

Sidevalve

June 1979



CLUB ADDRESSES

Please write to the correct person when corresponding with the Club. Otherwise delays will occur in replying. Please also enclose SAE.

CHAIRMAN: Paul Romano
[REDACTED]

Vice Chairman, Sue Noel
[REDACTED]

Publications sales, badges (& Hon. Treasurer) Mike Dawes
[REDACTED]

Membership Secretary Karen Waddington
[REDACTED]

Club News Editor John Renouf
[REDACTED]

**Sidevalve Editor, Northern Region Organiser, 93A types
Spares Secretary** Steve Waldenberg
[REDACTED]

Technical Adviser John Charlton
[REDACTED]

100E Spares Secretary Mark Jackson
[REDACTED]

Model Y Registrar & Spares Sec. John Russell
[REDACTED]

The position of Club General Secretary is vacant at the moment. This is causing some problems to the efficient running of the Club. Would some kind person in the London area please care to take on this vital task ?. Please contact Paul Romano or Mike Dawes. The Club owes its past success and future progress on all members playing as active a part as they possibly can in its everyday affairs.

Front cover: Friedel Erdelman's E493A pictured in front of one of the windmills still working in his home village in Holland. Further pictures of Sidevalves in "exotic" places would be welcomed by your editor for future front covers of the magazine.

EDITORIAL June 1979

It looks like summer at long last. Memories of a soggy summer last year and a freezing winter that dragged on and on have faded and now we can all get our old Fords out again. I suppose that you, like me, put off all those renovation jobs when it was too cold to work in the garage and then when it got warmer, worked like the devil to get the car into decent shape again. I've been using my 100E daily even in the worst of the winter. She had to spend one week in the body shop for the repair of a damaged front wing, a victim of the ice. I also fitted a new engine after Christmas, so now I've got that 'new car feeling' in the old girl. She's quite spritely with the new unit in and can keep up with most traffic even up hill thanks to the Murray overdrive.

By now many of you will know how keen I am to make our club the biggest and best one-make club. I was very disappointed at the poor turn-out at the AGM in London on March 31st. 22 members out of 600 attending is just not good enough, and two of us were from Leeds. We have hundreds of members in the south within easy reach of London. A good spread was laid on too, so you missed a good nosh up and an interesting meeting. I know meetings are not everyone's cup of tea, but the AGM is important. The committee is now without a general secretary as no-one volunteered to take over from Mike Dawes who had held the post for some years. Surely, there must be a member living in the London area willing to take on this post. I must mention both Mark Jackson who has taken over as Spares Officer for 100E parts and Karen Waddington up here in Leeds who has taken on the vital position of membership secretary. My sincere thanks to you both for your efforts. It is only by the efforts of individual club members that the club can survive or grow, so come on everybody, volunteer your labour and let's make 1000 members by 1980, the club's 10th anniversary.

A small number of members have arranged local get-togethers and I must thank them for so doing. If you have received notice of a club meet in your area, please, make every effort to attend (even going in your modern tin box if the Ford is not yet on the road). A few hours chatting with your fellow (and lady) members over a glass is not an unpleasant way to spend a few hours. Remember, it's your club, help it to help you and your Ford Sidevalve.

I receive quite a number of letters between issues, some asking technical questions which I am not really in a position to correctly answer (that's John Charlton's job). Still I don't mind, but please, when writing, tell me your first name, this is a friendly club and I always like to use your first name when writing back and I may not know your name. I much prefer "Dear John" to "Dear Mr. Jones". Also, I and the other club officials do their task voluntarily, so an SAE or a stamp would greatly ease our financial worries, postages do add up.

I look forward to seeing many of you at our rallies this year, regards and safe motoring,

Steve



Here is a photo of an E83W in wartime Royal Navy disguise. The van the club has bought is actually an ex-army Utilicon bodied E83W. It is of pre-war design in that its accelerator pedal is between the clutch & brake, so that should be a bit of fun to drive. We need a new steering box to get it through its MOT. After restoration by the willing band of Leeds Club members it will be used to advertise the club at rallies throughout the country. Offers of a steering box would be welcome.

Renewing the top on PREFECTS & ANGLIAS

By E. BLACK



THE pre-current Anglia and Prefect models were soft-top saloons, the material of which was secured simply and efficiently by means of a specially shaped sealing strip which was located in a recess around the top of the car's roof. This method of construction makes replacement particularly easy for the owner at quite a moderate cost. Some early Eights and Prefects had, however, the topping material installed with a half-round metal moulding which was screwed into position, and although the recovering is perhaps not quite so simple as with later models, it is, however, well within the capabilities of the average owner. This article deals with the replacement of the topping material on the later models.

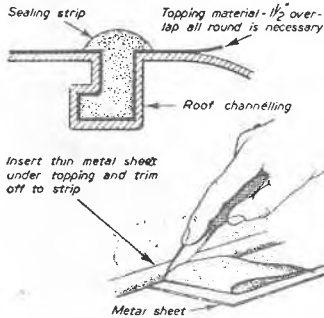


Fig. 1.—When measuring the new material, due allowance must be made for the channel and edge.

Removing the Sealing Strip

The sealing strip is removed by levering up one end at the rear of the roof by means of a screwdriver or similar tool. The free end is then gently pulled, meanwhile assisting as required with the screwdriver until the sealing strip is entirely removed. If possible, the sealing strip should be removed intact, as then one can ascertain the correct measurements for replacement. The same applies when removing the old topping material, which is the next procedure, although a certain amount of difficulty may be experienced in this direction due to the material tearing when being removed from the locating recess or channel.

Cleaning the Channel

When the old material is removed the channel must be clean and free from any adhering particles of topping material. The best method to ensure this is to run a thin-bladed knife several times around the channel, then blow out with an air-line or tyre inflator. Any previous adhesive that is left around the

channel must be removed with either petrol or benzine. Likewise, any rust formations in or around the channel must be removed and then given a coat of aluminium oxide priming paint and allowed twenty-four hours to dry before commencing further work.

New Strip

If the old topping material has been successfully removed intact, the new material can be obtained of a corresponding size, although an approximately all-round increase

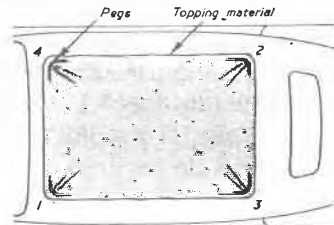


Fig. 2.—First stage of fixing topping material. Four corners located by pegs, in numerical order as shown.

of 1/4 in. should be made for handling purposes during the installation and subsequent trimming operations. The old sealing strip should be carefully measured for length without stretching and the new strip ordered about 6 ins. longer than the original for the final trimming and fitting purposes. The special Ford sealing strip can be obtained from most motor trimming and accessory dealers. Where the old topping material has been badly damaged during removal, a paper template can be made to the shape and dimensions required. Due allowance should be made for the material which goes under and up the sealing strip in the roof channel.

Having obtained the new topping material, the paper template can be pasted to it and the material cut to the approximate dimensions, allowing an additional 1 1/2 ins. to the all-round size as previously mentioned. The template can then be removed with hot water. If the old topping material is intact it can be placed upon the new and held into position with a few heavy weights such as bricks, etc., while the outline is traced out with chalk, again

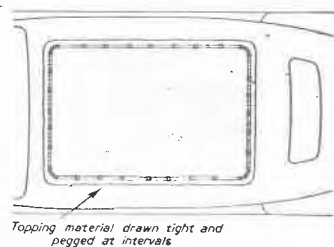


Fig. 3.—Second stage of fixing topping material. A series of pegs into position prior to the fitting of sealing strip.

allowing the 1/4 in. increase in measurements as stated. The new material is then cut out as indicated.

