

# SIDEVALVE



December  
1981



A Merry Christmas to the Members  
of the Ford Sidevalbe Owners' Club

## LOCAL GROUPS

### **PRESIDENT**

Bill Cooper, Esq. - World authority on tuning and racing 100Es.

### **JOINT VICE-PRESIDENT**

David Burgess-Wise Esq. - Chief Historian, Ford Motor Company.

### **JOINT VICE-PRESIDENT & FOUNDER MEMBER**

Roger Palmer Esq.

### **GENERAL SECRETARY**

Dave Laxton.

### **TREASURER**

Position vacant - refer to General Secretary.

### **MEMBERSHIP SECRETARY**

Karen Waddington.

### **PUBLICITY OFFICER**

Jim Norman.

### **'CLUB NEWS' EDITOR**

John Skinner.

### **'SIDEVALVE' EDITOR & NORTHERN REGION ORGANISER**

Steve Waldenberg.

### **CLUB EVENTS CO-ORDINATOR**

Terry Armitage.

### **CLUB BOOKS & REGALIA**

Yvon Precieux.

### **TECHNICAL ADVISERS**

ALL 8 & 10hp MODELS

John Charlton.

100E/107E MODELS

Jim Norman.

### **SPARES SECRETARIES**

Y & C MODELS

Graham Game.

ALL 8 & 10hp MODELS

Steve Waldenberg

Position for a second spares secretary vacant

100E & 107E MODELS

Steve Myers.

Southern area spares sec. also wanted.

### **MODEL REGISTERS**

Y & C

Registrar: Graham Game

POPULAR

Registrar: Bruce Palmer.

Sales: Andy Main.

100E

Registrar: Mel Smith.

107E

Registrar: Dave Simpson.

E83W

Registrar: Howard Stenning.

SPECIALS

Registrar: Barrie Dunford.

When writing to the club please quote your membership number and enclose a SAE if you would like a reply (Internation Reply Coupon for overseas members).

### **Bristol**

FSOC members welcome at meetings of The Classic & Historic Motor Club every 1st Wed. at the Midland Spinner, Warmley and every 2nd Thursday at the Miners Arms, shipham, Nr. Cheddar.

### **Chilterns**

Mike Furse.

Every 2nd Sunday 12 noon at The Gate, King's Ash, Nr. Wendover. NEW LOCAL GROUP.

### **Devon (South)**

Neil Crook. Write for details or Tel.

### **Edinburgh**

Charles Horne.

Write for details or NEW LOCAL GROUP.

### **Essex**

Martin Babb.

Every 1st Wed, 7.30 p.m. at The Plough, Hutton.

### **N. Humberside**

FSOC members welcome at meetings of the YTCC, every 1st and 3rd Sunday 7 p.m. at The Triton, Brantingham.

### **Kent**

Roy Hull.

Every last Wed, 7.30 p.m. at the Rose and Crown, Wrotham.

### **London (Central)**

Tony Sykes.

Write for details or tel.

### **London (SE)**

Yvon Precieux.

Every last Thursday 8 p.m. at The Grove Taver, Dulwich (on A205).

### **London (NW)**

Jan Musgrove.

Every 3rd Wednesday at The

### **Middlesex**

Dave Tobias.

Contact for details.

### **Merseyside**

Mark Prescott.

and Arthur Modlin. Every 3rd Monday. 8 p.m. at Mersey View, or nearest pub if you all turn up!

### **Northamptonshire**

Danny Moody.

Tel. N. Every 1st Thursday at the Griffins Head, Mears Ashby.

### **Nottingham**

Barry Draycott.

Every 1st Wednesday 8 p.m. at the Crown Inn, Beeston.

### **Norwich**

Anne Thompson.

Every last Sunday at The Pineapple, Bracondale, Norwich.

### **Surrey**

Tony Russell. Tel.

Every 2nd Tuesday 8.30 p.m. at The Parrot Inn, Shalford (nr. A281).

### **East Sussex**

John Norris.

Every 1st Wednesday 7.30 p.m. at the White Hart, Catsfield.

### **West Sussex**

John Skinner.

Every 3rd Wednesday 8 p.m. at the Red Lion, Ashington on A24).

**Wales (South)**

Phil Williams, [redacted] Write for details or Tel. [redacted]

**Worcester**

Dave Prosser, [redacted] Contact for details.

**North Yorkshire**

Martin Hatfield, [redacted] Every 1st Sunday 11.30 a.m. outside the Black Bull, Northallerton.

**West Yorkshire**

Steve Waldenberg. New venue to be arranged.

**Australia**

Gordon Cowley, [redacted]

**Dublin**

Pat Hemphill, [redacted] Every 3rd Tuesday 8 p.m. at the Deerpark Lounge, Harlech Gr., Dublin 14.

**The Netherlands**

Johan van den Berg, [redacted]

*If you would like to be the local contact for the FSOC in your area and organise local meetings please write to Gen. Sec.*

offered to take over. We wish John well, he is now concentrating on organising the southern area of the club and we welcome Dave to the fold. As Dave lives in the centre of the country those of us north of Watford Gap won't have to travel so far to committee meetings. At the time of writing, we still need a treasurer, surely there's someone out there who is sufficiently knowledgeable of simple book-keeping who will take on the task. We also need southern area spares secretaries. Roy Hull and Mark Wooster have had to cease operations due to pressure of work. Steve Myers and myself don't mind too much handling all the club spares, at least we will be able to keep tight control over it, but those of you in the south who urgently need small items will suffer.

The year end is up on us, that means that subscriptions are due. In view of the fact that many members may be a little hard pressed due to the prevailing state of the UK economy we have kept next year's sub. to the same level as last, namely £6.00. **May I please ask you to renew promptly.** Last year many members did not renew until after the deadline (March 1st) and wondered why they received no magazines after the February news. All sorts of excuses were offered, "I didn't know" "I did not see a renewal form" etc.etc. Well, for the benefit of those who are a little short sighted, **this years form is the yellow sheet in the middle of the magazine.....**

If we can have nearly 100% renewals then the club can safely go ahead with some very important spare parts re-manufacture. Chris Rogers has very kindly volunteered to handle the renewals again this year.

Club membership has now passed to 1500 mark, we all hope that 1982 will see us passing 2000. Many new members join us as a result of finding a club contact card under their windscreen wiper. A sheet of them is included in this edition (I hope) so please do your bit to encourage new members. We now have members in many far flung places of the globe. I am always pleased to receive articles and pictures from these members for inclusion in the club publications, so please get your cameras out if you live in some remote place.

Best wishes for happy sidevalve motoring in 1982  
Steve

**EDITORIAL DECEMBER 1981**

You will have noticed in the October Club News, brief mention of a new club general secretary. This committee change came just as the magazine was due on the presses, hence no further comment was possible. We must now take time and space to thank our previous gen. sec, John Norris for doing a grand job for so long. He took the taks on at short notice quite some time ago and was lumbered with the treasurer's job not long after. John's ill health earlier this year meant that the position was becoming too much of a strain. We were particularly pleased therefore when Dave Laxton succumbed to my persuasion and

# practical CLASSICS

**THE DO-IT-YOURSELF MAGAZINE FOR THE OLDER-CAR OWNER AND ENTHUSIAST**



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## MIDDLESEX COUNTY AUTOMOBILE CLUB CASTROL RICKMANSWORTH TRIAL, SUNDAY OCTOBER 18th.

It was my first event ever and I was the sole FSOC member entered!

My car is a MkI Dellow (1951) and uses the 100E engine with a E93A box.

I was joined by some mates from the Dellow Register (to which I also belong!) and our four Dellow entries were the only Side-valve derivatives entered out of 70 entries.

One car ran on a Ford 8 engine and box with twin S.U.'s, mine was running bog standard as above, the third car was basically 100E with ELVA O.H.V. conversion with twin carbs and finally -the beast a blown 100E with Willment O.H.V. conversion pushing out twice the normal B.H.P. of the 100E!

There are several Dellows in the Register running 1600 O.H.V. G.T. engines but I like my 100E engine too much to change!

Mark Hayward's blown Dellow came second overall - a considerable adicavent considering the competition and the other Dellows were well placed out of the total field.

So there in a muddy corner of England we managed to keep the good old 100E alive and most certainly well that day.

An admirers footnote to the trial was that several cars could not even get to the event without assistance from a friendly TRACTOR!

Not so the Dellows which left several stranded cars waiting for their tow to the start of the section.

I have decided that my car does need some extensive tuning to improve my results and I hope my small ad under parts wanted can help.

### "SPORTING CARS"

As some of you may now know, Collectors Car has now been folded by I.P.C. mags and in-corporated in to Classic Cars.

Phillip Young who edited 'Collectors Car' has now started a new title "Sporting Cars" and I was able to get a feature published on Dellows!

My article starts by praising the trusty old Ford 10 engine and as an executive member of the Dellow Register I shall continue to support the continued use of the Ford 10 running hear in preference to 1600 G.T.!

## SMALL ADS - WANTED

*Trials enthusiast urgently needs the following items to keep Dellow a competitive car in 100E form.*

*Aquaplane - oil cooler / water pump  
Supercharger - to suit 100E  
Willment/Elua - O.H.V. conversion*

*Plus any genuine Dellow parts/into.  
100E Gearbox V.G.C. swap for E93A box or sell £15.*

**PETE SEAROOK**



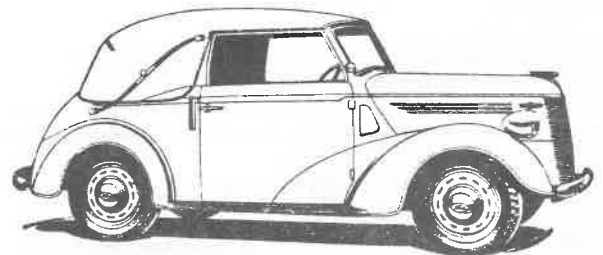
## SIDEVALVE SIGHTINGS

In June we towed our caravan with the 107E to North Wales. About 6 miles inland from Bangor is a village called BETHESOA and on the forecourt of a filling station is an upright Pop which the proprietor has had for a number of years but has not yet restored. Also just as we entered Holyhead on the right hand side is a small workshop with two more uprught Pops. The owner also has a Sidevalve (Ford) powered grass track or hill club vehicle under a load of junk, in a shed somewhere. This very interesting gentleman uses for his daily transport a 50's Morris Oxford/Cowley type which may look standard but don't try and race it, cos it aint.

Also in Bethesda there are two locals using 100E/107E types, one of whom was very interested in the club.

Driving here through Crome we noticed a 100E in a garage for sale, I think £495 was the asking price.

*BILL DAVIES, Middlesborough*



## NOTES FROM THE CLASSIC CAR SHOW, METROPOLE HOTEL, BRIGHTON. 31st Oct. - 1st Nov.

Nice to see so many members coming to see us at the Club Stand at the Classic Car Show. Two Swedish enthusiasts were 'roped-in' as members after telling us they owned an E83W van! Member Rod Hawkins came all the way from Germany and told us about his latest exploits with his E04A (now under restoration) and V8 Pilot. He mentioned that pre-war Sidevalves are still to be seen in Czechoslovakia and this is where some of the German Ford Club people are getting their "Eifles" from. - S/V's across the Iron Curtain - There's an interesting story - hopefully more details soon .....

Also joined at Brighton were another E93A Prefect, and E04A Anglia - both quite local.

The event was a great success from the Club's point of view with a well-sited stand with plenty of space. We had lots of enquiries from potential members - the home counties must be littered with Prefects and 'Pops' in garages! It was nice to meet Sid Sheppard and the new owner of his Prefect van - who also has another E93A tourer. We got 2 more 'C' owners as members as well as 4 or 5 Model Y's and several 100E's and even a couple of 107E's.

The exhibition itself was excellently laid out and very large indeed - However, there was a good attendance from the public and T & C have already booked for next year at the same venue.

Our thanks to the 3 owners, Mike Dawes, Fridel Erdelmann and Graham Game who brought their cars (and families) down at no small cost to themselves and the members inc. Messrs. Osbourne, Maynard, Skinner, Precieux, Main, Russell, Smith (not forgetting wives and girlfriends) who helped man the stand during the weekend. Both Graham Games son and Liz Palmer in particular worked very hard to sell regalia and chat up potential new members and deserve a special mention as does David Burgess-Wise for providing various items for the stand courtesy of the Ford Motor Co.

Overall then a great success - we just have to repeat it next year!

