people telling me they are going to attend (thanks Andrew). Maybe we will see the Chairman's Nickri make its first appearance there for fifteen years when it appeared as a newly discovered bodyshell.

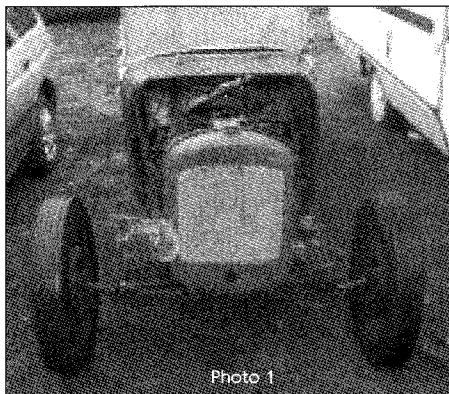


Photo 1

Interesting Pre War Special

This month's correspondence included an email from Derek Stringer who has this interesting pre war special (photos 1 & 2)

Hi,

I was told about this club by a guy I have just purchased a car from. It is a special, based on a model Y chassis and running gear, with a 1132 sidevalve with aquaplane manifolds and twin S.U. carbs. It is definitely an ex-competition vehicle, the bodywork seems to be mostly hand fabricated, in steel. It is in need of extensive repair, mostly to the bodywork, as it is rotten, but the chassis, running gear, and engine seem to be in good condition. I write to you with a view to joining the club (if it will help me in the restoration of this vehicle) and also regarding a problem I have with it, which I was told the club would be able to help me with. It was obviously road registered during its life as a special, as it has lights, horn etc. and even number plate mounts. Unfortunately the number plates are now missing, and I don't know where to find the chassis no. (if indeed it has one). I was told by the previous owner you/the club would be able to verify the age of the vehicle, and the type, so it would be possible for me to re-register it with the DVLA on an appropriate plate for the age of the car?? Any help gratefully received yours

Derrick Stringer.

Photo 2



The only photos I have are the one I have taken of its 'before' condition. The bodywork, all of which appears to be specially fabricated, is in very poor condition. I spent all day today cutting it off and making cardboard templates of it so it can all be replicated in fresh steel. So, today I am left with the rolling chassis and a few parts. The chassis does need some repairs too, it looks as though I may need to remove the main chassis rails to allow me to repair them adequately! I have included a couple of photos, and it also had some aluminium front mudguards fitted originally, these were cut off by the previous owner. I do have them but they are in poor condition. I have been informed the grille shell and radiator are Morris Oxford items, but I am still at a loss to where the windscreen and frame were taken from, it appears to be from some kind of sport-tourer?

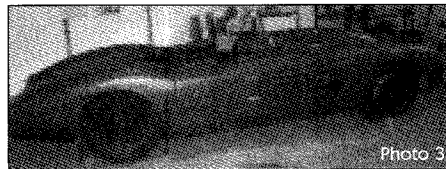


Photo 3

Czechoslovakian Special

I get many emails from abroad, but I think this is the first I have had from Czechoslovakia.

Rob,

I would like to ask you for your help again. Please, could you try to answer me these questions? Naturally when you'll have a time. Thank you for the information you send me, I am very grateful for your help. Herewith I send you photos of "Cheetah" I had buy. I have problem to find chassis number, do you know where chassis number is mentioned? (Papers I had receive have no informations about chassis number.) It is somewhere on the car maybe?

- Do you know from which type of Ford the engine and gear was?

- Do you know how dashboard and steering-wheel looked?

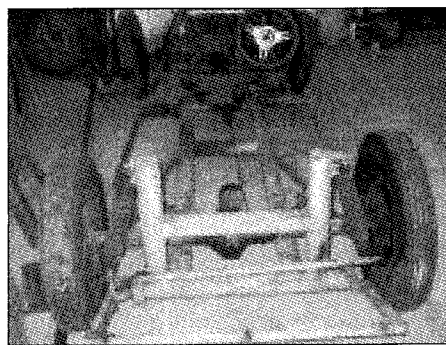
When I read your Internet pages there's title "Watford sports". Could you explain me what Watford sports is?

My best regards,
Libor Jelínek

Libor,

Thank you for the pictures of your car (photos 3 & 4). I see that it is the one from Southend in England. As far as I know there is no number on these chassis. Your car has the wrong engine fitted. It should be a Ford E93A engine and gearbox, also, it looks like the diff has been changed to accommodate an open prop shaft. The whole car is based on the E93A type Ford, not to be confused with the 100E's, which were later sidevalve powered Fords. If you take a look through my website, most of the cars are based on the E93A Fords. The dashboard can be whatever you want and so can the steering wheel. It was not a production car and people fitted whatever they wanted. My advice is, as always, to keep it period. Also you should join the Ford Sidevalve Owners Club. Watford Sports Cars Ltd was the name of the company that made the Cheetah.