The Material

The material is placed into position on the car roof and is carefully manoeuvred so that an equal amount of overlap is obtained all around the roof channel. For this and subsequent operations the help of an assistant is advisable. A small quantity of wood pegs will also be required. These can be quite easily made, the only precaution to observe is that the lower part of the peg is rounded to avoid damage to the material when fitting. The four corners should be first of all located in the channel by an assistant standing on the opposite corner to that of the operator and holding the material so that no movement occurs. The operator then pushes the material partly down into the channel with the end of a blunt tool, such as a tyre lever, then gently tap in a wood peg to secure the material into position. The four corners are finished in this manner.

The remainder of the roof is completed in a similar manner, the pegs being positioned every 6 in. or so, but on the corners more pegs will be necessary. If any wrinkles do occur, the appropriate pegs should be withdrawn and the material pulled to remove them.

The job is now ready for the installation of the sealing strip. The fitting of the sealing strip is commenced at the rear of the roof, in the centre. Commence by removing one



Fig. 4.—The fixing of the sealing strip is shown here.

peg, then place the sealing strip into position and tap home with a small mallet until the edges of the half-round contour are flush with the roof surface. Avoid striking the roof with the mallet, otherwise the finish may be damaged. The next peg is removed and the strip tapped into position and so on until the roof is completed. The finishing end of the strip is then carefully marked and cut to make a neat butt joint.

The surplus material is cut away by lifting the outer edge of the sealing strip and cutting where indicated with a sharp knife or razor blade. The job is completed by applying a thin coat of Bostik No. 252 adhesive under the outer edges of the sealing strip, afterwards removing any surplus adhesive with a petrol-dampened cloth.

Further notes on the roof-lining job from Steve Waldenberg

I did this job on my E493A last year and a few modern up-dates are appropriate to successfully completing this task.

Unfortunately the rubber seal is not available (to my knowledge) so it is important that you remove the old strip very carefully. De-rust the groove with one of the modern "rust eaters" but not the types that need washing off, unless the interior roof lining is also removed. I used "Trustan" and have found this product first class for neutralising rust. The material for the roof must be **Double Duck** available from Paul Beck or I can get it from a coach trimmers in Leeds. This material is black, completely waterproof and looks as though it will last indefinitely. Where it says to use wooden pegs, I found that those spring pegs commonly in use were ideal, the top part nicely holding the material in the groove, I used one every three inches to really keep the material in place. To ensure a completely waterproof job, I piped some Loctite Silicone sealant into the groove **before** placing the material on. Then, when the material was in the groove, I piped another load of the stuff on top of the cloth and thus beneath the rubber seal. This is messy, use rubber gloves as it oozes out as the rubber seal is pushed back in. It really needs some stick to get the rubber back in, I had the assistance of a heavy-weight friend, the workshop manual does not mention using a mallet! The Loctite silicone is black, but if you have a colour other than Henry's usual, I believe Dow Corning make a silicone bath-surround sealant in a choice of colours which should do the same job. The Double-Duck material is about £10 per yard 54" wide, I bought 1½ yds to be on the safe side.

DON'T LET THEM RUN US DOWN

Quite often at rallies, the "snootier" types in their MG's, Rolls, etc look down on our old Fords. They consider them cheap and nasty. Well, cheap they may have been - the working mans' car in their day. But, do these people really know just how excellent Ford's engineering skill was ?

Before the war, Rolls Royce designed the worlds best piston aero engine, the Merlin for use in Spitfires, Lancasters etc. When vast numbers of these were needed for the war effort who did the ministry of supply turn to ? - FORDS. The design drawings were passed to Ford and they mass produced thousands of Merlin engines. We don't need to recount here the brilliant success story of this power unit in Spits and Lancs. But next time some Rolls owner belittles Fords engineering qualities, ask him about the Merlin engine.

John Charlton Writes

I have been totalling up the number of enquiries I have received in the last 12 months to date and perhaps the breakdown may be of interest to members. I have received 28 letters concerning the following:-

*Specials - 2 Engine - 10 Transmission - 3 Gearbox - 4
R/axle - 1 Brakes - 3 Seat belts - 1 F/susp. - 4
Electrics - 4 Ignition - 2 Carb. - 1 R/susp. - 1
Steering - 3 Vac. Wiper - 2 Heater - 1 Misc. - 7*

As you will see most letters contained more than one query, the miscellaneous included items ranging from chassis dimensions of a model C to original colour schemes for a model Y. It was nice to receive a Xmas card from one of the 'regulars' but I very rarely get any follow up as to whether the advice was successful. The local members of the club are all very active and their cars are a regular sight on the roads around Crewe. One always knows when we have been spotted as there is usually a finger pointing at you from the steering wheel of the oncoming car coupled with inane grins from the inside of the steamed up metal box !

Bruce Bowers wrote to me from the States. He is now mobile with his l.h.d E493A. He told of attending a rally where everyone seemed to be going in their vintage Rolls, Alvis, Lagonda or Bentley but he was quite smug in the knowledge that he was the only one going in a SV Prefect! (I suppose this can be classed as inverted one-upmanship !)

I have had a few letters regarding the front wheels of transverse sprung models fouling on the shock absorbers. This fault arises when replacement shock absorbers have been fitted. The original ones had slightly different shaped housings. The cure is to fit washers behind the king pin cotter nut which acts as a steering stop.

*See you all at Northern Sidevalve Day,
John.*

Message from our membership secretary, Karen Waddington: members who re-newed late will receive their membership cards with the club publication following later, unless an SAE is sent with the remittance. Thus there may be some cards with this edition of Sidevalve. It would of course help Karen if members would renew their memberships promptly in early January.

WHAT'S ON

Not much info has been sent in regarding what's on, but a perusal of such mags as Classic Car, Old Motor, etc., shows that there is something going on every weekend somewhere in the country where your Sidevalver would be welcomed. Bruce Palmer informs me of **Horsham Lions Club Vintage Transport Rally** on bank holiday Monday August 27th. Entries not later than July 26th to: [REDACTED]

Also, as the One Makes rally has been scrubbed, northern members may care to join me at the E.P.T.G. Annunal Kirklees Historic Vehicle Parade. This takes place on Sunday July 29th, starting from Batley market place and finishing in Greenhead Park Huddersfield. Entries 75p by July 8th. Forms from me or John Moxon, [REDACTED]

[REDACTED] I should be pleased to see a good contingent of Sidevalves at this rally.

LOCAL HAPPENINGS

HUMBERSIDE

Dave Turner from Hull is area organiser for the Yorkshire Thoroughbred Car Club as well as one of our stalwart members. The Hull area of the YTCC boasts nearly 100 members and nearly all our members belong to YTCC also, so their meetings are in effect FSVOC meetings too. Many events are planned in the area and Dave would welcome any members not already attending. Contact him at [REDACTED]

NOTTINGHAM

Barry Draycott has arranged a get-together in the Nottingham area on June 4th. I hope it was a success. Members in the area who wish to meet up please contact Barry at [REDACTED]

SCOTLAND

Glad to hear that Norrie Maver is willing to organise local events in Edinburgh. Contact Norrie at 10/5 Morven Street, Edinburgh. How about a motorcade (petrol permitting!) down from Scotland to Northern Sidevalve Day in September Norrie

LEEDS

We had a reasonable turn-out for the first 1979 event on May 13th when we had a display of cars at the Harewood Hill Climb. Our cars did a triumphant passage of the track led by Dave Fountain's newly restored and immaculate 1936 Y type. This was Dave's first time out with her and she went very well, a potential concourse winner here Dave. Longest travelled attender was Cyril Rogers from [REDACTED] in his immaculate 1955 100E Prefect. It looks superb and original, but is really a wolf in sheep's clothing as he converted it to 107E standards by fitting a 1500 Cortina engine in 1968.