## RALLY REPORT

*Chalk Pits Museum, 4th Anniversary  
End of Season Gathering - 11th October, 1981.*



E83W Registrar Howard Stenning's Utilicon  
E83W (right)  
Kevin Burks Van Conversion (right)

## VAN LINE UP!



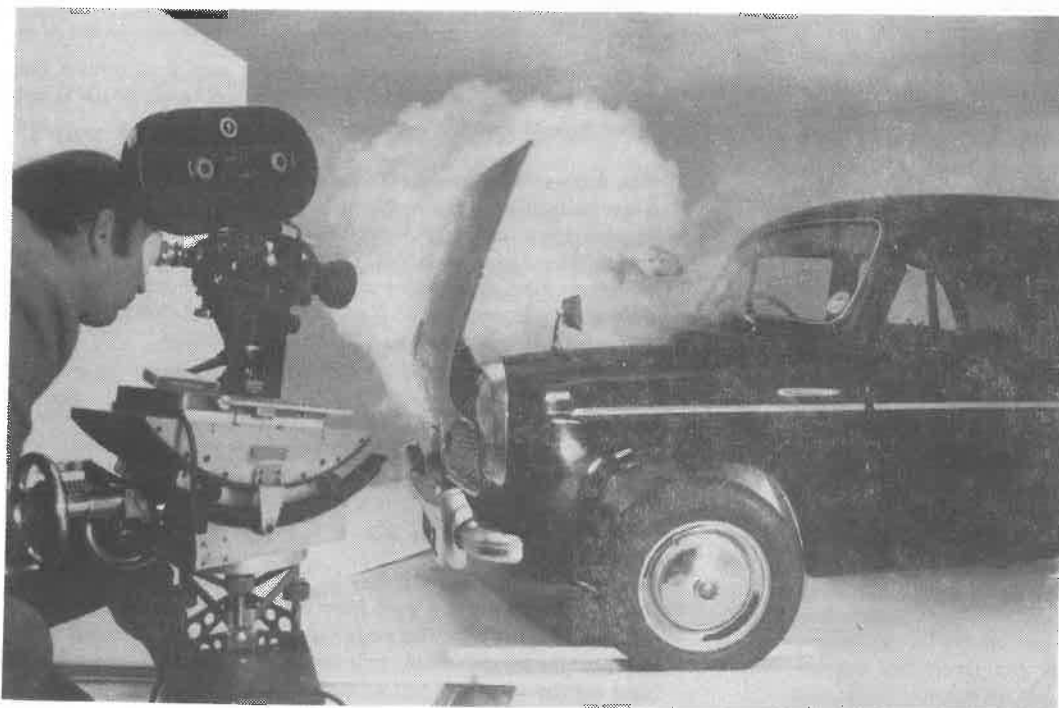
John Skinner's 5 cwt on the right.



*Sidevalve Powered Morgan 4-wheeler*



*and Morgan 3-wheeler. VERY early pre-war. S/V Engine.*



*Alan Bewseys 100E Prefect "explodes" for the "Car Mechanics" TV  
commercial earlier this year.  
Photo taken at Mercury House, Waterloo, London by 'Car Mechanics'*

# Our Experts Advise

**JOHN CHARLTON WRITES.....**

## **Fuel Vapourisation**

Well at least I have solved my problem on the Prefect. I have removed the A.C. pump and blanked off the housing. I have replaced it with a 6 volt S.U. pump mounted on the bulkhead and above the level of the carb. The fuel line had to be rerouted and flexible pipe fitted from pump to float chamber. No problems at all now but it is not original. I also fitted a switch in the power feed and it saves a bowl of petrol each time you reach the end of a journey if the pump is turned off about 100 yards away.

## **Ignition**

Numerous enquiries have been received complaining of pinking with 10 h.p. engines - it surprises me it can be heard! First set points to 15 thousand. Turn engine to bring No. 1 cylinder onto start of compression stroke. Fit timing pin into its hole on chaincase and slowly turn engine until you feel pin drop into the depression in the half time wheel. Now slacken the clamp at base of distributor and also remove the locking screw from timing scale. Move the body of the distributor so points are just opening . . . . not just closing mark you . . . this can be checked with a cigarette paper trapped between the points just being released or more scientifically with a lamp wired between CB on coil to earth and the ignition switched on . . . lamp will go out when points open. Holding the body steady move scale so that the zero lines up with the mark on the head and tighten the clamp. Now the bit every one forgets . . . on 10 h.p. engines the distributor is retarded by one division on the scale and the locking screw refitted and tightened. Take out the timing pin and refit.

## **Brakes 1937 onwards**

Some problems have arisen where the linkage settings have been lost due to tampering or damage. The first point is to renew any worn clevis pins, there are at least a dozen if not more. Make sure grease is getting through to do its job at the numerous points of the linkage. Strip off the drums and shoes. Dismantle expander and adjuster housings and thoroughly clean and regrease with Castrol PH brake grease. Check that the expander housing is free to slide in the elongated holes on the backplate. Re-fit shoes . . a good tip here is to cover the linings with masking tape to keep off grease otherwise it means washing your hands at least 4 times . . I always put a smear of PH brake grease on the business ends of the shoes. If the felt washers on the ends of the steady posts are missing or U/S replace with small pieces of PVC insulation stripped off some cable. Replace drums and slacken adjuster housing bolts and crank up the adjuster hard. Retighten adjuster housing bolts. This will centralise the shoes in the drum. Leave adjusters cranked up, this is necessary so you cannot pull the brakes on when the cables are being adjusted. Check the linkage on the front axle. The swinging link of the compensator should be parallel to the operating rod from the pedal. The lever of the compensator should be  $\frac{7}{8}$ " forward from being parallel with the front axle. If not adjust transverse cables to give the setting. Rear axle is the same only the lever is  $\frac{7}{8}$ " backwards from being parallel to axle.

The balance lever at the base of the brake pedal should have equal gaps at each side. If not remove front rod, pull up the brake pedal and wedge in position so it cannot move. Remove rear rod. Alter length of front rod so gaps at balance lever are equal and refit. Check compression tube is not seized and adjust so there is a  $\frac{1}{8}$ " gap between tube and front end stop. Re fit rear rod altering length if necessary. Adjust handbrake cable to remove all slackness. Check all clevis pins have split pins fitted. Slacken adjusters back at least 2 clicks, this gives 10 thousand clearance between shoes and drums. Finally make sure that the brake lights come on before the brakes otherwise you may collect an unwanted guest at the rear the first time you brake.

## **Steering box**

Several complaints of oil leaks from bottom plate. This is due to the pipe, about 6" long, which is brazed to the end plate coming adrift. Remedy is to remove end plate, don't lose the shims, and re-welding it. Don't forget when topping the box up with oil to put steering on to full left lock. This moves the steering nut to accept full charge of oil.

## **King Pins**

The club now has the correct broach and anvil for fitting new bushes if you want further details write to me. We also have the special puller for removing/installing centre bearing of torque tube on 7W, E93A & E493A.

## **Worn Axle ends - all models**

Shepherd Grove Service Station, Bury St. Edmunds are now servicing axle ends. They grind off and metal spray the ends and turn down to original size. Any enquiries contact them direct.

Finally to those enquirers who want a reply S.A.E. means a stamped addressed envelope not self addressed. Telephone enquiries are not welcomed unless urgent. I work shifts and the middle of the day to you could well be the middle of the night to me.

Please note that my correct address is [REDACTED]

Best wishes for 1982

John.

## **JIM NORMAN WRITES ABOUT 100E STEERING BOXES**

100E steering boxes are in demand, but for once, up until now, the Club has been unable to supply. In desperation, it was decided to buy up a supply of second-hand units from the scrap yards, but when six out of six boxes examined proved unservicable, a rethink became necessary.

The result of this is the FSOC re-built 100E steering box, the first of which is now ready and at the time of writing, awaiting only road testing. No major problems are anticipated and production is due to begin.

The cost of an exchange rebuilt box is expected to be £25.00 plus p&p. It is, however, vital that we have your old box back as soon as possible, as we have a stock of only three boxes, and to ensure prompt return, we must charge a deposit of £25.00 which will be refunded immediately your old unit arrives.

If your 100E does not always go where you want it to, contact Jim Norman at [REDACTED] but hurry; there may well be a waiting list.

Now that we finally have the 100E top suspension mount in production, it may be an idea to know how to fit it. The same procedure is required for changing a suspension leg or track control arm so this could be a useful article to have around MOT time. One word of advice. If your top bushes are worn, then the bearings on which they sit will be in a sorry state as well. If you cannot find a Quinton Hazel Kit, then Ford dealers can supply under Finis codes 1707302 & 1707303. But a full set (four) will run you over £20.00.

You will need some special tools. Apart from a good jack and axle stands (essential apart from the safety viewpoint) you will need a good heavy hammer (3-4lb) and a set of spring clamps. Do not use substitutes for these. A compressed road spring contains sufficient energy to maim or even kill.

Before we begin, some tips may be in order. Two taps from a light hammer do not equal a good blow from a heavy one, so for taper-breaking, use the biggest hammer you have. Always hit the side of the joint, not the top of the stud, while levering the joint apart. Leave the nut on a few threads unless you enjoy doing cartwheels.

Make sure the car is well supported. Apart from the possibility of it falling, it does not do any good if your hammer blows are absorbed in moving the car around.

Quite often, you will find a split pin seized in. Don't waste time on it. Undoing the nut will shear it off and if necessary, it will be easier to punch out or drill the remains once off the car. When reassembling, if the stud turns with the nut, force it onto the tapes using a jack if necessary to prevent turning.

Now for the job itself. Remove the covers on the inner wings (three 1/2" nuts)\* and loosen (do not remove) by a few threads only the big nut underneath. Jack the car up, secure on stands, and remove the front wheels and brake drums. Remove the back plates without undoing the hoses and tie these up out of the way with the weight off the pipes. Break the tapers on the outer track rod ends and if necessary the Track Control Arms. These latter do not need breaking unless the suspension leg or TCA is being changed. To help break the TCA tapes, jack up the suspension on that side via the stub axle so that the anti roll bar is helping to force the joint apart.

The actual strip down is carried out in sequence. 1. Remove the two 9/16" nuts and bolts mounting the anti roll bar to the chassis. 2. Unscrew the 15/16" nuts from the ends of the anti roll bar and remove this component completely. 3. Remove the 9/16" nut and bolt holding the TCA to the cross member and pull out the arm. 4. Remove the 1/2" nuts from the suspension mounting and lower this to the ground.

\* then replace the nuts.

Actually dropping the leg may be a bit more awkward than this, as it will probably be seized to the inner wing, and belting it with a hammer is useless. Try forcing (hammering!) a thin screwing driver between the mounting and the inner wing, but note that the top three layers of metal are part of the car, only the bottom one is the mounting.

Pulling the mounting off the leg is easy enough once the spring is compressed. Lay out all the parts in order and reassemble in order of dismantling. Give the bearings a very thorough greasing before reassembly as you are unlikely to see them again for several years.

Putting all the parts back on the car should not be much of a problem. They go back in reverse order of dismantling, but do not tighten anything until everything is on.

Nor should you tighten any of the rubber bushed joints until the suspension is in the normal loaded condition with the wheels on the ground. Your final job is to take the car along to your local garage to have the tracking checked and adjusted to a toe-in of 1/8".

If anyone does have any problems with this or any other jobs, drop me a line.