Photo 4



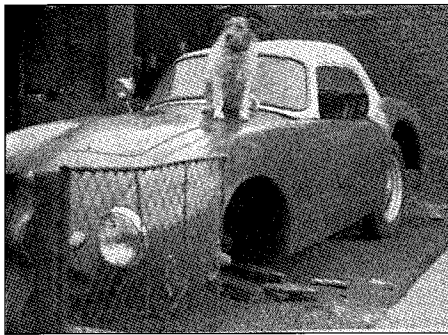


Photo 5

Ashley 750

Not a Ford this time, but a short wheelbase Austin Seven bodied Ashley 750 and some great old photos (5 & 6).

Hi Bob,

Took a while to get some old pictures together. Construction took place in the back yard, worked like a dog 1955, Colin Chapman just down the street in Rays Ave. Edmonton north London. Got rid of the hardtop as too confining, I was broke anyway due to the purchase of hydraulic brakes from Devon (Bowden conversion, Rob) I believe, better to stop than to keep dry.

Spent 2 years in the army 1958-1960, moved to Swindon, used the car for about another year. The last picture of it with my small daughter (she is 45 years old now) was taken in 1961? Anyway, thanks for taking the time, I'm intrigued with your web site, maybe one of those old Ashley or Falcons will be looking for a new home one of these days.

Regards, Alan Stevens.

Top: Photo 6
Bottom: Photo 8



Radford Special

Dear Robert,

I bought this vehicle in October 2004 and am busy restoring it to its former glory. Have you ever seen anything like it? It was built by a gentleman named Harold Radford in 1953 and based on a Ford chassis powered by a 4 cylinder 1172cc sidevalve engine with twin carbs and a 3 speed gearbox. The wheels and running gear resemble an early Ford Popular or similar, it also resembles one of the early Jowetts in body style.

Any information will be most appreciated and may help me to find photographs for an in-depth restoration. I would also like some info on joining your car club.

Many thanks,
Trev (York).

I have no information on this car, so if anyone can help Trevor please send details to me and I will pass them on (photo 7).



Nickri Spyder

As mentioned in the last edition of SV News. I have had correspondence from Tony Shaw, who was deputy editor of Vauxhall's in house magazine throughout the 1960's.

Hi Robert,

I thought you might be interested to see a Ford special with Nickri Spyder body that I put together in the early sixties (photos 8 - 10). I bought it as an incomplete project for £75, and this included a clapped out Ford 10 engine and rear axle, but decent suspension, front axle, steering gear, gearbox and wheels/tyres. Best of all was the new boxed-in chassis. Cheap at half the price! I managed to source a reconditioned Ford 8 engine locally and a new crown wheel and pinion (can't remember the ratio) from one of the many tuning equipment companies. The blue gel coat finish of the body was quite good and did not need painting, but Nickri's moulding of the floor panel left a lot to be desired - it was about 4in. out at the rear and I had to build a special frame in wood to take up the difference. Maybe it was an early shell - I just hoped my landlord would never notice the hole in his fence!

Since I worked at Vauxhall's Luton factory, I was able to buy sections of unwanted trim and carpets from the by-products department, and I managed to build a fairly smart cockpit for just a couple of pounds. There were holes



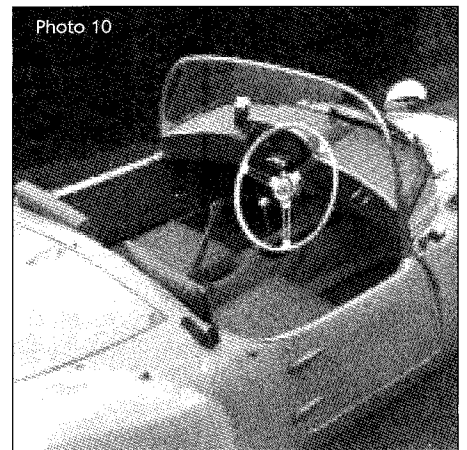
for the headlights at the bottom of the front-end of the body, but this seemed a bit impractical to me and I'm sure not approved by Construction and Use. I opted for two ex-Rover headlamps, mounted on top of the bodywork something like the current (at the time) 'frogeye' Sprite. In fact I think my car was more 'frogeye' than the Sprite! I mounted spotlights in the holes. The complete nose tilted forwards to allow access to the engine. To hold the nose down I used two cycle wheel fly nuts and to stop the glass fibre cracking at these points I made up two huge cushion washers consisting of those miniature Firestone tyres you could get round ashtrays and with the centres filled by Bedford Drivers Club circular plastic badges. Special builders have be resourceful!