Sheffield Lions Rally July 17th. Information has started arriving regarding this event. It appears that it will take the form of a grand gala, with many and varied entertainments, dolly girls et.al!! No firm news of times but the event takes place in Norfolk Park, Sheffield, if you arrive about 12 noon you wont go far wrong. Members who have requested details will receive more news as and when I receive it. Send me an SAE if you wish to know too.

One Makes Rally at Donnington is now **cancelled** due to lack of support. Northern members may however care to join me at the Kirklees Historic Vehicle Parade in Batley on July 29th., details elsewhere in this edition.

Lastly of course there's **Northern Sidevalve Day** at Harewood House on September 9th. This rally is being held jointly with the Registration Numbers Club. Last year over 300 cars attended. We will have our own roped-off section and our own judging, but the well-known personality who presents the trophies will also do the honours for us. I may as well put other details in this section regarding this event.

Admission charges for this event are as follows:

Car and driver £2.50

Adult passengers £1.35 each

Child passengers £0.60p

This charge, which is the normal entry cost to Harewood will

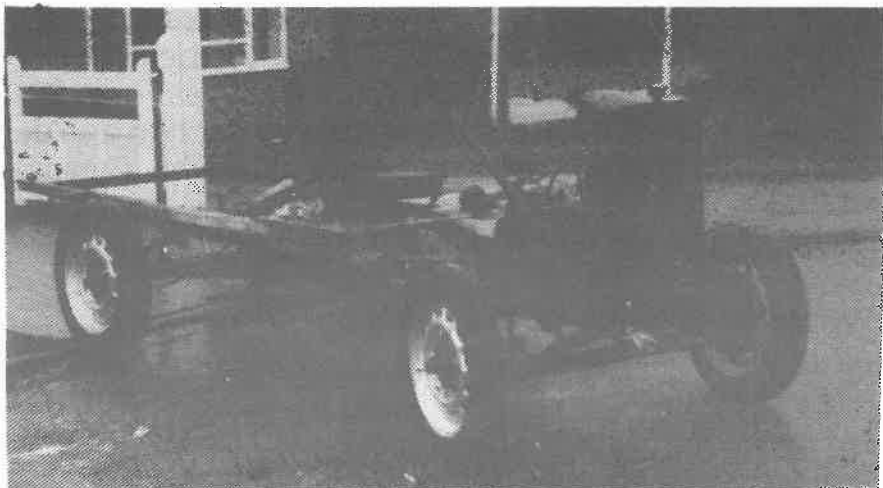
also admit you to view the house, the bird garden and childrens' adventure playground. Entries **MUST** be pre-booked (i.e. no late entries, pay at door etc.). Entries to northern organiser **before** August 18th. As we are holding the event jointly with the Registration Numbers Club, members whose cars bear an interesting number will be eligible to enter their car in the RNC rally at no further charge. Such vehicles will park in the first row, between their entries and ours. Also, a photograph of each entry is hopefully going to be taken with Harewood House as its background **FREE OF CHARGE!** There will be a club marquee where members may meet and club publications will be on sale. *Beer tent as well!!*

HOLLAND

Johan van den Berg called on your editor in April; good to see an overseas member. He came over in his 103E. Dutch members are asked to contact Johan and some rallies may be planned. He seems to know most Dutch members, but in case you don't know, his address is [REDACTED]

AUSTRALIA

Gordon Cowley has produced a few local newsletters. The vast distances involved are of course a problem so our few members in Australia cannot easily get-together. Thanks anyway Gordon for keeping the Ford Sidevalve flag flying. I keep hearing of a good number of 100E's (and Mk 1 & 2 Consuls/Zephyrs) in New Zealand, but we do not have any members there. Can someone put a message in a bottle at Surfers Paradise and throw it in the Pacific!



H. Hartley. E830

King Pins for 8's & 10's *an apology from Steve Waldenberg.*

A number of members are waiting for king pins from me. I have these made by a friend in the engineering who does them really as a favour.

Due to his receiving a huge order from Germany earlier this year, paid cash with order no less, he has had to devote all his workforce to this order, consequently yours truly has had to wait for his king pins. I am assured that very soon he will be able to complete the order, and as soon as ever possible, I will despatch them to those of you who have patiently waited for them for months. If you need a set, they will be available at £5.65 post paid. I also have some in stock for V8 Pilots at £6.25.

Club Stores include complete Y type exhausts, lots of track rod ends for 8's & 10's, vacuum wiper units, V8 distributors, some split valve guides, loads of 6v bulbs, plenty of 93A & 100E hoses etc. Contact me if you need parts.

SCOOP PURCHASE!

The club has been able to obtain a small number of Ex.RAF **E93A** engines. One is new and is available for £120 the rest are slightly used. They were intended for winching barrage balloons thus they do not have a clutch but do have a flywheel and starter ring gear. The used examples are £60 each and are in what appears to be workable condition. You may find practically no wear in them. They are available through Steve Waldenberg who would have to collect them from where they are stored so do please order in advance.

A few members have been to visit me at home over the last few months, and of course you are always welcome to drop in. My place is not easy to find, nor am I in the Leeds telephone book as my number is XD. So for those who wish to contact me my number is Leeds 677371 (home) or 34146 (work) and my place is not far from the A61 Leeds - Harrogate road. Turn left at the traffic lights-sign says Adel. Look for a street called The Fairway and go down it keeping left all the way into Winding Way. You can't miss number 39, there's bound to be a Ford Sidevalve parked there (or a Jowett Javelin, but we wont mention that!). I hold the Club 93A spares and I also have quantities of my own 100E stuff which I may be able to spare.

Re-use those 93A drag links

Members with most types of 8 & 10HP vehicle will be interested to hear of a useful modification to the drag links, which are not easily obtained and which are of little use when the cast on ball joints have worn out. Cut off the old ball joint and thread the shaft to take the TRE from an early Mini (QR878) other types may do, but the Mini ones fit the tapers on the steering joints exactly. Fit the new TRE on to the threaded shaft and adjust the length to suit the car. This has worked out fine on Dave Fountains Y type.

The club has managed to obtain a few drag links, both the cranked and straight variety. They are in Leeds stock at £7.50 each. Also available from Club stores are some E83W TRE's, 107E hoses and many other items. Contact Steve Waldenberg for these bits and also Clubs 93A spares.