## LIGHTING PROBLEMS ?

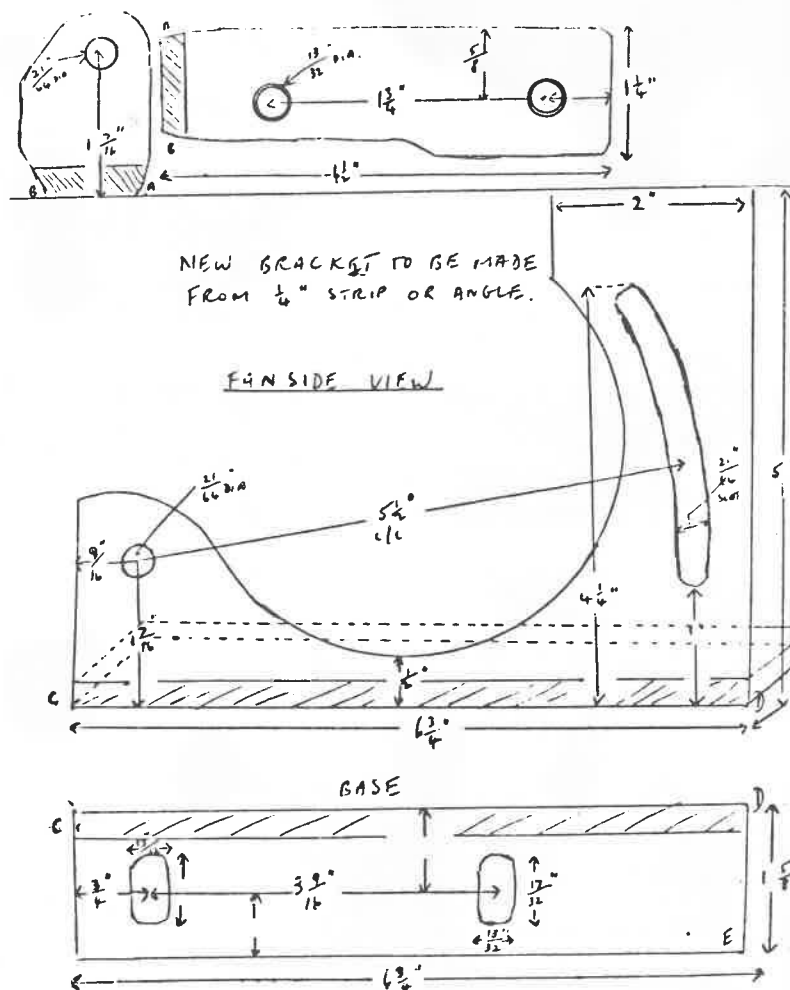
### Peter Coombs explores ways of improving 93A Lighting

If any Member driving a 7Y, 7W, 103E, 493A, 494A, E93A, or similar Model, wishes to change from a 6 volt electrical system to a 12 volt system:- (Did I hear cries of sacrilege ?) Seriously, though, I use my 7Y Model daily and found myself driving in my own shadow cast by following cars, irrespective of how much care I took of the connections, etc., in the electrical system, and this was creating a dangerous situation, so I decided to change.

I found the best dynamo to fit was the Lucas Model C40, which has a 4" diameter body and was used on some of the 100E's and many similar Models. This will need the associated control box Type RB106 and a new set of mounting brackets.

Details of the construction of these are given below.

The brackets are designed so that you can use a selection of fan belts (38 1/4" - 41 1/2" outside diameter) as available, but you will have to discard the old 37 1/2" outside diameter fanbelt fitted to the smaller diameter 6v. dynamo. Watch that you fit a 3" diameter pulley to the new dynamo of the correct channel dimensions (usually you can transfer the one from your old dynamo), as whilst the brackets will allow the use of a 4" pulley this requires a 4 1/2" fanbelt and will charge at a reduced rate owing to the lower driving speed.



The spigot type mounting on the Y and early 7Y 8 h.p. engines can also be adapted by using the spigot clamp and a large bolt and nut, but it is easier if you can obtain the later "platform" type heat as otherwise you will have to do quite a lot of adjusting with washers to get the dynamo level and running true.

The items needed are:-

- (1) 12v. dynamo Lucas Type C40, 4" diameter.
- (2) Associated control box, Lucas Type RB106.
- (3) Set of 12v. bulbs throughout (head, side, number plate, stop/tail, wipers/trafficators, dashboard and cablight).
- (4) 12v. battery - Dagenite 961 - standard or 983 heavy duty or equivalent.
- (5) 12v. coil - match positive (+) and negative (-) connections when fitting.
- (6) 12v. horn.
- (7) 100E capacitor (condensor) to replace existing one fitted to distributor.
- (8) New mounting brackets as described below.
- (9) A 6.3v. 5 watt Zenor diode mounted on a 2" square piece of aluminium which must be insulated from the chassis, and is used as a heat sink to enable the diode to work within its temperature limits. The non-earthed battery feed to the petrol gauge must be traced, cut at a suitable place, and the diode inserted the correct way around in this circuit. This reduces the 12v. supply to 6v. for the gauge, as it is practically impossible to arrange a 6v. tapping on a modern battery.

The starter motor, wiring, switches, ammeter, and distributor (except for the condenser) do not need changing, and many of the items required above can be picked up second hand in good condition at reasonable prices.

## 50th ANNIVERSARY OF THE FORD MOTOR CO. DAGENHAM. 1st OCTOBER, 1981.



### LINE UP AT DAGENHAM

As briefly mentioned in the October "Club News", this event which members were told about last year, finally took place on Thursday 1st October. However, 'authority' at Fords only got involved at a late stage so the organisation was eventually rather rushed and the final event could have been better if the 'Ford' clubs had a little more time to organise things. However, the FSOC played a major part in the celebrations.

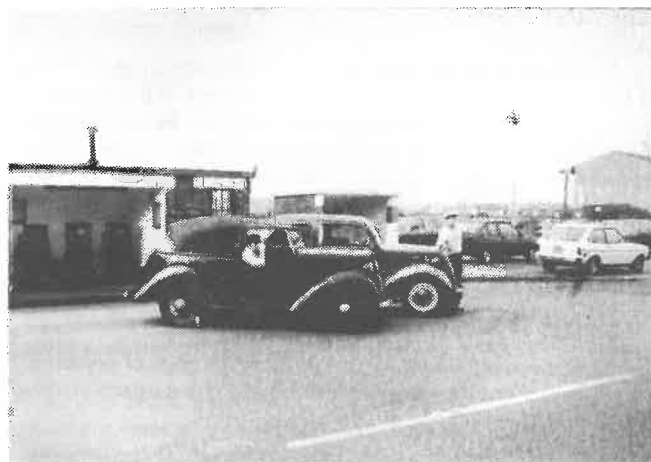
The basic idea was a reception for the surviving employees of 1931, an assembly of historic Fords and a re-enactment of the 'drive off' ceremony of 1931 with the Ford Historic Vehicle collection 'AA' Truck driven by the 1931 Dagenham plant manager - now aged 94.

The FSOC were contacted by club vice-chairman David Burgess-wise, and I made arrangements to get one of each model of S/V along - in fact, I deliberately 'doubled up' and invited 2 - which was to cause trouble later on! Trevor Millard had some difficulty in getting other post-war cars along due to it being mid-week. Our members are obviously keener and I had a 95% 'yes'! At the same time, we got a Model 'B' to attend - all this was done by early September.

It might interest members to know how we made the choice - this was based firstly on the condition of the cars as this was a private prestige event - secondly simply on people the Southern Committee know and/or had helped the club. There are lots of members out there who never contact the club, never offer help with events or ever contribute to the magazine, do not register your cars (so we do not have a photo of your cars and, therefore, do not know what condition they are in). Therefore, we do not know you and I am afraid this means that you simply do not have the opportunity to share the occasional 'perk' that comes the club's way such as this event or requests for cars for advertising purposes ....'

By late September, other cars had been found, David had calculated the space available and discovered we had too many - I'm afraid that one or two members had to 'stand down' as a result. In the end, about 65/70 cars turned up and Fords provided a marquee for the tourers and a 'hospitality' portakabin for the old employees in a small Car Park at Dagenham.

At 9.00 a.m. cars started arriving, John Skinner and myself taking my 493A Prefect through the Dartford Tunnel - a quick journey compared with such stalwarts as Peter Denton and family who took 3 hours to battle his way right across London in his 494A Anglia or Dave Moss who came all the way from Petersfield, Hampshire with his 'Castrol' van (actually trailed by a Range Rover - but full thanks for effort, Dave!) and Norman Anscombe and Alan Cresswell from Crawley and Tonbridge respectively. Graham ('Y + C') Miles arrived from Hertfordshire in his '33 Tudor and Keigh Copp from Canvey Island in his Y 'Jensen' tourer. Nearer to Dagenham Fridel Erdelmann produced his Australian Prefect Tourer for its first public outing - now safely UK registered and FSOC Committee Members Yvon Precieux (103E), Melvin Smith (100E) and ex Committee Member Mike Dawes (100E) together with David Prior and David Green drove up from various parts of south London. Ian Rendle also crossed the river from Maidstone in his 103E and Mr. Higgins produced his 1937 7W tourer on its first outing for 4 years from the depths of Romford. Apologies for anyone not mentioned by name.



**DESPITE THE PRESENCE OF A 'C' TOURER (VERY RARE) F.S.O.C. MEMBER IAN RENDLE STILL LOOKS UNMOVED AS HE STANDS BY HIS IMMACULATE 1956 103E.**

Fords themselves brought up from Swansea a delightful but badly restored Woody '7Y' (the car most of the FSOC would have liked to tow home!), the 'Y Tug' seen at Southern S/V Day at Epsom last year, their C Tourer (duely matched by a C Tourer from a Y & C member in Kent!) and their terrible Reece brothers Tulip Rally replica 494A (all too obviously a badly restored 103E). Various other E83W's from both Fords and the FSOC were there too but since Howard Stenning was present perhaps I should leave a description of this to the expert!



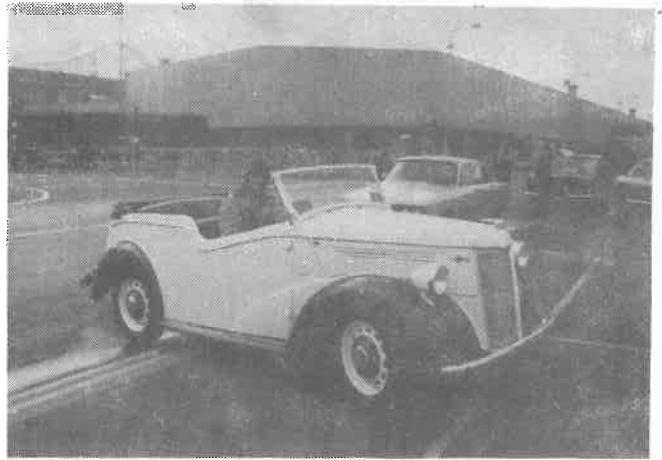
**100E TIME!**

Other vehicles included Commercials, Mk Is and Mk IIIs (but no Mk IIs - strange!) and the V8 Pilot owners clubs fleet plus the Queen Mother's "Woody V8" on loan from Sandringham. Only one pre-war V8 was present too (owned by a well known Ford employee and enthusiast) - a strange omission not including Model 40, 48s, or 60s.





**TWO VEHICLES ILLUSTRATED PREVIOUSLY IN THE CLUB MAG., DAVE MOSS' (ASTROL VAN, AND NORMAN ANSCOMBE'S Y VAN (WELL POSSIBLY ... IT HAS LONGER DOORS THAN LATER VANS, SO MAY BE A CAR CONVERSION. - ARGUMENTS STILL RAGING OVER THIS - ANY DEFINITE ANSWERS FROM MEMBERS WOULD BE APPRECIATED!).**



**FRIDEL ERDELMANN AND HIS 1939A AUSTRALIAN E93A TOURER, OUT FOR THE FIRST TIME AFTER A 3 YEAR REBUILD IN HOLLAND.**



**3 WELL KNOWN SIDEVALVES YVON PRECIEUXS 103E, BRUCE PALMERS 493A AND DAVID PRIORS SUPERB E93A.**



**WISHFUL THINKING ? TONY RUSSELL AND THE 1934 'Y' RACER BUILT FOR EDEL FORD AND LATERLY OWNED BY MALCOLM CAMPBELL. REPORTEDLY CAPABLE OF 100 MPH (I.E. FASTER THAN TONY IN HIS 93A) THIS CAR IS OWNED BY A COLLECTOR FROM CROWBOROUGH, SUSSEX.**



**PERCY WICKS UNIQUE COLOGNE BUILT G73A TANNUS (S/V POWERED!) NEXT TO A 'C' FORDOR from the Y + C REGISTER (ONE OF ONLY 4 IN RUNNING ORDER!).**

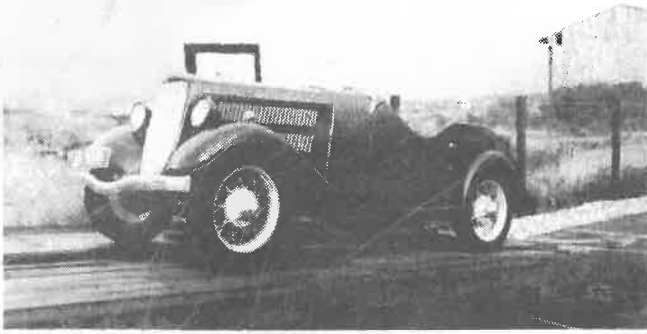


**SIDEVALVE LINE UP AFTER THE EVENT.**



**FOUND AT LAST! THE ELUSIVE SOLE SURVIVING 7W TOURER ILLUSTRATED IN THE NEWS - TRACKED DOWN VIA FSOC MEMBERS.**

*Owner Mr. R. D. Higgins at the Wheel.*



**FORDS OWN 'Y' TOURER.  
NO FURTHER DETAILS KNOWN.**

By 10.00 a.m. all the cars had been lined up and polished (courtesy of free materials from the FMC) and we had the dual attention of the 'old boys' and the TV news cameras until lunchtime. Some members went on a tour of the engine plant but we all (including the TV crews) ended up at the 'Henry Ford' pub opposite the works where lunch had been provided for us. Personally, I have never seen so many Ford enthusiasts together in one place or quite so merry as when we left - one FSOX Committee member in particular being seen to touch alcohol for the first time at a FSOX event!