Being 6ft. 6in. tall, my head was stuck out in the slipstream above the windscreen, so to come down out of the cold I used square-section rubber strip in layers to raise the screen. Alloy strips covered the face of the rubber.

I had lots of fun with this car. For some strange reason it preferred to go up hills in reverse. This caused a lot of interest round Luton, but no one seemed to mind. The roads were quieter then. One embarrassing thing was that truck drivers were always waving me to overtake, not knowing I only had a Ford 8 under the bonnet. I used to hum "Row, row, row your boat..." as I crawled past.

Keep It Coming!

As always, a varied bag of vehicles and some interesting stories, which I hope you enjoyed reading about. Please keep the emails coming and if you send pictures with them, please send them at a high resolution, as low res pictures do not reproduce very well when they are published in the magazine.



E83W Register

Glenn Bubb

Firstly as this is the first magazine of 2005 I would like to start off by wishing all members a happy new year.

E83W's on Film

Over the last couple of months I have noticed a number of E83W appearing on various television programmes. A dark coloured van, probably blue or black appeared a number of times in an episode of the wartime Police drama "Foyle's War". Unfortunately I did not see what the registration number was, so could not identify whether it was a van belonging to a member or not (although I did receive some photographs from Mick Blackburn, custodian of the Bluebell Railways van, of an E83W which appeared to be used exclusively for film work and would fit this description). The discerning E83W aficionado will have noted that this was not a prewar van, as it featured Ford product bonnet badges and flared rear wings, however to 99% of the viewers it was a pre-war van.

A blue wooden bodied pick up also appeared in the new versions of Agatha Christie's Miss Marple stories, which were shown on ITV over the Christmas period. The pick up could only be seen for a matter of seconds through a shop doorway and I was convinced that it would appear again, as film companies have a habit of using the same vehicles throughout a production. However I watched the whole programme and it did not appear again. This vehicle looked very much like TKK 40, which was owned by Dave Leeves of Tonbridge and attended many rallies all over the South East in the livery of



Photo 1

B.Odgit and S.Cram. I am not sure if Dave still owns it and I might be completely wrong with my identification.

The third sighting on TV that I have made recently was in an advert. This obviously had a lasting effect on me, as I can't remember what it was for and only that it appeared in the background of a piece of period newsreel which was being used as part of the advert.

With regards to vehicles being of the right period for a film or television production, the film companies are, probably quite rightly, only interested in creating a period feel and as long as a vehicle looks the part, will be happy with that. In most cases they are led by an agent or action vehicle company that supplies vehicles to their specification. Suffice to say, if an agent sent a Transit for a 1950's film

they would probably lose the business and the owner would get sent away with a flea in his ear, but a 1953 E83W for a wartime film "looks the part".

In the dim and distant past we have undertaken a number of film jobs with PKP 404 and the first we did, a film called 'Hanover Street' required it to masquerade as a wartime vehicle (see photo 1). We did a number of days on this film and at the time the money was excellent, although the days were usually very long and you always have to watch that the film crews don't do anything that is likely to damage the vehicle.

If you have been involved in making a film with your E83W, or have seen a film in which an E83W is shown, whether a modern film or an old one, why not drop me a line so that other E83W fans can look out for them.

Photo 2



High Top Van

Finally for this issue, I have included a picture of GXW 956, which is a 1944 London reserved mark. I found this photo on a stall at a recent event at the Manchester Museum of Transport, and whilst the picture is not attributed, it has all the hallmarks of that well known transport photographer and author, Arthur Ingram. This Mobile Office is not quite what it appears to be at first glance. It would seem to be based on the bottom half of an early van (no flares on the rear wings). However, on closer inspection, there are what appear to be 16" wheels, which would point to the base being a chassis cab. There is also a continuation of the lower panel pressing behind the wheel arch. It would seem that someone has gone to a lot of trouble to ensure the bottom half follows the lines of a standard van. It is also interesting to note the small, (probably original) headlight on the nearside, and the centre overrider. It just goes to show that it's worth giving a photo a second look.

Introducing the New 8 & 10hp Technical Adviser - John Pole

"As the new technical advisor I welcome your questions on upright Fords.

I have a non technical background and bought a Popular "project" as a work stress reliever. Very little of the original car was left, as it had been gutted and badly hot rodded; it was, however, very cheap and just what I wanted. Six years

later, after a lot of help, I had it on the road. I found the whole process addictive and so I am now restoring a Prefect.