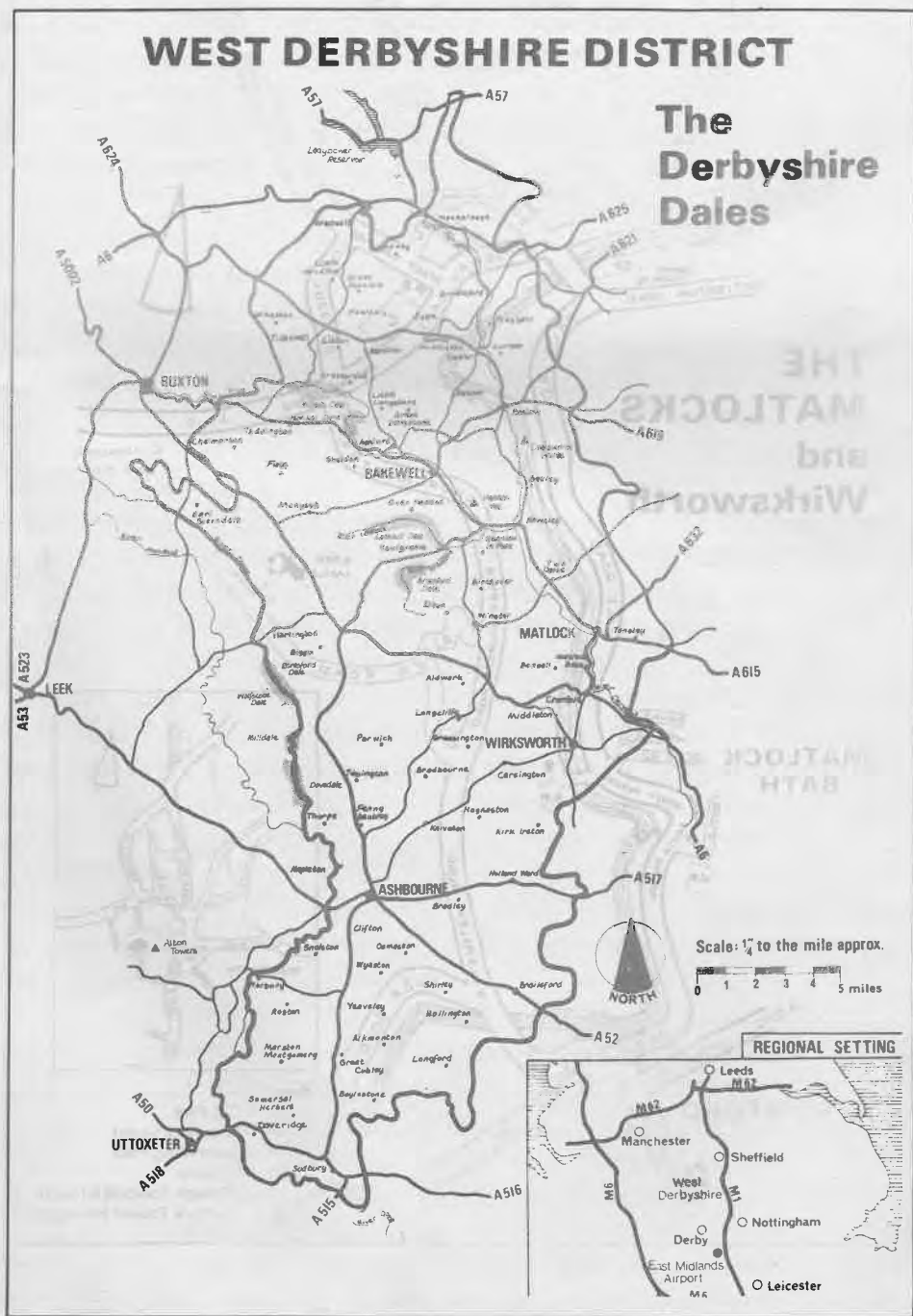


Here she is, the club's E83W. Dave Cobe and I went down to Nottingham to collect her in May. Here it is photographed on the transporter at the steam pumping station where she was kept for some years, unused. The roof blew off along the M1 ! so that has also to be replaced. I will be getting some leathercloth roofing for her, cheaply I hope from a friend who is an upholsterer. The chassis needs scraping but appears quite sound and the rear doors really need replacing, any one got a pair ?. Hopefully with Chris Rogers taking charge of restoration she should be on the road for September.

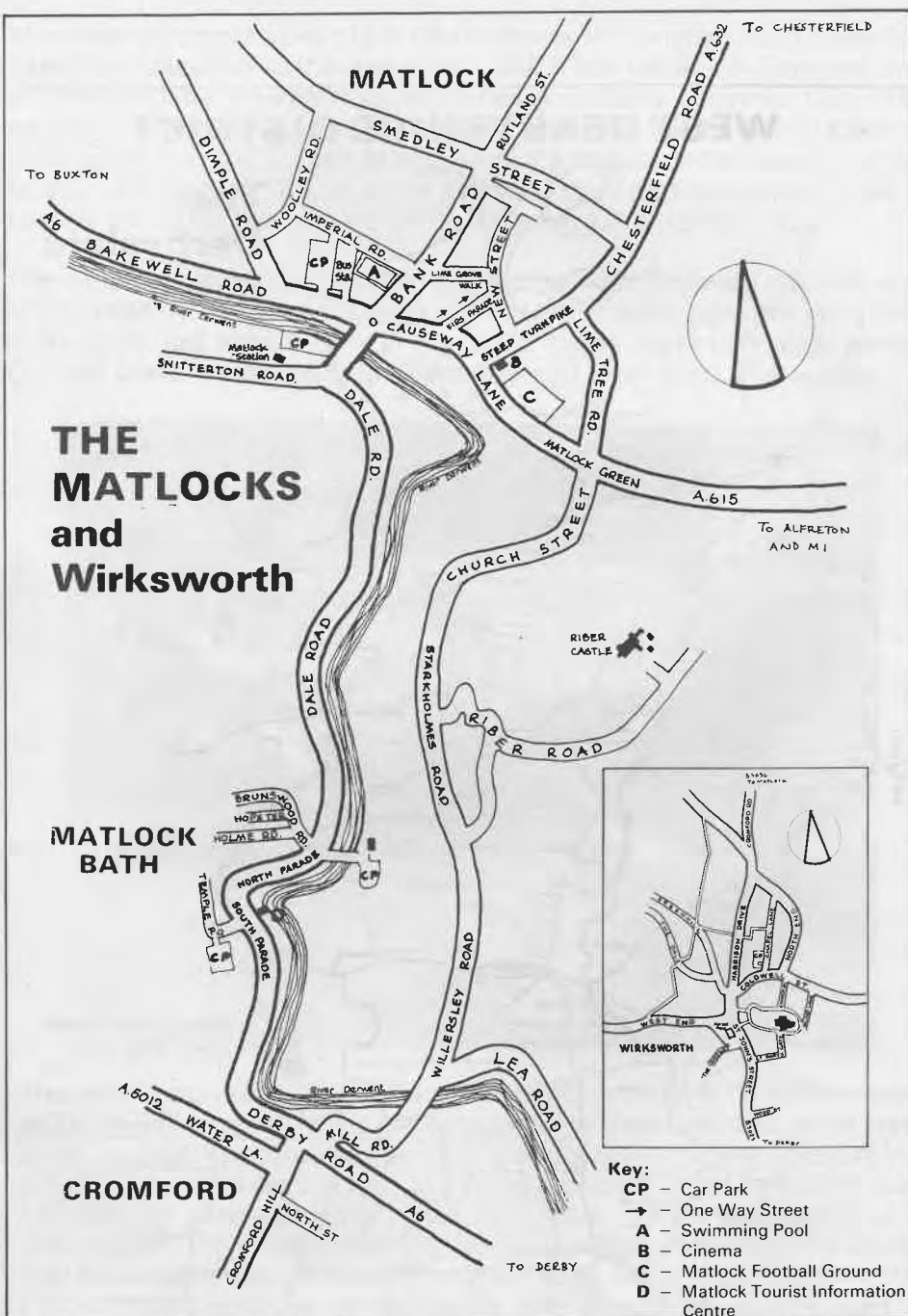
Sidevalve Supplement for 1980 Rally

WEST DERBYSHIRE DISTRICT

The Derbyshire Dales



THE MATLOCKS and Wirksworth



MATLOCK BATH



- Key:**
- CP - Car Park
 - - One Way Street
 - A - Swimming Pool
 - B - Cinema
 - C - Matlock Football Ground
 - D - Matlock Tourist Information Centre

The Club's 10th Anniversary

1980 sees the 10th anniversary of the foundation of the club. From small beginnings in London when a few owners of 100E Fords got together the club has grown into one of the largest one-make clubs in the country. With that in mind, your editor and northern organiser thought it only appropriate that something special was undertaken to mark the occasion.