We then arrived at the final assembly shop for the 'AA' drive off ceremony - well it should have taken 15 minutes - in fact the masses of Ford workers and owners stopped the lines for nearly 55 minutes - work out the cost to Fords of that! Again TV cameras recorded the event which duely appeared on the BBC 6 o'clock news.



**KEITH COPP WAITS IN HIS 'Y' JENSEN TOURER WHILST THE 7W GETS INTO THE MARQUEE.**

Then back to the cars - in my case to sober up for a FSOX group photo that blocked the access road from the plant - and then back home following the Millards V8 Woody out of the plant and Tim Bubbs E83W back through the tunnel.

That evening, the event had 2 minutes at the end of the BBC National 5.45 news and I believe 9 o'clock news, 5 minutes on the ITV London area magazine - both sets of coverage featuring FSOX cars and the BBC a long shot of FSOX Surrey Group Organiser Tony Russell polishing his E93A Prefect. He's been insufferable ever since!

The photos show more of the event - now wait for the 50th Anniversary of the introduction of the Model Y next August!!

This time we will need at least an E04A Anglia and a 7W (either 2 or 4 door) to complete the 'line up' - we could not get either of these for Dagenham.

Hopefully the 50th Anniversary of Sidevalves will be more of a club event but negotiations with Fords are still at a very early stage so please wait for details.

(B.D.P.)



**BRYAN WALKER IN HIS 1937 "7Y"  
FOLLOWED BY  
TIM BUBBS PRIZE WINNING E83W PKP 404  
NOW REPAINTED IN SE GAS BOARD LIVERY FOR  
1981 - PREVIOUSLY ALL BLACK.**



**DAVID PRIOR SHOWS HIS E93A'S  
ENGINE COMPARTMENT TO THE THAMES  
TV NEWS TEAM.**



**AND TONY RUSSELL GETS ON THE  
BBC NATIONAL NEWS - THIS WAS  
THE SHOT BEING FILMED!**

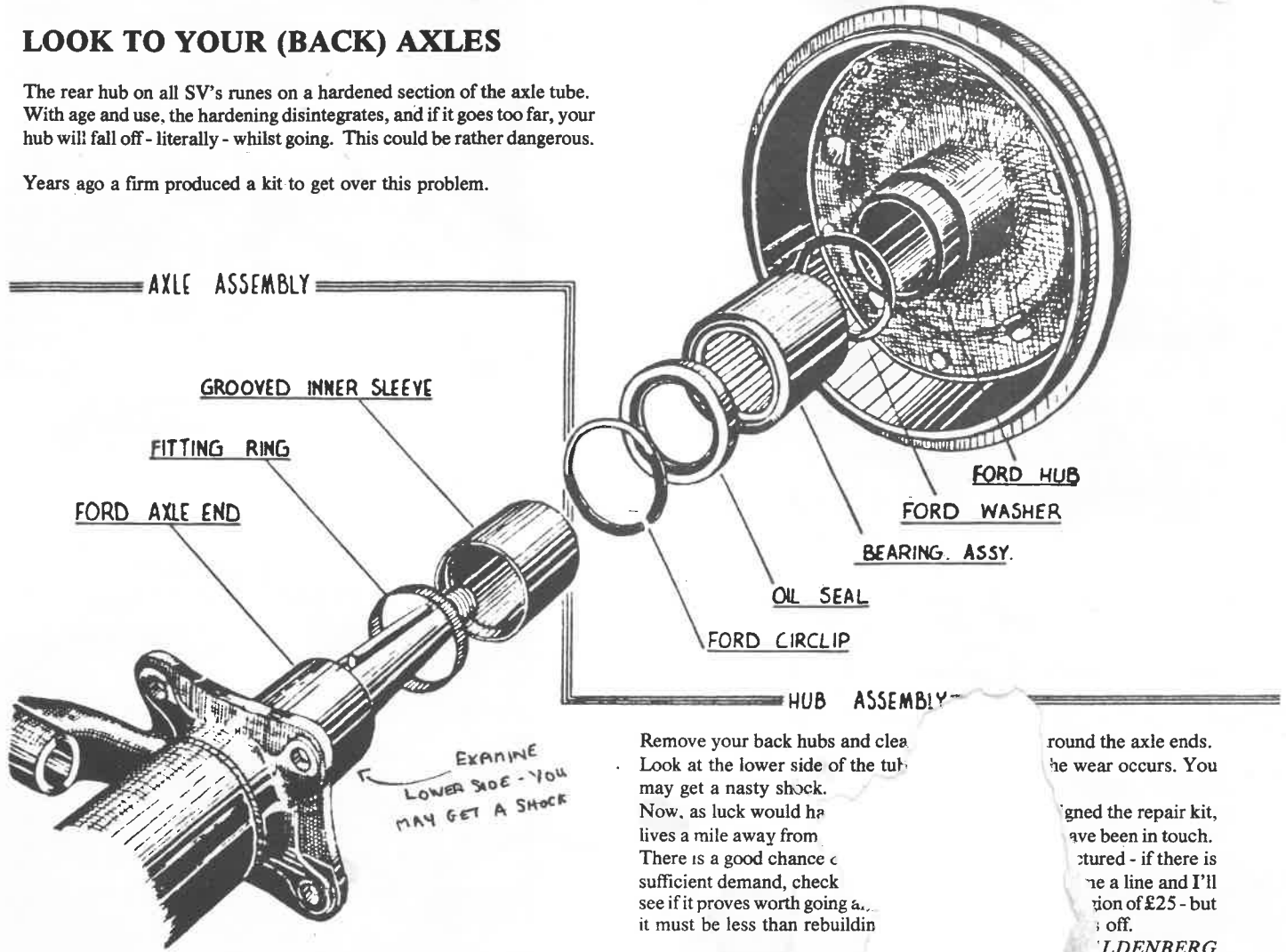


**SIDEVALVE LINE UP OUTSIDE THE MARQUEE  
JOHN SKINNER (FOREGROUND) INVESTIGATES THE  
100E BELONGING TO 100E REGISTRAR MELVIN SMITH.**

## LOOK TO YOUR (BACK) AXLES

The rear hub on all SV's runs on a hardened section of the axle tube. With age and use, the hardening disintegrates, and if it goes too far, your hub will fall off - literally - whilst going. This could be rather dangerous.

Years ago a firm produced a kit to get over this problem.



Remove your back hubs and clean them. Look at the lower side of the tube. You may get a nasty shock. Now, as luck would have it, you live a mile away from a road. There is a good chance of a road. If sufficient demand, check the road. If it proves worth going a mile, it must be less than rebuilding.

around the axle ends. The wear occurs. You designed the repair kit, have been in touch. Constructed - if there is a line and I'll be off. LDENBERG

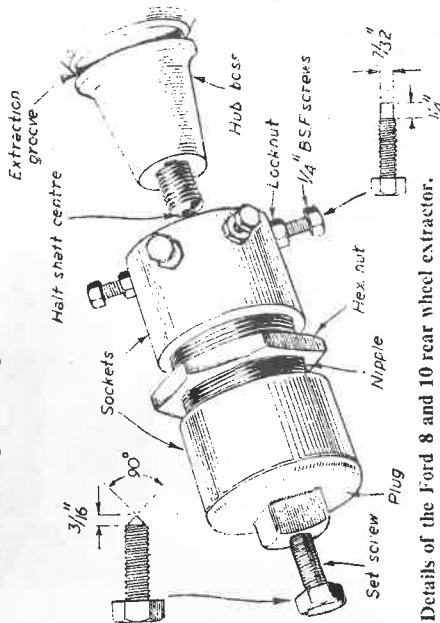
## Rear Wheel Extractor

Construction of Tool Suitable for Ford 8 and 10

By J. H. FLUDE

THE problem of special tools and extractors, as far as the practical motorist is concerned, is a serious one. The expense which may be incurred in equipping the home workshop with all the special tools relevant to the current car is extremely high.

The removal of the rear wheel hubs of the 8 and 10 h.p. Ford presents difficulty, length of this assembly is then adjusted to approximately 5 in. by cutting the length of the sockets as required. A hole to accommodate the size of set-screw selected is drilled and tapped in the centre of the plug boss, which is then assembled as indicated. Six 4 in. B.S.F. screws, preferably H.T.S., and with their tips machined as shown, are inserted into the drilled and tapped socket. With the assembly passed over the hub boss they can then be screwed down into the extraction groove. A small cone machined on the tip of the large set-screw will serve as a location in the half-shaft centre. Pressure can be applied in the normal way to the wheel hub and extraction effected by a smart tap on the head of the set-screw.



Details of the Ford 8 and 10 rear wheel extractor.

especially where the operation has not been performed for some considerable time.

It will be recalled that the hub is fitted on to a male taper formed on the half-shaft end with a parallel key running the whole length of the taper. Extraction provision is provided by a groove machined around the outer diameter of the hub boss. The normal centre existing in the half-shaft end completes the location for the rather massive and expensive wheel extractor.

An extractor suitable for occasional use can be easily constructed for a few shillings with odd B.S. pipe fittings to be found laying around most scrap yards.

The main components comprise: One 1 1/2 in. plug; two 1 1/2 in. sockets; one

to get you read this emed too it. Many b puller no ear

to cul Motor turning

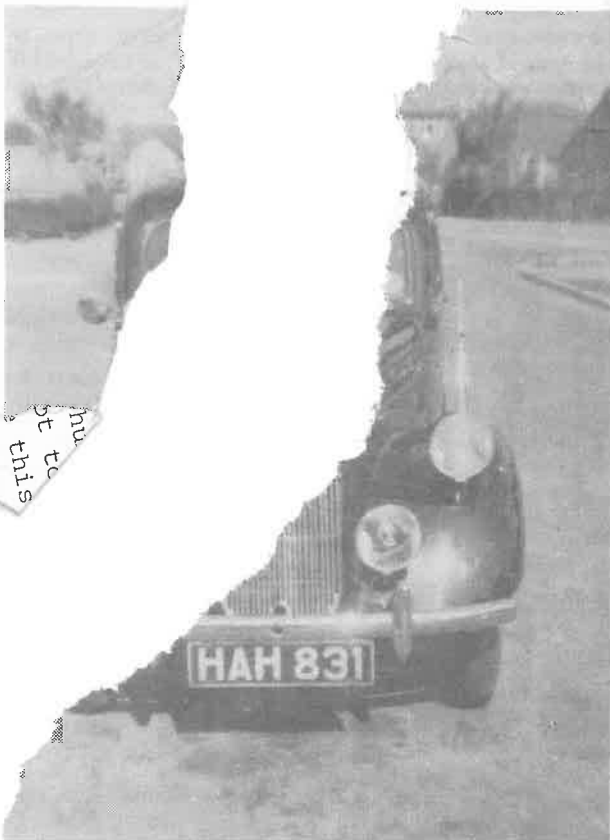
**r from Tim Bubb of Chatham, Kent.**

reference to your request for photos of cars members have owned in I enclose an assortment of some of mine. Some of these I regret others at the time I was glad to see the back of.



The first photo, a Model Y 1934, BGC.391, was purchased derelict in Hitchin but parts were still available from Fords then; all the mechanics were overhauled and new wings and running boards fitted. The photograph was taken in Margate whilst on holiday, which I might add was a hell of a long way from Hitchin, Herts in those days, with an hours queue to get through Rochester was about 1958.

The next photo is of an E04A, HAH.831, which I unfortunately purchased after a 7Y, and was a lap of luxury with boot door when open.



After this came 100E, SLK.858, 1956, to which I fitted an Alexander conversion:-

High compression head, special carb., Murrey overdrive and a Wooler remote gear change among other things.