I believe that most of the problems you may encounter I have experienced and hopefully I will be able to advise you or suggest where you can get assistance.

I look forward to hearing from you".

You can contact John by writing to him at:

**82 Fruitlands,
Malvern,
Worcs.
WR14 4XB**

Ballamy Scoop!

Tony Russell

One of the rewards of being the author of the biography of Leslie Ballamy, as reviewed in the October 2004 issue of Sidevalve News, is that unique and important items appear after the book has gone to print!

Ken Roberts, who was LMB's chief draughtsman up to about 1946, has kindly sent me this remarkable photograph. It is the only known picture of the LMB overdrive gearbox conversion for 8 and 10 HP Fords, and Ken has given permission for it to be published in our magazine.

Note the mating flange for a Hardy-Spicer prop shaft that replaces the standard torque tube and drive shaft. It is quite probable that a number of experiments took place to use either a shortened torque tube, suitably anchored, or

a fully open prop shaft with the rear axle held in place with redesigned radius rods. The unit was certainly fitted to the LMB works E04A "Hack", ERO 895 with spectacular results!

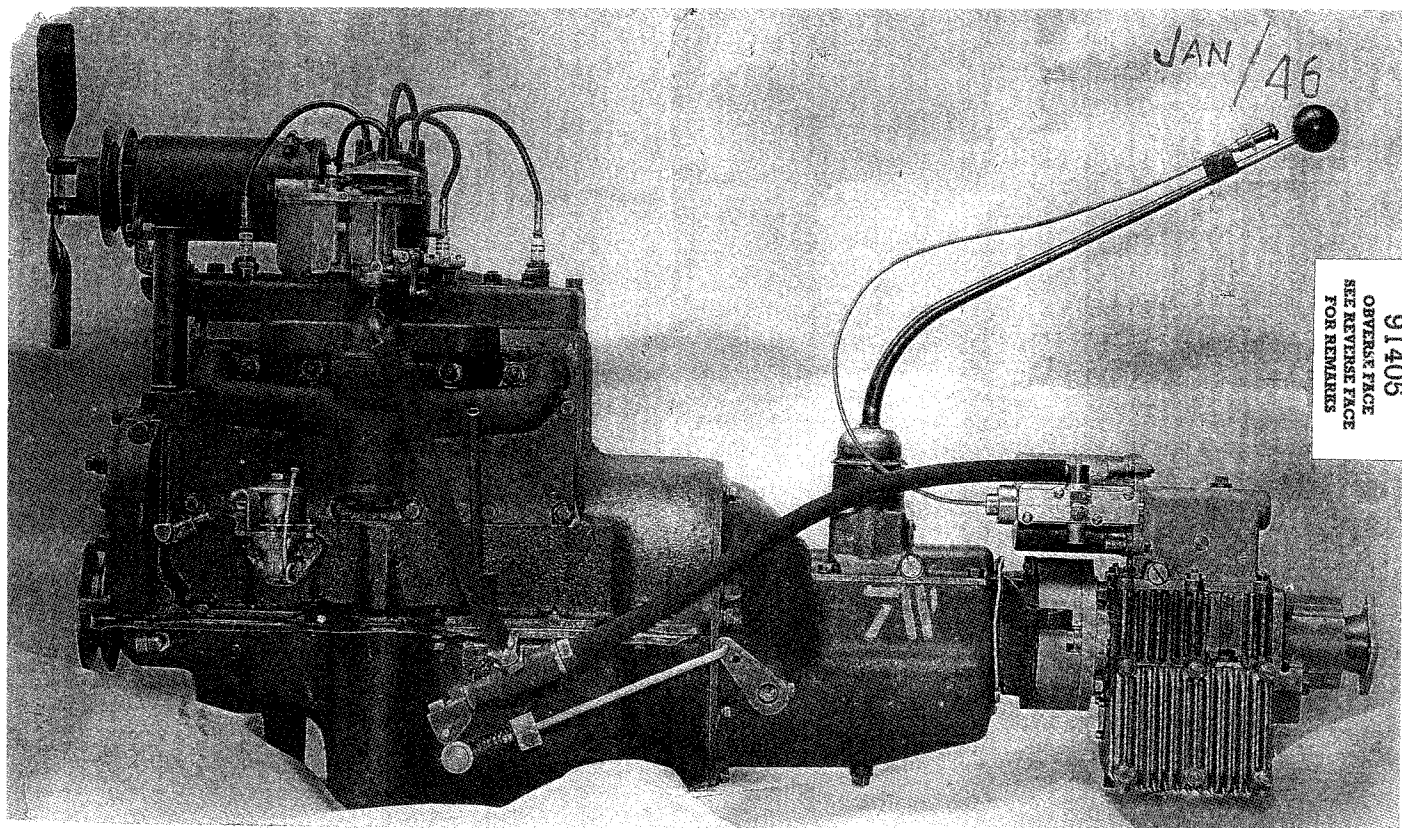
Note with interest the pneumatic actuating mechanism connected to the clutch cross shaft and the vacuum tapping into the inlet manifold - one wonders how the windscreen wipers were operated!