I am planning a **weekend rally** in the Peak District on May 31st June 1st 1980. We have booked the New Bath Hotel in Matlock Bath for both the club's AGM in the late afternoon and a dinner and dance in the evening. The Sunday will see us gathering in the grounds of the New Bath Hotel prior to a short drive to the Tramways Museum at Crich, where we will hold a National Sidevalve Day. Following a visit I made to Matlock a few weeks ago, I have negotiated a special rate for members wishing to stay overnight at the New Bath Hotel. It is a 4 star establishment, see page in magazine describing its facilities. The dinner and dance will cost £5.50 per person (children under 12 half price) wine included with meal. This is to be booked through me directly. Bed and breakfast will cost members £24 for a double room, children sharing £2.25 each. To stay please **book direct with the hotel** mentioning that you are a member of this club. The hotel has a baby-listening service for those with youngsters and we may be able to use a side room for those too young to attend the dinner with their mums and dads. Elsewhere in this edition I have printed a list of other hotels in Matlock Bath for those not wishing to indulge themselves at the New Bath !

The National Sidevalve Day at Crich Tramways museum will take place on the Sunday (1st June). Entry will cost £1.50 for car and driver, **payable to the club** at the time of sending me your entries and 80p for each passenger (children 40p) **payable at the gate**. Entry costs will include a tramride and entry to the tram museum etc.

Seating for the dinner and dance will be limited to 200 persons. Therefore, can I please ask you to advise me before

New Bath Hotel

About the Hotel/Accommodation

The New Bath Hotel is beautifully situated in five acres of private landscaped grounds overlooking the Derwent River, and is a mixture of old and new styles. There are compact rooms and family rooms in the original building, also studio rooms in the modern Garden Wing, making a total of 57. Each has a private bathroom, television, radio, telephone, also tea and coffee-making facilities. There is parking for 250 cars.

Restaurant and Bar

The Lamp and Seam Restaurant seats 80 guests in comfort and is attractively designed with mining decor features. The interesting stone wall treatment and archways lead through into pleasant dining alcoves. At night, the room glows with soft candlelight. Local spinning is the theme of the Spinners' Bar – and its walls are hung with prints depicting the growth of the industry.

Open-air swimming pool



Spinners Bar



Indoor plunge pool





Double Bedroom



Lamp and Seam Restaurant

Leisure Centre

For guests or conference delegates the New Bath Hotel has its own leisure complex for complete relaxation. True to its name the hotel was built on the site of a thermal spring discovered in the late 17th century. The naturally heated spring (temperature 68°F), feeds both the open-air swimming pool and the indoor plunge pool which is linked to the Sauna. There is also an outdoor, hard tennis court.

Finnish Sauna Bath



*mid December if you wish to come, enclosing a deposit of £2 per person and SAE. The balance will be payable in March 1980. If in-sufficient numbers book, then your deposit will be returned and I will be a very disappointed man. Whilst I realise that this event will cost a few pounds, the club is subsidising the event heavily and it is after all a special occassion. I hope that as manmy of you as possible will attend both the dinner and dance (ie 100 members plus wives/husbands/girl-boy friends) and that every member will attend the national Sidevalve day at Crich. This event will take the place of the two regional Sidevalve days. **Start saving now!!!***

Steve

A new source of Ford spares.

I have been in touch with **P.H. Walford**, [REDACTED] who informs me he has many tons of spares for our models. Please mention the club if writing to him.

LOWEST MILEAGE

John Dixon of Kendal wrote to us in February telling of his E493a with **7707** on the clock. Unfortunately it had been stood around many years, some in a scrap yard where damage was done to the tops of the doors due to its being lifted about with chains. He desparately needs interior door surrounds (bakelite) especially l/h front, part number E93A 7320911. If any member can help please contact John at [REDACTED]



Accommodation list supplied by West Derbyshire District Council 1979

Abbreviations: Br Private bathroom in room
 HC hot & cold water in room
 Gr ground floor rooms
 C children welcome
 RL Residents lounge
 P parking space
 D dogs accepted
 L Licensed
 F Fire certificates held.

Prices listed are for 1979 season. price is for B&B
 MATLOCK BATH.
 Midland Hotel. £5 HC.RL L D C P F

New Bath Hotel £10.50 - 16 Br C RL L D P F RAC4****

Rose Cottage £5 HC C RL L

Royal Museum House on app. HC C RL L P F

Temple Hotel £8.50 HC C RL P

Mrs. Ward £4 HC C RL P

Further information on this area may be obtained from:
 The Tourist Information Office [redacted] Ashbourne, Derbyshire.

There are also camping sites and Youth Hostels in the area.



Matlock Bath

FELICITY GOES TO MAIDSTONE

Having found Felicity in excellent condition at the end of August, she looked as though she needed little more than a thorough clean up to remove the grime she had collected through standing in the open air for about two years. However, on closer inspection it soon became obvious that some hand had been at work in an effort to obtain greater starting efficiency and instead of the usual standard 6v battery, a heavy duty one had been substituted. In order to fit the monster under the bonnet, the central plate, which divides the tool box from the battery has been hacked away and the additional weight was slowly buckling the battery shelf as it was rather thin, due to corrosion. Down the front of the bulk-head the paintwork was flaked and peeling, where, at some time, a lot of acid had spilled over it. An attempt had to be made to find the correct plate and fit it.

Eight days before Side Valve Day, I was lucky enough to find in a breaker's yard, on top of a mountain of scrap vehicles, a very rusty, smashed up PERFECT body shell. Endangering life and limb I was able to remove the plate it still contained using a mallet and an old wood chisel. It had a large hole cut in the top of it, which had to be repaired. I carried my prize home in triumph - sorry, PERFECT. My troubles were not over. On the way home the exhaust fell off - b---y h--l, or words to that effect. Despairing of being able to get one in time I was "distrout" to put it mildly, but - fortunately my Uncle from Birmingham phoned that night to say he was coming up in a couple of days time, so I explained my plight and pleaded with him to try to find a new exhaust for me. He did! and carried it on his mini roof rack. Fortunately I had a proper size 6v battery and cradle on stock and set to work to fix these in, however, the engine room of the car was extremely tatty and it seemed ridiculous to replace the battery etc without tidying up the rest; especially as I wanted to put up a good show at Maidstone.

Off came the bonnet, then the grille and out came the engine. The plate was repaired and fitted and the bottom of the battery shelf strengthened.

At this point the weather turned decidedly nasty and it rained and rained and rained. Perhaps I ought to mention at this point that I was working outside, as BLUEBELL my faithful 1954 103E was occupying the garage, where she had lived for the past twelve months.

Wrapped in oilskins, I carried on undaunted, a SPOT!!! of rain wasn't going to stop me now. All flaked paint and rust had to be removed from under the bonnet using "wet and dry" and believe me, nothing was dry. Time being of the essence, mother was "encouraged" to lend a hand, and being as mad as I am about Felicity (she bought her anyway) she "agreed"! complete in anorak and too large oil skin trousers. We worked through daylight and dark to get the work done and by the Wednesday (4 days before SVD) the

weather cleared, became dry and warm and I was able to re-spray the engine compartment and the under side of the bonnet. Just as I checked the paint had dried, the heavens opened up again. The Gods must have been smiling on me for a while. Between spraying coats of paint I had wire brushed and painted the engine and later that night with the help of a sympathetic neighbour the engine was hastily refitted as the weather worsened.

On Thursday, the starter, dynamo, hoses and pipes, distributor etc were all thoroughly cleaned, painted and refitted, and I began to have some hopes of being able to leave home on Friday evening and travel to Beaulieu to see the National Motor Museum on the Saturday before making for Mainstone.