I recall speeding along the M1 (No 70 m.p.h. in those days) when one of the detachable white walls on the tyre flew to pieces. Being on a front wheel it became completely unbalanced, to such an extent that I almost lost control; with the aid of a penknife a modification was made at the roadside.



Next was an E494A, YMY.427, which was in quite a poor state but was being used along side a Company car and more time was spent on this vehicle. When purchased it was black but was resprayed off-white. This car received the works, Balamy split axle and spaced rear hubs, hydraulic front brakes, high ratio diff., Woodhead suspension, 10 h.p. engine with planned 8 h.p. head, twin carbs. and 12 volt electrics. I have very little idea what speed this car would do but the needle was often round to the wrong side of the Zero stop on the speedo.



The 100E, TZ.4550 that followed was for my wife's use. As you can see 107E wing mouldings were used with Black and Rochester Red on this and the previous 100E.

Next came another 100E, which I swapped for a paraffin garage heater, this again received the red and black treatment but was not photographed. I fitted it with a 105E gearbox, using a Wooler conversion bell housing. This was disposed of in the late sixties and side valves were of the scene for a few years, with the exception of a 100E, YLN.315, which was purchased for my son's 18th birthday;



**'C' Series - 10 hp**  
(Models C, 7W, E93A, E83W, E493A, 103E)

10th September 1934	001
1st January 1935	1324
1st January 1936	28158
1st January 1937	59461
18th March 1937	70534
	(first 7W)
1st January 1938	120605
5th October 1938	150198
	(first E93A)
1st January 1939	168968
1st January 1940	208276
1st January 1941	219863
1st January 1942	223803
1st January 1943	229653
1st January 1944	237443
1st January 1945	246984
1st January 1946	257951
1st January 1947	283376
1st January 1948	325701
1st January 1949	398876
1st January 1950	480776
1st January 1951	587289
1st January 1952	654328
1st January 1953	695871
7th October 1953	741421
	(first 103E)
1st January 1954	761884
1st January 1955	830366
1st January 1956	880929

**100E Series**

25th October 1953	0001
	(first 100E Anglia)
1st January 1954	1202
26th April 1954	10170
	(first 100E Prefect)
1st July 1954	20901
13th August 1954	26204
	(first 300E van)
1st January 1955	66792
1st July 1955	130220
1st January 1956	197658

Sorry, but my records only go up to 1956! If I can unearth the numbers for 1956-61, then these will be published in a future issue.

It is interesting to note that the 8hp engine remained the more popular (sorry!) throughout the pre-War years, but that during the War, 10s outnumbered 8s by about 5 to 1, largely due to the continuing production of the E83W for the Services and emergency use. Notice, too, the rapid dwindling of the 8 after the War, and the bumper year for the 10 in 1950.

I hope this is of interest, and solves a few of the problems!

*Howard Stenning.*

103E in U.S.A. owned by Joe Booth of Santa Ana, California.



Last owners of 103E in England, Mr. & Mrs. Heapy on holiday in U.S. and having a sentimental ride - has to be pushed - no engine!! (out for re-...)

**USEFUL INFORMATION.....**

Oil Seals for 8's & 10's.

Rear Axle.....NA008. Rear Hub....NA228  
Transmission..NA006 Pinion .....NA006

**100E Series**

Front Hub ... NA481 Later & 107E.NA478  
Steering Rockershaft..... NAO43  
Water Pump... NBO23 Trans main. NAO06  
Trans.Ext.....NA167 Pinion.....NA372  
Rear Axle ....NA008 Rear Hub ...NA370

**BEARING DATA. All SKF Numbers quoted**

93A Types  
Front Hubs inner KO7097-  
KO7204  
Front hubs outer KO3062-  
KO3162  
Clutch Spigot 63032  
Clutch withdrawal 400404  
Constant mesh pinion I130736  
& mainshaft rear  
Prop shaft support I81487  
Bevel pinion, front 3K2561X-  
2K2523X  
Bevel pinion, rear 2K2561X-  
2K2523X  
Differential K14138-  
K14276  
Rear Hubs I132916

**BOOK NOW**

**CLUB'S NEW YEAR DINNER PARTY**

**SATURDAY JANUARY 23rd 1982**

**COST FOR A SUMPTUOUS MEAL WILL BE LESS THAN £9.50**

*The venue is the Ladbroke Mercury Motor Inn, on the A1 roundabout at Wetherby, not far from Leeds. Time 7.30 p.m.*

Bookings now to Steve Myers, [REDACTED]

ONE FORD CAR WITH A PISTON RING,  
TWO REAR WHEELS AND ONE FRONT SPRING,  
HAS NO FENDERS: SEAT MADE OF PLANK,  
BURNS LOTS OF GAS: HARD TO CRANK;  
CARBURETTOR BUSTED HALF WAY THRU-  
ENGINE MISSING - HITS ON TWO -  
ONLY THREE YEARS OLD - FOUR IN SPRING,  
HAS SHOCK ABSORBERT 'N EVERYTHING -  
TEN SPOKES MISSING, FRONT AXLE BENT;  
ALL TYRES PUNCTURED - NOT WORTH A CENT,  
GOT LOTS O' SPEED, RUN LIKE THE DEUCE;  
BURNS EITHER GAS OR TOBACCO JUICE,  
IF YOU WANT THIS CAR, INQUIRE WITHIN;  
HELLUVA GOOD CAR FOR THE FIX IT'S IN.

1920



## EAST ANGLIAN RUN .... 3 - 6 SEPTEMBER 1982

Not a car rally but a social weekend of camping and caravanning by the FORD SIDEVALVE OWNERS CLUB and invited clubs at LONELY FARM LEISURE PARK SAXMUNDHAM

*The programme is as follows:*

FRIDAY NIGHT .....	Barbecue
SATURDAY A.M. ....	Jobs around camp
SATURDAY P.M. ....	Visit to transport museum
SUNDAY .....	Run to Aldeburgh and spend the day

*Details from John Norris.*

### VEHICLE CODES

For the benefit of the many new members, here are the computer vehicle codes that you will notice appear on your envelope label, under your membership number.

- A - Model Y (1932 - 37)
- B - Model 7Y (1937 - 39)
- C - Anglia E04A (1939 - 48)
- D - Anglia E494A (1948 - 53)
- E - 5cwt Y van (1932 - 37)
- F - 5cwt 7Y van (1937 - 40)
- G - 5cwt E04C van (1940 - 48)
- H - 5cwt E494C van (1949 - 54)
- J - Model C (1934 - 37)
- K - 7W (The 10) (1937 - 39)
- L - Prefect E93A (1939 - 48)
- M - Prefect E493A (1949 - 53)
- N - Anglia 10hp (1949 - 53)
- P - Popular 103E (1953 - 59)
- Q - Anglia 100E (1953 - 59)
- R - Prefect 100E (1953 - 59)
- S - Popular 100E (1959 - 62)
- T - E83W 10cwt (1937 - 57)
- U - Escort / Squire (1955 - 61)
- V - 300E vans (1955 - 61)
- W - Prefect 107E (1959 - 61)
- X - (Name)Specials
- Y - Miscellaneous vehicles
- Z - spare

Note O following a code = convertible or tourer  
Please advise club computer centre if these codes are correct.

#### *Did You Know ?*

That British Rail have named one of their diesel-electric locomotives 'Henry Ford', to mark the occasion of loading its two millionth Ford car on to a two tier car carrier handled by B.R.'s Railfreight services at Dagenham Dock, East London, on July 7th. Henry Ford is carried on class 47 158. For the non railway minded, 47 158 is powered by a Sulzer 12 cylinder engine, weight 117 tons, with a maximum speed of 95 m.p.h. This locomotive regularly hauls train loads for Fords.

*From Andy Main*

### Greg's bit

As you have seen, I have had the odd spot of bother with my E83W from time to time! One of the most serious disasters occurred in the middle of a delivery run one day, when there was a loud bang, and I was suddenly left without any sort of drive. At the time I didn't have a spare gearbox - but I did have one from a 100E.

Although looking very different from the outside, most of the internals are in fact interchangeable. The way I went about it was this. First I stripped out both boxes, taking care to keep the parts separate. Next I had a phosphor bronze bush machined to fit the 100E first motion shaft, and to fit the E83W main shaft. This is the only machining to be done and should cost you well under £10. The 100E layshaft and gear will go straight into the E83W casing. The 100E mainshaft gears can then be transferred onto the E83W mainshaft, along with the bearings. After this

### GENERAL SECRETARY CHIT CHAT

I think everybody will agree that 1981 has been a very good year for the club. Northern and Southern Sidevalve days were a big success and the Midlands day that John Worley and myself arranged turned out to be good, thanks to all who came.

I have been asked to find a site for a two day National Sidevalve Day in 1982 and have written to two Stately Homes.

We have two internal vacancies at present in the club, we require a treasurer urgently and also a 103E/E93A southern spares officer.

While talking about spares will all members please go to their local parts stockists and check on availability of spares for our cars, you will be amazed where they are hiding. We need to keep the club stores stocked and the only way is to find out where we can get the parts.

Since taking on this position I realize how much work is required to keep the club running. I don't think members know just how much work the committee puts into the club to make it a success.

In 1982 I would like to see more people take an active part in club activities and lets see more letters in the magazine from local group organisers. We will need help from members if we are to hold successful sidevalve days, may I suggest we hold County Sidevalve days. It is not hard to find a site and the club will sponsor the costs involved.

Should any member have any ideas which will better the club do not hesitate to write. you may think they are silly but you will be surprised what good ideas come from silly suggestions.

I have received a letter from Terry Vowles serving with the British Army in Zimbabwe who has asked for some windscreen cards to put on the many Fords out there (surprise). I have asked Karen to prepare for each magazine a list of new members and their addresses so that current members are aware that a person just around the corner has joined the club.

I would like to thank those committee members who have helped me settle into my new job as secretary and for advising me and helping with some decisions which I have made.

My next job is to call a committee meeting and at present I am getting together an Agenda, if any member has anything to bring up at this meeting please do not hesitate to write to me. I look forward to meeting and hearing from as many members as possible during the coming year.

I wish you all a Happy Christmas and let 1982 be the best year in the clubs history remembering that you will only get out of the club what you put in it.

*David Laxton. General Secretary.*



the E83W baulk ring assembly has to be fitted onto the mainshaft if it is still useable - the 100E unit will not fit. Next the 100E first motion shaft can be dropped into its hole without the bearing; in goes the mainshaft, which is then lined up; after that the bearings can be put on the main and first motion shafts. Once this has been done the E83W first motion shaft retainer can be replaced to the front of the box, followed by the main shaft retainer at the back. With the gears in neutral, and the selector forks also in neutral, replace the gear change housing. And that's just about it, except for the gear lever which goes in after the box has been re-installed. Take care not to disturb the selectors, and don't forget to put the oil in before your test run!

Overall, your hybrid box will give you slightly higher gearing than the standard unit. It may not be original, but could get you out of trouble as it did me. Incidentally, this refit can be made to any E93A gearbox, not just the E83W.

GREG CHAPMAN, Romford.

## CHAPEL MOTORS

Experts at repairing all Ford  
Sidevalve models

*Complete overhauls, chassis and body  
repairs, general servicing.*

*Proprietors both 'served their time' on 93A's,  
E83W's, V8 trucks and owned 100E's for years.*

Approved



Repairer

**Chapel Motors**  
**5 Wortley Moor Road, Leeds 12**  
Telephone 794479

### COVER STORY.....

*"The worst van in the FSOC ?"*

TPF 376 was bought new from Gilbert Rice of Horsham and registered on July 20th, 1953 by F. E. Charman Ltd of Three Bridges, in Sussex. My father bought the van in January, 1955 for delivering groceries, paraffin and newspapers from his shop, The village shop and post office in Thakeham. Previously, deliveries had been made by motorbike, but he decided on one of the 'old' 5 cwts, in part-exchange for his Armstrong-Siddeley, complete with Wilson pre-selector gearbox, of course. What a difference!

October 1st, 1956, "New engine fitted at 26,653", my father recorded. Two years of stop-start driving had taken its toll on the long-lasting, 8 hp, Sidevalve engine! The van was regularly serviced by Rice's and so, of course, they fitted the reconditioned engine, along with a new clutch. Later, a new back axle was needed, but apart from that, only the usual service replacements were made - brake shoes, plugs and points and tyres. Twenty years ago it was fashionable to fit winter tread pattern tyres on the rear wheels, and the 18,000 miles obtained from a pair of

Blue Peter Remoulds was considered very good indeed.