The clutch operating shaft on the left hand side of the bellhousing has a short extension that was standard of Ford gearboxes, this was utilised by LMB to mount the operating lever. Ballamy put this extension to other uses too. He designed and built a dual control for the small sidevalves, so that an instructor could maintain control of the car should a learner driver be at the wheel.

A second clutch pedal was mounted on the shaft extension for use by the instructor's right

foot when stricken by abject terror at the antics of his pupil! An extra steering wheel could be mounted on the nearside, connected to the original on the offside by sprockets and an endless chain. Instructor braking was effected by either moving the umbrella handbrake to the passenger side, or by installing an additional brake pedal to the nearside chassis member with extra linkages to the existing system. Presumably the instructor had two right feet, or quickly became adept at left foot braking! I recall, through the mists of time, seeing a picture of this conversion many years ago in an early copy of Sidevalve News, but had no idea that the dual control unit was designed by the fertile mind of Leslie Ballamy.

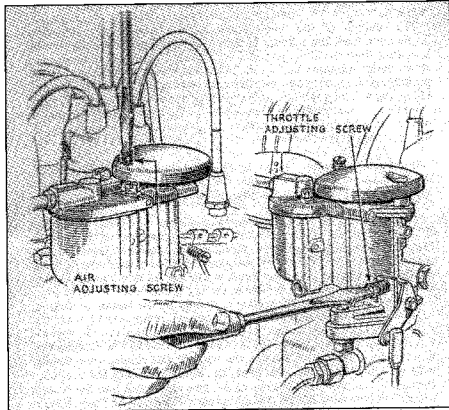
If you would like to know how the overdrive box worked and study an engineers drawing of its internals, you'll just have to buy a copy of "Out In Front"!



Special Economy Tips for Your Pop or Prefect

John Porter

Running an economy car like the Popular in 1959 was a skill in itself. Here are twenty period tips for your enjoyment and some are as good as the day they were written.



Picture 2: Carb Adjustment (no. 16)

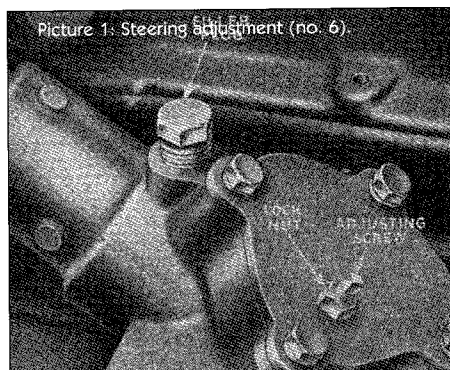
1. In cold weather take the fan blades off the car. This will give you another 4 mpg, more power and quicker warm up. There is no danger of overheating and on long runs you can blank off the bottom half of the radiator as well.

2. Shaky plugs are petrol-burners, so test yours at a garage. A K.L.G. F.50 is the replacement and, if you can manage it, try the platinum-pointed PF-50s (try finding these nowadays!). They cost three times as much but last three times as long and are more economical on petrol.

3. Don't hold on to top gear to save petrol - it doesn't work. Keep the engine buzzing lightly and on a gradient do not select top much before 25mph.

4. The Popular does not like 4s. 3d petrol overmuch, but if you retard the ignition one notch at a time until the pinking stops you will be able to use commercial fuel. This will make starting easier too, but remember one degree at a time and don't overdo it (have you tried Super Unleaded with additive?).

5. Severe shuddering of the car from take off is invariably caused by badly adjusted engine tie rod fastenings to the front cross-member (gear-box cross-member on pre-war models). Tighten the adjustment nuts a little at a time until the transmission becomes smooth.



Picture 1: Steering adjustment (no. 6)

6. Steering adjustment is made by tightening the small bolt in the middle of the steering box. Jack up the front wheels and tighten the bolt a fraction at a time till all the play has been taken up. Take care not to over tighten - this can be felt as binding when the steering wheel is turned (picture 1).