On Friday evening the new exhaust was fitted and it was only then that it was found to be for a Popular, although the front part fitted, the tail pipe was four inches short, which means cutting a piece out of the old one and joining it up. Then I found a petrol leak by the side of the chassis (underseal has been washed off) so this was botched up with a piece of clear plastic pipe.

Hooray!, we were ready for the off, BUT SHE WOULDN'T START. Stuart, my travelling companion helped me to check everything, but we could not pinpoint the cause and decided to try a "bump start". This is no easy task, as we first had to use the starting handle to wind the car in reverse out of our steep driveway. As the car was rolling out of gear, with the clutch up, terrible noises came from the gear box. By this time it was 1.30 a.m. on Saturday morning, the torches had dimmed to an insignificant glow. Exhausted, frustrated, wet and patience shattered, there was nothing for it but bed, sleep until daylight and start again.

I was up with the sparrows, and after a quick telephone conversation with my friendly, neighbourhood garage proprietor, (who served his time on this kind of vehicle in the 50's and still remembers one or two useful bits of information) he suggested that in the haste of putting the engine back in, the centre of the clutch plate might have been twisted. Stuart and I decided that rather than take out the whole engine again, it would be easier to drop out the back axle and gear box to get at the clutch plate. We did not want to dirty the cleaned and polished engine. Quickly, we undid the 10 bolts, removed the axle and gear box and the offending clutch plate. We placed it on the turntable of my record player, switched on and watched. My mechanic friend was proved correct, the plate was twisted to between $\frac{3}{4}$ " and $\frac{1}{2}$ " out of true. I was able to fit a new one from stock, and the gear box was refitted. Alas! more trouble, a bolt sheared and we had to take out the gear box again to remove the broken bit. Third time was lucky and the gear box was O.K.

Whilst all this was happening, friend Ray, a whizard with electrics arrived from 8 miles away to sort out the starting problem. In the dark I had set the points up on the wrong lobe on the distributor, so that they wer just closing instead of opening. (TWIT).

Felicity roared into life with the body still blocked up. We checked the gear box and clutch, and all was O.K. at last. In went the back axle and our last job was to rob BLUEBELL of her brand new 450 x 17's as the 16's on Felicity were rather perished.

SATURDAY 4.30 p.m. All ready. By 5 p.m. Stuart and I were bathed, changed, packed and on the road.

The journey to London was uneventful, then we got lost and ended up in a back alley behind Fleet Street, where men were loading vans with Sunday papers. We got directions for Maidstone and moved on, arriving on the forecourt at Haines' at 5 a.m. and promptly fell asleep. We were wakened about 8 a.m. by Mr. Dave Martin and treated to a most welcome cup of coffee.

After that we set about putting the finishing touches to Felicity, first of all bolting in the front grille, which had travelled over 300 miles held in by only 4 bolts, the rest being in a plastic bag on the dash board. We then applied some spit and polish until the next enthusiast arrived at about 9.30 a.m. in his maroon 100E PREFECT to whom at the end of the day we were most grateful for leading us back to London.

We thoroughly enjoyed the day, meeting and chatting with fellow enthusiasts, including the furthest travelled member from the U.S.A. the one member I thought I would never actually meet!

THE HOMEWARD TREK

The journey home was dogged by ill luck. We lost speed climbing hills and the engine was generally sluggish at slow speed. We had deliberately not travelled in either direction by the motorways, because of the possibility of having to cope with heavy traffic and possible high winds. Also the Service Stations on the A1 are much closer together should we need them. Just after dark we had to stop under some lights and re-timed the engine thinking this might have slipped, but the situation did not improve. All through the night I nursed Felicity along and eventually turned off the A1 at Wetherby in North Yorkshire to take a more direct route to Cockermouth.

On a hill about three miles North of Ilkley she petered out and stopped. It was about 1 p.m. on a Monday afternoon and raining. This time we were able to see through the botched up plastic pipe that petrol was not reaching the carb., and we surmised that the trouble was in the pump. We hitched a lift back to Ilkley to find a repair kit, to no avail and hitched back again to

Felicity and dismantled the pump only to discover that this was not the problem. However, the plastic pipe had moved towards the exhaust and as a result the petrol was evaporating through the excess heat in the engine having built up while climbing the hills. In addition the radiator had boiled and rusty water had showered all over our beautifully shiny engine. By the time we discovered this the engine had cooled and we were able to get away again.

We chugged on to a point near Settle where we came to another steep hill. By this time we had run into fairly thick fog. At the bottom of the hill we passed a lorry crawling in bottom gear, which was scarcely visible. Just short of the top of the hill Felicity had had enough and petered out and stopped again. Realising the lorry coming up behind would probably not see us, Stuart raced to the top of the hill where there was a garage and asked for a tow to the top. We just got onto the garage forecourt when the lorry rumbled past. PHEW!!

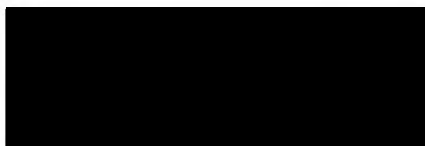
With difficulty she started again and off we went. At Stavely, about 30 miles from Cockermouth we telephoned for assistance, thinking we would need a tow over Dunmail Raise. Mother and Stuart's Dad came out to meet us, but due to memorable "double-de-clutch", (we still talk about it!) into bottom gear at 20 m.p.h. to keep the engine revs high, we made it and spluttered home under our own steam. Time, about 7.30 p.m. on Monday.

On the Tuesday night, my friendly, neighbourhood mechanic did a compression test and found that three cylinders didn't even move the needle and the other one registered only 5lbs out of 107lbs. Verdict - burnt out valves owing to too rich a mixture from the newly fitted carb., which in the haste to get away and all the other troubles we forgot to adjust properly. (He still doesn't know how we got Felicity home with no compression.)

The following week-end repairs were carried out. A new set of valves and springs bought at Side Valve Day for £17 were fitted, and the engine re-cleaned to remove the rusty water marks.

Felicity is once again in perfect running order and in everyday use.

In spite of all the problems she had a great time and is quite determined to see you all again in 1979 - hopefully with BLUEBELL for company.





Beaulieu, Hampshire, SO4 7ZN. Telephone Beaulieu | 0590 | 612345

7 June 1979

GNG/ng/lib

Dave Watson Esq,
Secretary,
Ford Sidevalve Club,



Dear Mr. Watson,

We are preparing a book entitled *Historic Cars on the Road* which will consist of a series of road tests of typical cars from 1900 to 1940. For a late 1930s family car we would like to use a Ford Eight, Ten de luxe or Prefect, and wonder if you could be so kind as to give us names and addresses of one or two owners of such cars who will be willing to lend them for the test. This would not occupy more than half a day, and would be conducted by one of our three testers, all of whom are well known and experienced motoring journalists.

As all our testers are based in the South of England, we would like the cars, if possible, to be located in this area also.

Looking forward to hearing from you.

Yours sincerely,

G. N. Georgano
Head Librarian

*World Some Volunteers
Please contact Beaulieu
direct - Steve*

A COMPREHENSIVE GUIDE TO FITTING A FOUR SPEED GEARBOX TO THE 100E
prepared by Dave Barlow.

STAGE 1

There are two alternatives :-

- (a) Get a Bowden alloy bellhousing adaptor. This is the easy way, if you can get one.
- (b) Make a bellhousing yourself, you need -
 - (1) 105E Bellhousing
 - (2) Scrap 100E gearbox
 - (3) $\frac{1}{2}$ " steel plate approx 6 x 8

Remove the gearbox from the car. Remove 100E gearbox innards, cut bellhousing from box, $\frac{1}{2}$ " from back of bellhousing and mill flat. Cut the backplate from the 105E bellhousing and mill to a flat plate $\frac{1}{2}$ " thick.