What could go wrong with such a simple vehicle? Well, nothing did, except for a worn rear shock absorber link, which used to clank over every pothole, until it was bound up with string - no MOT tests then! The speedo cable broke, but wasn't renewed for some time and hence the speedo now only reads 75200 genuine miles.

In winter, the radiator was either drained at night (no antifreeze for this van!), or the engine covered with a sack to keep it warm overnight. What happened the next morning on starting the engine? Yes, you've guessed, the fan belt broke as soon as the sack became wound around the dynamo pulley! My father became quite expert at this and managed to break two fan belts in a week! Driving along without antifreeze meant that the water in the bottom of the radiator used to freeze, unless blanked off with a piece of cardboard. It hardly seems worth it for the price of a few pints of antifreeze.

The van suffered a number of accidents, all caused when the van was stationary, and none of them my father's fault, I hasten to add! On one occasion a Ford V8 shooting-brake ploughed into the back, and on another a sports car rammed it on a zebra-crossing in London, the van ending up several yards further down the road, on the other side of the crossing! What happened to the pedestrians? - they just vanished into the night, as always. One spectacular accident happened in the snow and ice of the winter of 1964, when a Post Office Morris 1000 van collided head-on - and had to be towed away with a smashed-in front and burst radiator. The Ford was not so badly damaged; just two headlamp-shaped dents in the front wings and a bent grille, although to be fair, these were renewed - wings were cheap and easily-obtainable in those days!

The van was used everyday for deliveries until, in August 1964, the dynamo stopped charging due to a badly-worn commutator wearing out the brushes at an alarming rate. My father had bought a new Anglia estate car in the previous autumn and as a replacement dynamo for the van proved difficult to find, even then he used the Anglia for business and sadly the van remained unused for the next few years.

In 1967, having endured 3 or 4 winters in the open, another dynamo was fitted, and the worn gearbox, by now jumping out of second year, replaced with one taken from another 5 cwt van we had bought for £5 (and now, regrettably, completely rusted away). An MOT certificate was obtained (legitimately!) without difficulty and the van was back on the road again, but was involved in yet another accident when a Brickwood's Brewery lorry slid into it on an icy road in January, 1969, bending the front axle and the off-side front wing. The axle was replaced and the wing hammered approximately into shape on the lawn!

I managed to persuade my father to leave his car outside and the van in the garage, and there it stayed until 1973! A new set of pistons and rings cured the smoking (third) engine and the van had yet another lease of life for another year before being garaged once again until . . . . .

In January 1979 'Car Mechanics' magazine gave me the address of the FSOC in answer to my enquiry about the 100E Owners' Club, and I duly sent of my application form to Dave Watson - and have regretted it ever since! Good Friday was on Friday 13th April that year, but this was to be the van's lucky day! I cleaned the plugs and points, poured in a gallon of petrol, primed the pump and turned-over the engine a couple of times on full choke with the starting handle, ignition on, one swing of the handle and the engine started for the first time in five years! It passed the MOT again without trouble, except for having to fit direction indicators - apparently the law had changed since 1974!

The only trouble since then has been a faulty ignition coil and a puncture, though admitted in only not much more than two thousand miles. Those of you who have seen the van will agree with me that it deserves the prize for "The Van in the worst Condition in the FSOC", but at least it is still on the road and is used all year round which surely, is what the FSOC is all about! When will the old van be restored? This year, next year, sometime .....

JOHN SKINNER



**MERCURY INDUSTRIAL TRACTOR**  
*(The Thundering Pig)*  
 Ex. B.R. or G.P.O.  
 1947-9 no log book or registration



Engine Ford 10 h.p. S/V with carb Governor. G/box Ford E83W with spring loaded clutch. Propshaft 18" open. Leyland Lion back axle (modified). Brakes mechanical (v-good), tyres fork lift truck, steering E83W. Suspension, hardly noticeable. Coolant, thermosyphon through special Mercury rad. Electrics 6v. Speed 20 ish if you dare. Turning circle about 10'. Weight about 35 cwt (cast iron traction block over back axle marked 15 cwt do not lift!) Just the job for the wife to go shopping in, it has 3/8" all round steel fender.

Any More Info Please ?

J. OSMOND. [REDACTED]

*Whilst on holiday in Majorca last October Russell Bevan from Cardiff spotted this Model Y Van parked outside a garage in Plama, and was apparently still in everyday use. Thanks for sending me the photograph Russell, but did you meet the owner of the van and tell him about the FSOC ?*



**100E's Still In Production ?**

One of our members returning from a trip with the UN to northern India reports sightings of new looking cars very much like 100E's. Questions asked of the local people seemed to point toward their being a moderate size car plant set up by the (US) Ford company in the mid 50's to produce tractors and light vans. The light vans being designed around the 300E body shell and using a German Ford engine (SV ?). It is apparant, quotes our correspondent, that these light vans are still in production, some being in the form of estate cars like the Squire/Escort but using van rear doors. The only name seen on these vehicles was "Ganges" and the flash "1200".

We know that Morris Oxfords continue in production as the Hindustan, so it seems quite likely that a Ford plant might well continue to produce mid 50's designs also. Who knows, here may be a good source of body parts. Anybody going to northern India for their holidays next year ?



1950's ELVA racing team.  
 Pictured in Bexhill.  
 Photo courtesy J. Osmond.



Photo shows an Allan Taylor Tractor (ex Army) based on a 7Y 8 h.p. Standard early engine. Rear axle has a reduction via chain wooden tipper body fitted.  
 Ray Smith of Devises.

**CONFESSIONS OF A SIDEVALVE  
 OWNER by BILL BALLARD (Membership  
 No. M/887)**

If the Club's computer is up-to-date, I should be on file as owning three "Sidevalves":-

- CBA 278 a 1947 Fordson E04C 5cwt van;
- SMF 47 a 1953 Ford "Anglia" E494A 2-door saloon,
- and NNC 677 a 1953 Ford "Prefect" E493A 4-door saloon.

For everyday use, I run a 1980 "Fiesta L". Other vehicles in my possession are a 1953 Guy Special 26-seater, single-deck bus (ex London Transport GS2) (well, at least it looks like a Ford Thames from the front!) and a 1957 Wolseley 15/50 4-door saloon (for the time being, at any rate - know of anyone who would like to buy one ? It's going cheap!).

These then are the facts, and now for the confession: all the "Sidevalves" are non-runners and were, in fact, acquired as "Scrappers". But it is my avowed intention to restore them, as and when funds permit! In fact I have already commenced restoration of the van and the "Anglia", but the "Prefect" is a long term project.

The van was aquired in 1978 and was in a very rough condition. She stood on the drive beside my house for several months before I plucked up the courage to make a start on her. I accumulated a pair of front wing



and various mechanical parts for her before I began the huge task of restoring her by starting from the front: I removed the front inner and outer wings, the bonnet, the grille and the radiator. The outer wings were virtually solid rust held together with paint and were therefore discarded. The inner wings, the bonnet and the grille were considered reusable and were sent away for patching and welding. However, the more I progressed, the more it became evident that a lot of cash would be needed to put her right. Quotes from three different welding specialists for repairing the chassis and body were quite horrific and the project was temporarily shelved while I accumulated the necessary funds. You see, being a "pen-pusher" all my life I have neither the requisite skills nor patience to do things like welding!

Chatting to a friend in the Summer of 1979 (if we had one!), he suggested that I buy his "Anglia" from him and use the chassis from that for the van. His price of £50 was duly accepted and arrangements were made to tow the car round to my house. The irony of it all is that my friend had beaten me to buying the "Anglia" from a Manchester scrapyards for £40 in the first place twelve months earlier! As he had spent many hours doing the dirty work of stripping the car down to the basic shell before abandoning it, I didn't mind paying the extra £10!

In the spring of 1980, I had a stroke of good fortune - I found a local Ford dealer (the Oldham Motor Co.) willing to sponsor the van's restoration. In return for putting their name on the sides and allowing them to use it in their centrally-heated showrooms for promotional purposes, they would complete the restoration for me. They duly collected the van with a low loader and took my stock of reconditioned parts and spares and within a matter of a few days had separated the body from the chassis, and had stripped the engine. The chassis proved to be reusable and was steam-cleaned, welded, straightened, sand-blasted and sprayed. The engine was found to be in good condition, save for a bent valve which was duly replaced. Attention then turned to the bodywork.

It was decided to replace the bodywork from the waste downwards. As this included replacing the rear wheel arches, it called for the skilled hands of a sheet metal worker. He had just made the new panels and arches when work came to an abrupt halt due to legal wrangle over ownership (nothing to do with the sponsors, I hasten to add). And the uncompleted van still stands in the workshops of the Oldham Motor Company to this day . . . .

This, as you can well imagine, was a bitter blow to my ego and, apart from commencing to strip paint off the exterior of the "Anglia" and cleaning and painting her front axles and springs in "Bondaprimer" (marvellous stuff!) little has been done on my "Sidevalves" since.

By the way, the "Prefect" came on the scene just after I had acquired the "Anglia". It was spotted on waste ground in Oldham apparently deserted and a little vandalised, but basically complete. I traced the owner to a nearby car body repairer's, and persuaded him to part with it for £25!

As the bus seemed a better proposition for an early return to the road I decided to focus my attention on it in preference to the "Sidevalves" (sacrilege, did I hear you say!). Practically the whole of 1981 has been spent on repairing and repainting the Guy special, which successfully passed its MOT Test on the 28th August last and has been rallied extensively since that date. In retrospect, the amount of money spent this year on the bus (over £1,000!) could well have bought me a "Sidevalve" in mint condition, judging from the numerous offers we get in this magazine! But it is all right being wise after the event. . . !

I intend to restart work on the "Anglia" early in the New Year. I have already lined up a friend to do the welding for me (he served his apprenticeship on my bus!) but there is a problem: he has to complete three other cars before he can start on mine!

Incidentally, I'm not the only F.S.O.C. member with a Guy Special: my friend Tim Bubb of Chatham has one in addition to his collection of Fords!

I hope this article has helped to explain why I have not yet turned up at any F.S.O.C. rallies or events to date. Owning four full-size models as well as a collection of 60-odd small-scale models of English-type Ford vehicles, nobody can deny that I am a Ford enthusiast!

And just to prove it, I publish postcards of vintage and classic vehicles as a part-time business and included in my first 23 cards are 5 of Fords, including one each of a 103E, a 100E "Squire" and a "V8 Pilot" (see advert elsewhere in this issue).



One of Bill Ballards postcards. The actual cards are in glorious colour and the Pop is a lovely shade of blue.



Spotted by John Osmond on garage forecourt south of Dartford Tunnell.

## REGISTER NEWS

### 100E Register

At this summers IBCAM Festival Town and County Fair, Stoneleigh, Alan Hart of Skipton-on-Stowe entered his 100E Popular in the concourse event (the only 100E entered).

A chap came up to Alan and introduced himself as the toolmaker who made the bonnet release catch, (for 100E's) and still had in his possession the original pre-production unit which he kindly gave to Alan.

### \*FREE TO ANYONE WHO CAN COLLECT\*

A set of seats (blue) for 100E saloon. The front seats need repair. Contact I. Musgrave, [REDACTED]

"Only a few 100E Register badges left now, sitting at £3.50 each plus 30p p&p (how about one for Christmas ?) We won't be making anymore for some time so here is your chance to acquire a piece of "Club History". Unfortunately the workmanship and colour scheme may be too costly to reproduce at a realistic price for next year, so its up to you if you want one of the "originals"!

Jim Norman is doing a great deal of work for the 100E Register, his recent projects include a feasibility study into reconditioning steering boxes and - wait for it - replacement rear wing lower hands! Register members will of course be kept fully up-to-date with developments. On behalf of members may I say thanks to Jim for his work on our behalf.

The recent "Classic Car Show" at Brighton was graced with the presence of Mike Dawes Anglia. A really super machine, the sort that makes you want to go out and strip your 100E down to compare. Mike is

a great one for originality, and it pays off judging by the amount of awards he wins! Lot's of enquiries at the show about 100E's, mostly from "everyday use" people, but, an encouraging sign is the increasing numbers of good low mileage cars now being restored as show pieces. Today's roads are very nasty to a twenty year old "better than average" Sidevalve. So, if you are lucky enough to have a "good 'un" for heaven's sake look after it! Club spares are here to help if you use them!