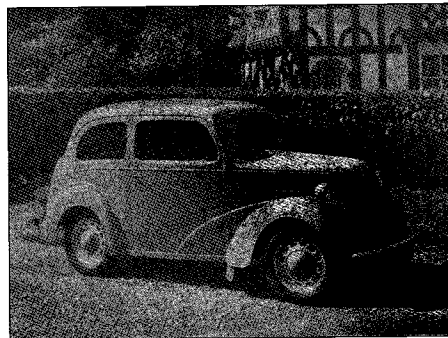
7. If your engine doesn't burn oil, fill the sump with Castrolite in winter. This will result in easier starting and better fuel economy.

8. Binding brakes will soak up petrol and glaze the linings. Make sure that the adjuster is backed off one notch from brake rubbing on drum (picture 3).

9. Check tyre pressures every time you take on petrol and keep them at the 28 psi mark. Under-inflated tyres wear very rapidly and are more susceptible to punctures.

10. When checking the road springs, remember the U-bolts must be tightened down hard and pump plenty of lubricant through the central greaser. Gear oil is best for this job.

11. Once every other month, inspect the rubber engine mountings at the front of the car - particularly the nearside one which suffers from oil being spilled on it. Tighten the mountings, until the rubber just begins to bulge.

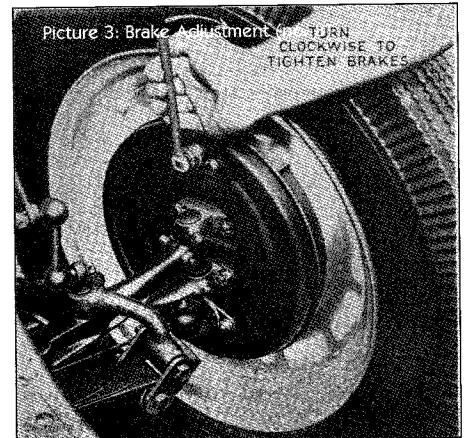


12. When checking the clutch clearance, adjust so that the gears can just be engaged without crunching them. Too much movement on the clutch can result in the springs becoming jammed - too little will result in a burnt out clutch.

13. The kingpins need greasing. When you do this job jack the front of the car up, so that the grease can get between the thrust washers.

14. Do you want your battery to last four years or more? If so, make sure that the electrolyte level is kept up to the mark, the battery is not flogged to death - and every night it is connected to a trickle charger.

15. To get the best from your gallon of petrol your throttle must be s-m-o-o-t-h. Put a few drops of light oil on every linkage under the bonnet and make sure that there is no slack in the system.



Picture 3: Brake Adjustment

16. Many Populars suffer from an over rich slow running mixture. When your engine is hot, leave it running and slacken off the screw on top of the carburettor half a turn. Test on a short run and slacken back until the engine begins to stall (picture 2).

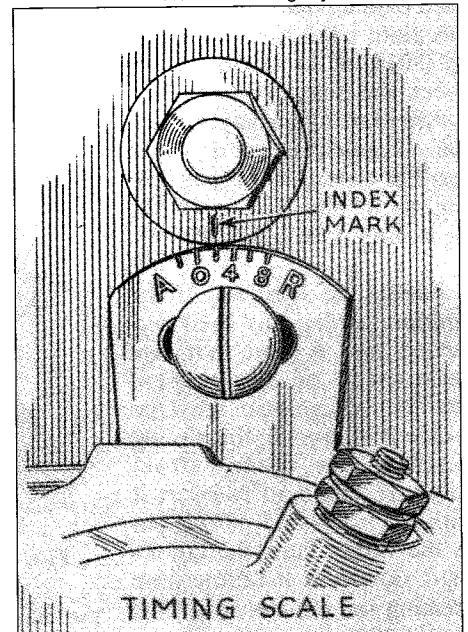
17. One quarter of a turn back on the throttle stop can save you quite a lot of petrol - especially if you do a lot of traffic work.

18. If you have a garage do not apply the handbrake - use chocks under the wheels instead. This stops any chance of the brake drums becoming oval. It is against the law to leave the brake off while the car is on the road.

19. Don't try to double-declutch on the Popular. It serves no useful purpose at all and may damage the synchromesh cones.

20. Do not leave your engine running on the choke to warm up. Instead, drive off reasonably slowly and push the choke in as soon as possible. This saves petrol and cuts down on engine wear.

Picture 4: Timing adjustment (no. 4)



One, Then Two and Now Three

Geoff Hammond

In the early days up to 1953, most vehicles had one rear and stop light. Then the Road Traffic Act of 1953 came into force, which required all vehicles to have 2 side and stop lights, mounted on the rear wings so the size of the vehicle could be judged. Unusually for many Road Traffic Acts, this applied retrospectively to all cars, irrespective of their age.