Bore hole through steel plate to suit spigot of gearbox.

Drill four holes thru 105E backplate into the steel plate, counter-sink them to enable plate to be bolted thru 105E backplate and onto the gearbox,

105E bellhousing plate now positioned onto 100E bellhousing using a locating bush. Drill three equally spaced holes, c/sink back plate, use c/sk bolts and nuts to link steel plate to bellhousing. The whole assembly can now be bolted together using c/sk allan-headed screws. (re-tap holes in 105E gearbox to 12mm if Whit. screws are not available).

STAGE 2

The clutch thrust race must be altered to fit 105E gearbox and to take the 100E clutch fork. The thrust races of both are separated with a drift and a hammer. The internal bearing of the 105E and the external section of the 100E are combined.

It is a good idea to feather in the oil groove inside the thrust race to ensure that it cannot stick if the clutch is displaced too much.

STAGE 3

The 100E clutch mechanism is retained but a 105E clutch plate is required, to accommodate the different centre spline of the 105E. The clutch may need to be turned out slightly to accommodate the larger centre of some 105E clutch plates' internal steel centres.

STAGE 4

Cut out the gearbox mounting plate from the tunnel. Cut out panel from floor tunnel to take new gear lever. Remove gearbox selector plate. Offer up new gearbox, backwards then upwards. Refit 100E clutch cylinder. Using 105E gearbox mounting plate and new gearbox mounting support rear of box, using bolts through the car floor with 1" square tubes as spacers.

STAGE 5

PROPSHAFT - you need 100E prop and 105E front end. Offer up 100E prop, measure and cut front end to correct length. Take 105E front u/j and either burn off old 105E prop or turn off metal until the u/j will fit tightly on the propshaft. Weld and fit to car.

STAGE 6

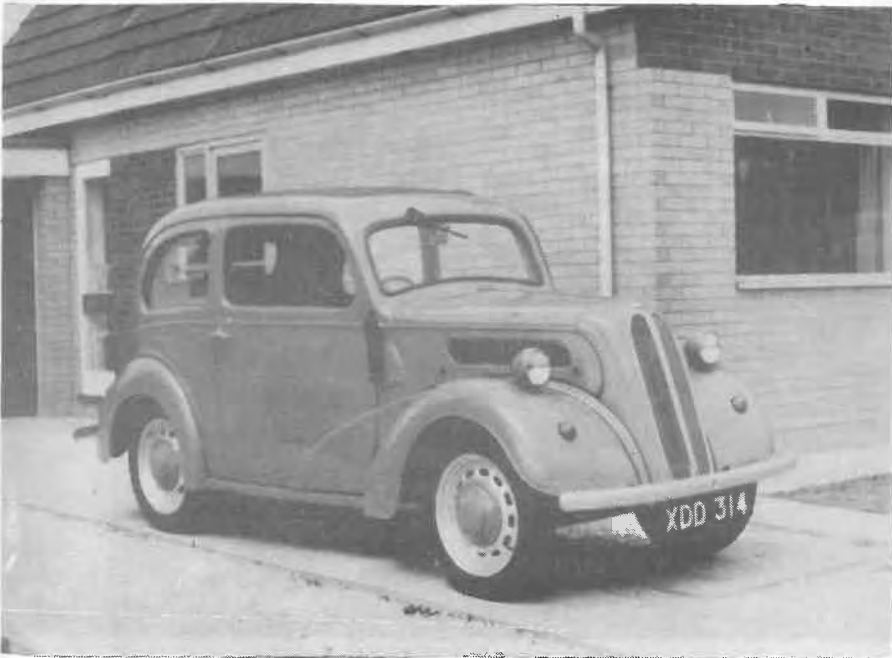
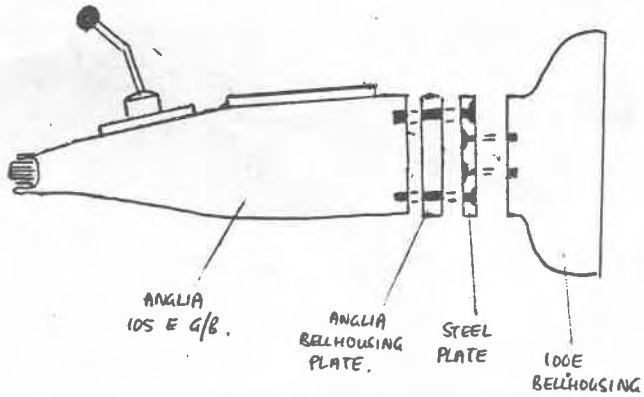
Finishing touches. Make new tunnel cover, refit selector plate and gear lever. Fit 105E speedo cable to original clock. Test drive..

SHOPPING LIST.

105E Anglia gearbox, mounting plate, thrust race, clutch plate, gearbox mounting, speedo cable and propshaft. Check parts carefully if you get these from a scrap yard. No point sweating over this conversion only to find that the gearbox is u/s. You will also need a scrap 100E box and nuts and bolts and the use of welding and milling tackle..

Dave writes that he has covered many miles since converting his 100E to 4 speed with no trouble. Hill climbing is much improved. He also offers his further advice with this job should you wish to contact him. Contact him at 63 Grosvenor Road, Ettingshall Park, Wolverhampton WV4 6QX.

Diagram



D. Fletcher's 103E only 20,000 miles from new and in immaculate condition

Members with 103E may be pleased to learn of the production of a very detailed metal model of a 103E by **Somerville Models**, [redacted] see photo above. Deliveries will commence in July or August and the cost of the kit is £7.95 or assembled £14.50 +50p p&p. Kits delivery 2 weeks, assembled 6 to 8 weeks. As a special offer to Ford Sidevalve Club Members, Somervilles are willing to produce assembled models with members' own registration number for an additional £2.50. Colours available presently are black (of course) and the original blue that Pops were available in at some time.



Finished, painted model.



unpainted >
kit of parts v



Northern Sidevalve Day.

Classes envisaged.

1. 1932 - 39 8 & 10HP cars and vans
 2. Post war (1945 - 1959) 93A types, cars & vans
 3. All years V8's
 4. 1953 - 1962 100E / 300E / 107E
 5. Specials, Ford based, all years.
 6. Customised Fords of all types (Street Rods &c.)
- Class 6 is a new innovation. Cars must be based on 93A types or 100E and degree and quality of customising will be judges criterion. We hope to have a judge familiar with this type of car.

There is also the trophy, "Top of the Pops" for the overall best 103E Popular. Last years winner was Nick Batson from Hull.

It happened to me.

A tale of woe from Steve Waldenberg

My 100E recently developed a nasty knock, not unlike the sort of sound made when an exhaust system is about to fall off. She was clattering and banging something terrible. The exhaust seemed sound, it was after all stainless steel, although the tail pipe had split where it goes over the back axle. So, I changed the system which had been cobbled up anyway from various parts, for a genuine 100E mild steel system. No improvement! What could be wrong? Loose front suspension, broken spring shackles..The list seemed interminable. However, an old garage hand suggested we check rear engine mounting. So over the pit and check. What we discovered was amazing. A pebble had lodged in the front U.J thus effectively stopping the flexibility of the joint. This had worn around the nose of the prop shaft causing the front end of it to work loose. Thus the whole prop was loose. Yet the old girl kept on running (after a fashion). Shows that old Fords keep going when others have stopped. Clear the obstruction and re-weld the U.J and she was as right as rain.

Unfortunately, next morning on the way to work, I rammed an Escort on a roundabout, smashing my front grill bumper and denting the front panel. So the 100E will once again have to be off the road. Any offers of a decent Prefect grill and a fluted type bumper would be welcomed as I am now stuck for spares and she will look rather naked without.