Let's hear of some 100E restoration, nearly 600 100E's in the Club, surely there are one or two people who have "done" a Prefect/Anglia for example? Write an article for the mag with some photo's and send it on to John Skinner who will be pleased to consider it for publication.



## 100E REGISTER

MEL SMITH



### Model Y's

#### GRAHAM GAME REPORTS . . . .

According to our computer print out, supplied by the wizard Waldenberg, we have more than 100 pre-war 8 and 10 hp engined Fords in the club. This total comprises 87 model Y's, 13 model C's and a handful of 7 Y's and E93A's. The question is however, "where are they"?

During the 1981 season my wife and I have taken both the "C" and the "Y" to 15 different rallies and one always meets the same turnout of the ardent Sidevalve enthusiasts only to find the Y's and C's together can be counted on one hand. The three exceptions were The Enfield Show in May, Southern Day in June at Knebworth in July were if it had not been for the support of our friends in the "Y & C" club response would again have been disappointing.

Whilst I fully appreciate members do not wish to travel in excess of 100-130 miles each way to a rally I am sure the 50-60 mile drive is not too taxing on either driver or vehicle. I don't consider the Morris 8 or Austin 7 to be anything different to the Ford counterpart but clearly their turnout at meetings is better than our own.

Perhaps I have already with my first article put off some readers and if so I apologise, but no doubt the ardent enthusiasts amongst you are still waiting for me to get to the point. Well here it is.

1982 in case anyone has forgotten, is the 50th Birthday of the Model Y and such a milestone should in my view be suitably celebrated with or without the help from outside the club. Hopefully we will be able to arrange with the Ford Motor Company for a suitable gathering but if not, a concerted effort must be made by the members to ensure something is done. Your views and suggestions would be appreciated on this subject.

Getting the Y & C Register off the ground has proved a little difficult in as much that I have details of only 10 members on file. Whilst I know you have all been asked before and that it may be a bit of a drudge could I ask you to please complete the card enclosed with this edition and return it to me at the earliest possible date.

Turning to the question of club spares you will note that the spares list published with this copy is somewhat limited and infact includes certain items which I myself am offering for sale. I am anxious to improve our overall stock holding of both new and secondhand parts and would welcome information leading to the purchase of suitable items.

Finally I will sign off with a list of vehicles I am aware of and are suitable for restoration. Please contact me for addresses or phone numbers.

1933 Short Rad "Y" Tudor Saloon	1951 E493E Prefect
1934 Long Rad "Y" Tudor Saloon	1951 E494A Anglia
1935 Long Rad "Y" Fordor Saloon	2 x E83W Panel Vans
1936 Model "C" Tudor Saloon	1 rather sick V8 Pilot

## FORD SIDEVALVE OWNERS' CLUB E83W REGISTER



Registrar: HOWARD STENNING  
CHALK PITS MUSEUM

### Howard Stenning Reporting

It's good to be able to report a continuing stream of E83Ws coming to light. Several owners have also recently joined the club, among them Peter Davenport from Calne in Wilts who owns an E83W milk float and David Durrant from Anstey in Leicester who has owned his E83W van for the past 13 years. It is still in regular use and has over 180,000 miles under its belt! I hope to be able to tell the story of this one in a future issue.

Practical Classics magazine in their latest issue, were kind enough to include a press release on the Register. I sent them two photos to go with it, not only did they use both, but they also put in a third one of their own. My thanks to Mike Brisby their editor, it all helps to spread the E83W and Sidevalve word.

I would like to hear now from a number of members known as being E83W owners, but whose vehicle I have no details of. (*Ed's note, there's a multi-register form in this issue, will non registered vehicle owners please use*). If the following members could find time to drop me a line, I'd greatly appreciate it: messrs. Aldrich, Aldridge, Alpat Motors, Colver, Cooper, Evans, Garner, Hodge, Kelly, Mackenzie, Pedder, Riddle, Ridler, shears, Shorrock, Whitbread, Whitewood, Wickett, Williams and Wind.

On the spares front a relatively untapped source of E83W parts is the firm of **Nordian Services**. Run by a most helpful chap called Wally Wheatley, they actually specialise in Ford V8 spares, but do hold quite a large stock of parts suitable for our vehicles, largely on the mechanical side. As a matter of interest, V8 Pilot king pins are same as E83W, so they may be able to help you out if you need these as the club does not have any available. their address is Nordian Services (1979) Ltd., Matching Airfield, Abbess Roding, Ongar, Essex CM5 0JR. Tel White Roding 351.

and now a quick look at a couple of vehicles with rather special bodies. The first as you can see, is an ice cream van. Like the one from Lancashire pictured a few months ago, this one is still earning its keep and in daily use. It is based in Leven, Fife, Scotland and was photographed for us by Bill Fairfield of Eastleigh, while he was on holiday this summer. Many thanks Bill.



E83W breakdown trucks are not that common. I know there are several people building them at the moment, converting them from pick up trucks etc, but the vehicle pictured here must be the most authentic and original example of the breed. True, it has been converted from a van, but in this case the 1951 van was converted in 1951! Quite why the garage responsible should have decided to chop such a new vehicle is anyone's guess, but a very neat job they made of it. An E83W is not perhaps the most suitable vehicle for breakdown work and this truck did not cover very many miles before being left to rot in the corner of a garage in Essex.

When the garage closed it still stood there. When the garage was scheduled for demolition some 10 years later it still stood there and was just rescued in the nick of time by Ron Phillips from Canvey Island. Ron proceeded to spend his spare time over the next ten years restoring this mighty beast and the vehicle made its maiden rally appearance on the Enfield to Cambridge run this July and very fine it looked too. I hope we see more of it out and about during 1982.



#### Sightings

Doug Robinson reports that there is an E83W van lying derelict at Stow-on-the-Wold. Leaving town on the old Fosse road, heading north, the van can be seen quite clearly along with several other vehicles on the right hand side. If further directions are required, Doug will be happy to oblige. Tel [REDACTED]

**Best wishes extended to all E83W owners for 1982  
let's see you all at next years rallies,**

**Howard Stenning**

*As many of you will know, Howard Stenning our E83W Registrar lives and works in an industrial history museum, situated in an old chalk quarry. He has recently discovered that when the pits were in operation in the early 50's, the owners, Pepper & Sons had four SV's amongst their fleet. These were an E83W van, SPO 853, an E83W Uteleon PBP 248, a 47 Prefect HPX 894 and finally a 'Ford Saloon' registered in 1953 HPM 510. All these vehicles were in the fleet list in 1955 but had all been sold by 1960. Have any of them survived or does anyone know what became of them. Any info would be gratefully received by Howard at the [REDACTED]*

In closing, seems that member Greg Chapman who had an accident with his three-way E83W (some clown rammed the front end) is having some new steel wings re-manufactured. He will be advising Howard of costs etc, so if you might be in need of E83W steel wings, contact Howard.

## 107E NEWS

Members have been returning the parts lists I issued, and it appears, so far, that the majority of owners would like exterior body pieces rather than mechanical parts. Items required are those that are obsolete and prone to damage; these include wing motif for either side, good condition older type hub caps, choke control knobs and cable, pendant door pulls, rear lamp lenses, scroll badges for boot, gear box gaiters, and rivets for steel side trim. At present, I do not hold stocks of these parts but will shortly be touring the scrap yards and purchasing undamaged items.

**DON'T USE SELF TAPPERS ON STEEL TRIM** unipart GHF 1435 (MGB trim rivets) approx. 40 to replace all trim. My nearest regular meeting of Sidevalves being Hutton, The Plough (A129) of which we get a good turnout and have invited a very enthusiastic chap from Saffron Walden with 107E that I met at the Thurlow Steam Rally in May. His car has undergone complete body and mechanical restoration and has many photographs showing various stages of work. When we first met he said 'my 107E had more holes than a string vest!' He has made a thorough job of preserving his car. He is now a fully fledged F.S.O.C. member and is the twenty fourth to register.

**COMPETITION** - Our friend Andy Brown - High Wycombe would like 107E owners with cars of extraordinary high mileage to detail him of (a) highest mileage on original engine (b) any 107E engine not customised. He would like entrants to send details, including car number, - mileage of course, if original engine or replacement, two copies of M.O.T. Certificates and S.A.E. to return your papers. Ring him 0494-30812 (High Wycombe) he will willingly undertake this lighthearted competition. When registering, his cars total mileage was 180,000 so - go ahead and see if you can beat that ... (keep me posted (Dave) ).

Having detailed the highest mileage car so far, here is the lowest to register - 41,000 lichen green belonging to a member of St. Helier (Jersey).

**RUST PREVENTATIVE MEASURES** - at intervals remove rear bumpers, with brackets, - if you can, bolts become seized to the rear valance, and if allowed to do so often need cutting off. Place Vaseline on the bolts before reassembly. Over-riders become seized as well. A member who gave up hope of removing over-rider bolt away from bumper paid £3 to the Trade to complete this job - so check these also if fitted.

**TIPS** - Obtain a few core plugs as they suddenly develop bad leaks - if unobtainable, in emergency stop weeping plug by - liberally applying plastic padding round fracture, one member reports one coating has already lasted a year - no leaks. (i).

**HEAVY SMOKER** - Buy small can of Red-X well proven formula, teaspoonful in petrol tank. (ii). Remove air cleaner with throttle partly open, teaspoonful into top of carb. - beware there is no clean washing about !! as your driveway will be engulfed in a complete smoke screen!! Do not however, increase the dose as you may not be able to see your Prefect for the next 5 minutes! This top quality additive will improve a fairly worn engine and is relatively inexpensive.

If you suffer from nasty gearstick chatter, particularly in third, solve this by removing gearbox gaiter, under which the dome will be exposed, under this cap pack a handful of grease - taking care it does not ooze into the box itself - then replace cap, small quantity round top edges and re-fit. Result, very little vibration.

**DAVE SIMPSON**



First Reg. Jan 59. 100,000 miles from new.  
M. Berliner, London N.19.



## Popular & Prefect Register News -

### More Re-Manufactured Items

Enclosed with this Christmas Edition of Sidevalve is the sixth order form with yet more new items - First, at long last, the much requested Prefect, Anglia and Popular front bumper grommets, costing £7 a pair. Also new, as requested by members at Southern Sidevalve Day, (we do listen to your requests,) the small spring which fits inside the window regulator top gear wheel, (the very small one inside the housing,) on to which the regulator handle fits.

Now that we have obtained all the re-manufactured items that you have requested in less than two years, here is a reminder of these items for new club members.

1. Window regulator gear wheel to stop that dropping window problem. Why not while ordering, order a spare spindle and top spring too.
2. Gear lever gaiter, fits all Prefects, Anglias and Populars. Only 20 now left in stock. More will be ordered in 1982, but these will cost more.
3. Locking petrol caps, to fit all perpendicular models and 100E types. (For list of all models which it fits, see August Club News, page 13).
4. Boot lid badges for Prefect, Anglia and Popular, also ideal for rally display boards.
5. Bumper grommets, (as mentioned above.)
6. Badges available to all register members, also ideal for rally display boards.

All prices will be increased in February's Club News, due to the increase in postage and rubber.

### Trim panels

I have received many enquiries for Anglia/Popular panels, but none so far for Prefects. I have been donated a set of panels as patterns for Prefects, so come on all you Prefect owners. Please send any orders with a sample of material, £20 deposit and S.A.E.

### What's Next ?

We already have some ideas for our next re-manufactured items, who would have thought of STEEL WINGS for our perpendiculars ever being re-manufactured. Advance orders are still being accepted for steel wings. Send S.A.E., but no money, to Andy Main, stating the wings and sills required.

Inner steel wings are often found to have rotted when stripping a car, therefore orders are also being accepted for these. And a set is needed as a pattern. Any offers ?

Due to the cost and storage problem, the club will not be able to stock piles of wings. In a few months time, therefore, a large batch will be ordered from the manufacturer. A further order will not be placed for a considerable time, so if you require wings and sills during the next year, **order NOW.**

In February's Club News there will be a questionnaire concerning parts you would like re-manufactured next. I hope many people will fill it in as this is your register and your Club's money which is being spent.

### Can You Spare ?

I still require clutch and brake pedals to build up a stock. So far only one member has been able to donate any.

### Register Trophy

As you already know, we have our own Southern Sidevalve Trophy for the best restored register member's vehicle. It would be nice if we had

one for the Northern Sidevalve Rally. If any member would like to donate and name a trophy, or donate any other trophies for register members *only*, (for example, the furthest travelled car,) please contact Andy Main. A trophy would cost £8, and would be kept for a year by the winner.