Ford applied the new regulations to its current range of Sidevalves, namely, the E493A Prefect and the new 103E Popular. It also offered a "Dual rear lamp conversion kit" for the older Sidevalves.

The kit comprised:

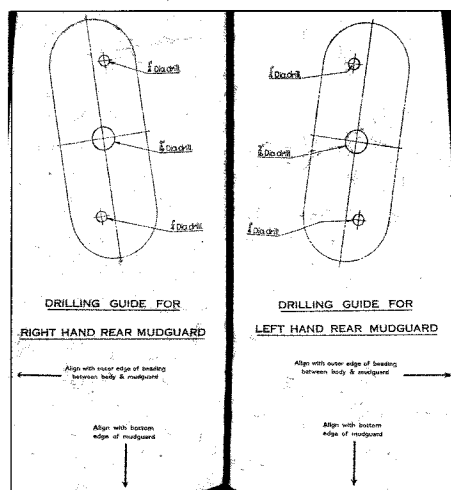
Two combined rear and stop lamps with reflectors and embodied in the housings each with twin filament bulb and outlet wiring.

Extension wiring harnesses.

Conversion plate for external central rear and stop lamp.

Templates for drilling.

Instruction leaflet.



Drilling Template



1 stop lamp

2 stop lamps

3 stop lamps

EnTo DUAL REAR LAMP CONVERSION KIT

This kit is intended for the purpose of bringing 8 and 10 h.p. cars fitted with single rear lamp into line with the 1954 lighting regulations and is designed so that it may be fitted by the owner-driver by the use of ordinary tools.

- THE KIT COMPRISES THE FOLLOWING INDIVIDUAL ITEMS :-**
- TWO COMBINED REAR AND STOP LAMPS WITH REFLECTORS EMBODIED IN THE HOUSINGS EACH FITTED WITH TWIN FILAMENT BULB AND OUTLET WIRING.
 - EXTENSION WIRING HARNESSES.
 - CONVERSION PLATE FOR EXISTING CENTRAL REAR AND STOP LAMP.
 - TEMPLATES FOR DRILLING.
 - INSTRUCTION LEAFLET.

INSTRUCTIONS FOR FITTING

Before commencing to fit, the simple instructions below should be carefully read through and referred to in the course of the work.

IT IS ESSENTIAL WHILE CARRYING OUT THE FOLLOWING PROCEDURE THAT BOTH THE LIGHTING AND IGNITION CIRCUITS BE SWITCHED TO THE "OFF" POSITION.

1. Attach templates temporarily to the outside of each rear wing by adhesive tape or other suitable means. Mark hole centres in each wing where indicated, remove templates and drill.

2. Dismantle both the two new lamps by removing red housing and chromium-plated rim and secure each unit comprising rubber base and interior to rear wings by means of the nuts and bolts provided. (The rubber bases are marked "Left Hand" and "Right Hand" to suit respective wings, as viewed from the back of the car). The cable outlets from each lamp are passed through the third hole which is left for this purpose. Each lamp may now be re-assembled.

3. Fig. 1 shows the rear and stop lamp wiring before conversion and indicates approximate position of the two insulated connectors, A1 and A2. These form a junction between two wiring harnesses each terminating in cable outlets including a GREEN and a BLACK cable (the only ones concerned in the conversion). The exact position of these two connectors varies with different models but is always roughly where shown. The two wiring harnesses referred to must now be separated by removing these connectors. This may in some cases be achieved by sharply pulling the cable apart but this procedure is NOT RECOMMENDED as the connectors are designed to be a tight fit and pulling may result in fracturing the cables at the terminal ends inside the connectors. As these two connectors are no longer required the best method of removal is to cut off the outer rubber sleeves with a penknife and then prise open the metal ferrules underneath. It must be emphasized again that the connectors on the GREEN and the BLACK cables ONLY must be removed.

4. Re-wire in accordance with Fig. 2. Connect green cables to green, and black to black throughout. As shown in the diagram, the double connectors B1 and B2, fitted to the new extension harness with red tracer, now take the place of the two single connectors previously discarded. Cable end marked C should be cut off to about 1" and may be taped back along braiding, as this cable is not required in circuit. On some models the other extension harness, with blue tracer, is not required, i.e. where the junction is in such a position that the right hand lamp can be fitted directly to the double connectors without undue tautness. Keep wiring well clear of the exhaust pipe.

IMPORTANT NOTE: On models with a built out luggage locker (current "Popular" and late type 8 h.p.), additional connectors are fitted which may be seen through a hole inside luggage locker cover. These should NOT be disturbed. The new wiring must be taken from the point already indicated.