CLASSIFIED ADVERTS

SWOP pair of 1932-33 Y type lenses for 34-37 Y type front bumper.

Keith Button, [REDACTED]

FOR SALE '56 100E Anglia. IMMACULATE THROUGHOUT, fully re-built, rust-free, exceptional paintwork, radials, Stromberg Carb., new carpets, soundproofed, HRW., dual wiper tanks (still keep going when the rest have stopped!). Sale due to unfortunate financial circumstances. First to see will buy at £395.

Allan Wesson, [REDACTED]

Telephone Bishop's Cleve 4488.(Car garaged near Oxford).

WANTED rubber gear lever gaiter and petrol filler surround. Address of someone prepared to make and fit a headlining.

Bruce D Palmer, [REDACTED]

FOR SALE June 1959 103E. Rebuilt engine 3000 miles ago, genuine 60,000 miles from new, resparayed in original Ambassador blue, fantastic condition throughout, completely original. Working semaphores, 6v electrics. Plenty of spares incl. 12 spare wheels, starter, dynamo, kingpins etc. Genuine reason for sale. £600.

S.A. Donovan, [REDACTED]

WANTED dashboard, rear seat & running boards for E493A; front inner wings, headlamps, rad, front grill and Anglia badges for Anglia E494A. Also need rear wings for E04C 5cwt van.

Bill Ballard, [REDACTED]

WANTED Aquaplane head for 100E, Murray or sim o/drive, set of good bumpers for 100E, ext. sun-visor.

Dave Barlow, [REDACTED]

FOR SALE 100E Escort estate, 1958 but M regd following import to UK from IoM. Good body, engine recond. 6 months ago, but gear selectors now damaged. Best offer secures.

Ms.M. Bradford, [REDACTED]

FOR SALE 1960 100E Pop. Excellent cond; recent new engine, g/box MOT'd taxed. To good home only £375.

Philip Fewson, [REDACTED]

FOR SALE 1959 100E Anglia in reasonable condition; 4 months MOT. Engine smokes & rumbles. Well worth restoring and only £120. Dave

Cobé, [REDACTED]

100E exhaust systems £12 complete. 100E head gasket sets (copper) £5.50., some sump sets left at £3.75. 107E handbrake cable £3.50 Illustrated 93A types parts lists £2.50 etc., etc., Steve Waldenberg, 39 Winding Way, Leeds LS17 7RG. I can still get 100E front strut (need old ones returning first), brake cylinders, TRE's other steering parts. Many bits getting hard to obtain. Suggest you order those bits that wear out **now** whilst you can still get them. Dont look around in dismay in 3 or 4 years time and start trying to buy parts. Get them in now if you intend keeping your 100E on the road. Pistons also available but getting pricey, last set cost me £24.00. Mark Jackson is official club 100E spares sec., but I do have various parts both of Club Stores and my own available in Leeds.

Various engine parts 93A and 100E

Also completely re-cond 93A engine and g/boxes etc. Lot £50.00
W. Dickens [REDACTED]

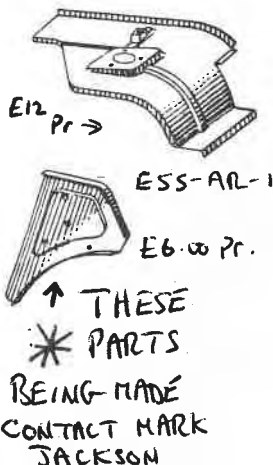
For Sale: 1958 100E Prefect. Recent new engine with shell big-ends, Wooler conv. 4speed box; 5½J's with radials. Re-undersealed, seat belts. Recent **new top suspension mountings & bearings** brakes & clutch re-lined.. Full MOT vgc. £295 ono.

John Hopkins, [REDACTED]
office hours.

These are the 100E body parts that the Club is to have fabricated, provided we can get 100 orders. The parts are £12 & £6 per pair. Contact Mark Jackson if you would require them.

Girlinging brake dust covers. These have been requested frequently. Rear sets are now available per Steve at £1.00 per pair. The club is ordering a supply of the front ones from Girling. Club news will give you details when they are available.

Wm. Jagger of [REDACTED] has lots of 100E body parts (s/h) to clear from his garage. Some free to callers. Please contact him if you need any parts.



If the entry form for Sidevalve Day is not in this edition, please contact me (Steve) right away for one. Entries please before August 18th. Entries on the day could cause problems with it being in Harewood; so please book in advance.

Telephone 0254-830343

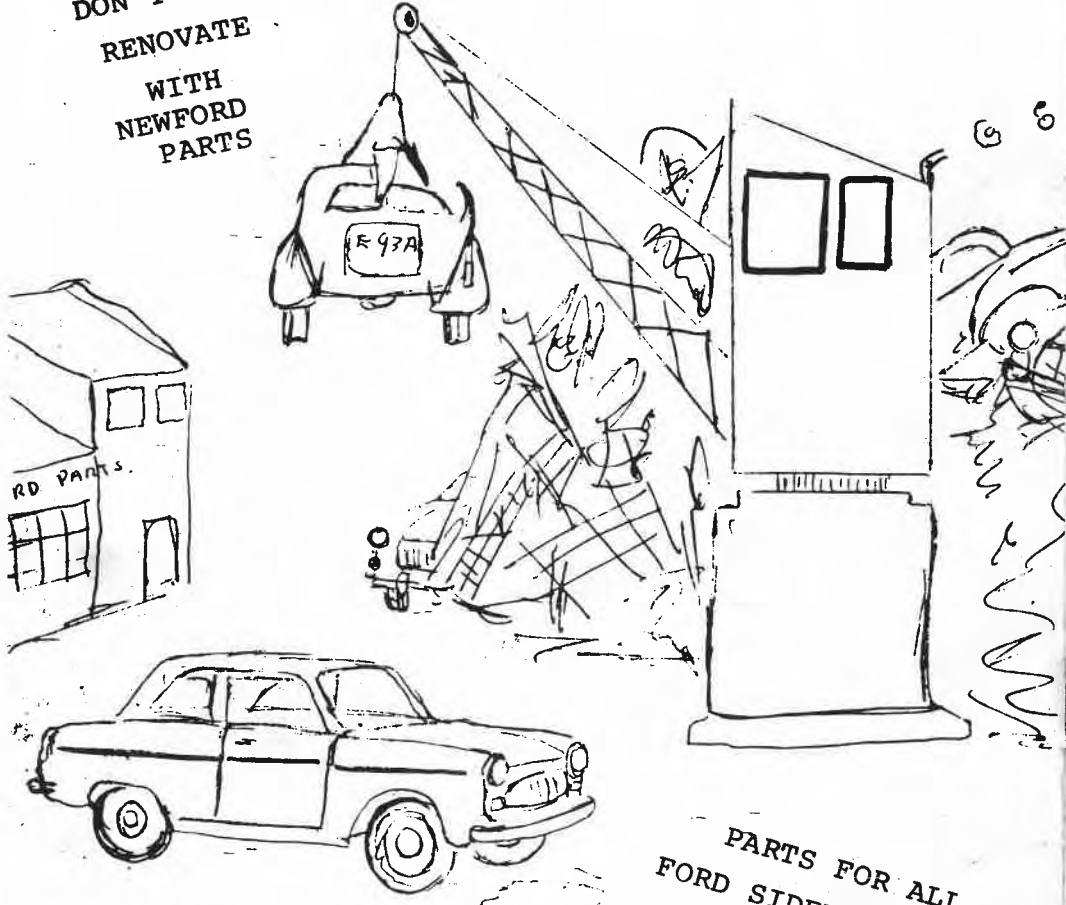


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100E