5. The existing central rear and stop lamp can either be left as it is or, if of the oblong type fitted to later models, converted to a licence plate illumination lamp only, by fitting behind the glass the blanking plate provided in the kit.

6. The modified lighting system should now be tested for correct operation on all circuits.

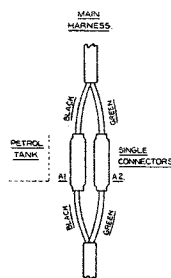


FIG. 1
WIRING JUNCTION BEFORE
MODIFICATION.

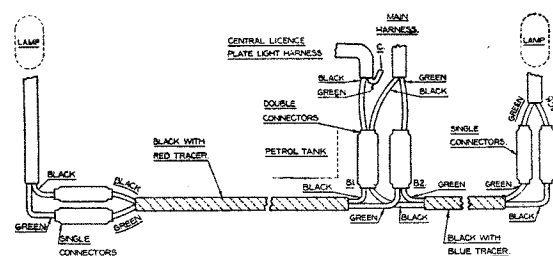


FIG. 2
WIRING JUNCTION AFTER MODIFICATION
SHOWING CONNECTIONS OF OLD AND NEW WIRING HARNESSES.

Fitting Instructions

The conversion kit described how to fit the new rear lamp units and wiring in a step-by-step process. As part of the process the existing stop lamp was disconnected. The kit also included a blanking plate, which could be used on the oblong type rear units to convert them to number plate illumination only.

In 2000, to meet new European "type approval" regulations, all new cars must have fitted a high-level brake light.

This time the requirement was not applied retrospectively. The original stop light could now be used as a high level brake light. It can be re-instated by removing the blanking plate and reconnecting the green wire from the number plate light harness to the extension harness.

It appears the early car manufacturers with the single but high-level stoplight were not too far wrong. So I merrily travel forth in full knowledge that my 1953 Anglia goes some way to meeting the requirements of a 2000 Regulation.

Member's Profile - 1959 103E Popular

Mark Gregory

As a new member of this club I thought I would take this opportunity to show you some pictures of my car, a 1959 Ford Popular 103E (see attached) and hope that you might be able to show them in your excellent journal *Sidevalve News*.

Having always been a great admirer of the "Sit-up-and-beg" style Pop since my early teens, I thought I would finally go out and actually buy one as a late 40th birthday present and boy, what great fun it is!

In my spare time I am Club Chairman of the Jaguar XK8/XKR Enthusiasts Club which involves me driving quite a few of these modern day icons. Comparing the two very different driving experiences, it is surprising that the Pop seems to attract a lot more attention than the modern day Jag. The Jag obviously has all the modern day luxuries that one could ask for, but there is no mistaking the nostalgic driving of a sidevalve, e.g.: three gears, vacuum wipers; hey, those were the days! I even took the Pop to one of my club events a few months ago and it was amazing how much attention it attracted. Wherever I drive the Pop (which is most weekends - weather permitting), I constantly get people asking me questions about it and I even had someone follow me recently who eventually pulled me over to simply say that he had one of these as his first ever car and how glad he was to have seen such an immaculate conditioned car on the road all these years later - how proud was I...?

I must say that I am lucky in that the car, just before I bought it, underwent an extensive restoration at a cost of £6,500; including



refurbishment of the chassis, full body strip-down, floor replaced, headlining renewed, repaint etc., so all the hard work has been done. With the work complete, the car has, I believe, a genuine 47,000+ mileage on the odometer. The condition of the saloon body and Ludlow Green paintwork is described as exceptional and the tan interior as good, in fact it only now needs the seats re-doing. The sidevalve motor and 3-speed gearbox, as well

as the electrical equipment, all seem to be in good working order. All I need to do now is simply drive and maintain her the best way I can.

The car unfortunately came with no history when I bought it, so I have been doing some of my own investigations and have now accumulated quite a bit from previous owners, DVLA etc. However, I would very much appreciate news from any of your readers who may have known the car in the past and could perhaps provide any details? The current Registration No is VAS 664 but it was previously known as TFW 139.

Finally I must congratulate you on your club journal. Having now purchased a large number of back issues I have found them informative, interesting and very useful to me as a new classic car owner.

I also attended your National Day at Peterborough (sadly not in the Pop), and was pleased to have the opportunity to talk/seek advice from fellow members/FSOC staff and see an amazing array of vehicles on show. Keep up the good work.

Our thanks to Mark for his contribution to the magazine and his comments on the Club, it's always good to get some positive feedback! Mark's photos are very well done and show off his car superbly.