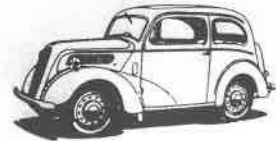
### 8 and 10 h.p. Spares Secretary

Our Southern area spares secretary position is still vacant. It would be a shame if this position is not filled, and therefore no Southern spares. Offers to the General Secretary please.

As mentioned in October Club News the *register name* will be changed as from 1st January 1982. I hope all Prefect owners and all other club members will take the trouble to join *their* register.

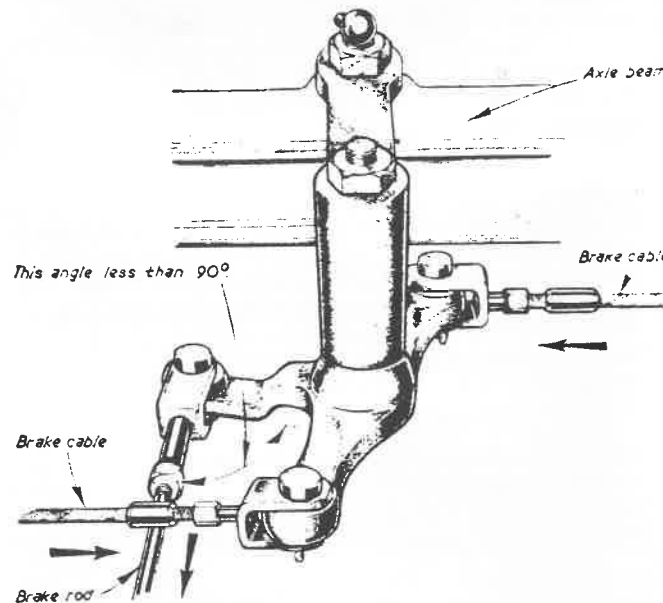
May I thank you for supporting our re-manufactured items this year, and hope that you will continue to do so in 1982.

Wishing all members a very happy Christmas and prosperous New Year and rallying season.



## SETTING UP CABLE BRAKES

The shoes should first be set in the brake drums to ensure the linings have minimum clearance. This adjustment is made with the wheels jacked clear of the ground, operating the adjusters on the brake backplates; the adjusters should be turned until the linings contact the drums firmly and the brakes bind, then the adjusters should be let off the minimum amount for the drums and wheels to spin freely.



The cables from the brakes to the compensators balance centrally; and the main arm of each compensator which will be pulled by the brake rod should be lying so that when the rod is somewhat less than 90 degrees; when the rod is pulled and the brakes are applied, the arm should pull to approximately the right-angle position - which is the attitude at which most force is exerted to apply the brakes. The main rods and pedal settings should similarly be made to balance the main compensator, so that the pull-push is taken evenly on front and rear brakes. A test should be made by blocking the pedal or holding it down while the resistance to turning is checked on the road wheels. If the compensators are balancing centrally, and the shoes have been adjusted, all the brakes should be operating evenly.

## LOCAL GROUP NEWS

### N. YORKS

The local meetings are becoming rather disappointing, only 2 cars at the last two meetings, it seems as if nearly all the local Sidevalve owners work on a Sunday and have to change shifts to attend, while others just won't turn up and we can do nothing until we get a good turn out. One of the keenest members drives his 103E on a 70 mile round trip to attend, and he is 82. So I'm sure other members could get their fingers out once in a while and cheer me up on the first Sunday of each month. We have considered changing meetings to during the week, but it wouldn't work.

Enough of my complaints! We attended York Historic Vehicle Rally on 13th September, really good do this one, about 12 Sidevalves turned up including a 7W and Dave Turners Prefect (I didn't see Dave all day though).

September 27th saw us at the 'Pre War Austin' Club's Autojumble at Stannington, north of Newcastle, we had the cars on display in an indoor arena, a good selection of Sidevalves, upright Popular, Prefect and Anglia and a couple of 100E's. Richard Myres (who never misses anything) and I bought radiators for £2 each and had wheels and other items given, we had a good day. I followed Richard in his 103E to this event and made the round trip of 140 miles (doing 60 mph at times) at 35 m.p.g. which is 'nt bad for a 100E!

Last weekend the A30/A35 club invited us to their end of season get together near Bishop Auckland. Only Richard and I went with Fords, but we had a good afternoon and a road run through Hammsterly Forest (a favourite R.A.C. Rally stage!). Steve Slater who does my job for the A30/A35 club said he would get some of his members to attend my meetings if we would attend some of his as his attendances are poor. Why are people in this part of the world so apathetic?

Bill Davies is having a hell of a job getting a front pipe for his 107E and has had to miss all the above events, are they really that bad to get hold of, I've looked everywhere?

Richard Myres went non stop from Darlington to Leicester in his 103E last month, on the way back his wife left 1½ hrs before him in a new mini and he was home first. It's unbelievable the speed that Pop will do, and he has just acquired some 18" rear wheels to improve his towing!!

MARTIN HATFIELD

### NEW GROUPS

The following members are willing to arrange local meetings. Would members living near by please contact:-

KEITH ROSE - [REDACTED]

AND

BILL BALLARD - [REDACTED]

### NEW W. MIDLANDS

CONTACT KEITH ROSE

[REDACTED] s.

### LONDON (SE) GROUP

Eleven members attended the *SE London Group Meeting* held at the Grove Tavern, Dulwich, London SE21 in September. The get-together was a great success and further meetings are planned over the Autumn and Winter months. The Grove Tavern P/M includes a Restaurant, garden, large parking areas and is situated on the South Circular Road A205 in pleasant surroundings. Meetings to be held on the last Thursday of the month.

YVON PRECIEUX

### SURREY

Just a quick line to update you on the second *Surrey Local Group Meetings* held on 13.10.81. This group seems to have really taken off well! No fewer than 14 people turned up, many tales were told and bits and pieces exchanged, sold and bartered for!

We were delighted to welcome Jack Barnes, the owner of the Famous Ford-Jensen Mistral convertible to the meeting.

TONY RUSSELL

## ESSEX NOTES

The most important news from Essex, for those who attend the local gathering is a change of venue. We now meet at the Hutton "plough", a hostelry on the A129 between Billericay and Shenfield. The landlord is 'into' cars, and this is reflected in the decor of the pub. The first Wednesday of the month, from 8-ish onwards remains the time.

There are a lot of Sidevalve owners in, and around Essex who have yet to pay a visit to the local group. I hope they are not frightened off by not wanting to become involved in formal assemblies, committees, etc. Our evenings contain none of that, but are simply a social gathering which leads to an exchange of views, spare parts, enables us to help each other out with problems on the car which have been difficult to solve alone, and so on. We have a good turn out of regulars, with a wide representation of Sidevalve models, but we are always pleased to see new faces.

The other piece of news from our area is that of the East Anglian Sidevalve Event. We had a trial run in August, which was not very well attended, partly perhaps because the weather was dreadful, and partly because the pre-publicity and the entry form in the club magazine never happened. However, everyone who came had a good time, and we decided there and then to do it again next year.

Most events are for a single day only, and by the time the travelling is done, there is no time for anything more than a line up of cars. We wanted to do something a little different - to make it a short holiday in which all the family can join in. Consequently we decided to have the East Anglian event at a campsite, and make a long weekend of it. Our experience of this years, enabled us to sort out some of the problems of an event of this kind, and we hope that next years event will be really worth attending.

We decided that the middle of August was not the best time to hold the event. The campsite, which has every facility, is booked up well in advance, and of the dates available to us for next year, we provisionally booked the first weekend of September, - sot put it in your diary now.

We appreciate, of course, that not everyone will be able to come for the full weekend, but we hope that many of you will participate to the full, by taking a bit of time off work; and coming with your tent, caravan, etc, and staying to enjoy the Bar-B-Q on Friday evening, the road run to a transport museum on Saturday, the show and shine, the inter area games, driving skills tests, etc, that will make up the weekend.

This years event saw most of the Essex regulars in attendance, with only a few members from other areas. John Norris and family arriving (just) from Bexhill to take long distance award. Most people brought tents, but several arrived with trailers behind their Sidevalves, Martyn Babb's Squire and matching trailer being the talked about combination. Greg Chapman had no accommodation at all, but a camp bed in the loan space of his E83W proved a useful, if cold, substitute. The camp site proved very good, and we are all looking forward to returning again next year, with a much larger turnout of members.

MARTYN BABB



The Club's E83W Utilecon. Born 1943, Restored 1980/81. Does over 40 mpg on a long run. Quite economic even around town. Painted in Ford Fjord Blue. The headlamps are modified Lucas 7" units cut down to fit original lamp bowls. They are rusted up so cannot be focussed. The 2 spot lamps, 36w bulbs in each give a very good spread of light and are adequate for night driving.



Chris Whittingham sent us this photo of the family's 7Y taken in the 50's. Does the car still survive ?

**A letter from S. R. Watson of Baldrine, Isle of Man.**

Dear Editor,

A short time ago you asked for details of Fords owned by members in the past. I thought you might be interested in the following information.

Sadly records of the numbers have long gone, but letters can be remembered.

The first one, is a Model T Ford which my father bought about 1921. It was a van, and registered BT 4149. I learnt to drive on that Model T. This was replaced by a Model A Tudor 14.9, the letters of this car was WF. Both these were used to pull very early 2 wheeled trailers, and the T for farm work also.

Next on the scene was our first English built Ford. Model B 14.9 4 door saloon. This car was made into a pick-up in 1940, the letters of this car UG. At the same time we had a 1928 1 ton Ford model AF on 600 x 20 tyres, wire wheels, three speed box and worm drive with wooden cab, and a scuttle tank, 24 hp with a very low radiator.

This was followed by a 2 ton twin wheel Model A with a wooden cab and letters WX.

Then came what I believe was a BBB Forward control, and early version of the 7V, rod brakes. V8 with water pumps in the heads, 23 ton, the grill was vertical rod with FORDSON on the top, letters JV. After this came a 7VA 45 ton, this V8 was converted to a 24 hp 4 cylinder engine, the letters ABT, followed by a 7V 45 truck with the letters EWW and on a 83W pickup the letters were EVC.

At this time a model A Tudor car, letters RA was bought in very good condition for £10.00, it was fitted with a 24hp Fordson engine, and so was eventually scrapped for the engine. (looking back this was a very bad day's work). This engine was fitted into a Canadian Windsor built ex-army 4 x 4 truck for off the road work, with mag and vapourizer fitted to run of TVO. The letters of this truck were JE. At this time we also had a 93A car. This was a great car, letters CBT.

Around this time a very tired 5 cwt van and pop car came. The van was PBT and the car WBT, and yet another 7V truck appeared, 45 ton with the letters DBT, and a 6 cwt 100E van and a 404 15 cwt van.

A new era started then with the Transits and Traders etc, and we ceased trading some 8 years ago and retired, and now have a 83W and a 7V 23 tonner under restorations.

**FORD FESTIVAL 1982  
KNEBORTH PARK 19/20 JUNE.**

Mike Dawes has kindly offered to be the club representative on the organising committee for the above event. Details should be available early in the new year from Mike. Address:

**SOUTHERN SIDEVALVE DAY 1982.**

Provisional date and location (awaiting committee meeting to confirm). Sunday 4th or 11th July, Windsor Safari Park. Details in the April Mag.

**CLUB LIBRARY**

Now with Melvin Smith as most of the material is 100E - more details later.

The engine from my 493A has finally clapped out - has anyone got a nice reconditioned one around ? How much ?

*BRUCE PALMER*

**FAN BELT DATA - Steve Waldenberg.**

In view of the reluctance of Ferodo to supply the correct fan belts-even a letter to their sales director brought no response - here is some useful data. This information was gleaned from "Raybestos" fan belt boxes of which we had one of each in stock earlier this year. It applies to 93A engine types only, 8 & 10 hp. Short block types fitted to earlier models probably need shorter belts. All belts are 32", 3/8" (9.5mm) thick and top width is 9/16".

	OUTER CIRCUMF.	INNER CIRCUMF.	RAYBESTOS NUMBER
8 hp with 3" pulley	37 51/64" (960 mm)	35 7/16" (900 mm)	R 65
10 hp with 3" pulley	38 61/64" (977mm)	36 1/2" (915mm)	R 66 (Ferodo V424)
8 or 10 hp with 4" pulley	38 63/64" (990mm)	36 5/8" (930mm)	R 67
10 hp with water pump	39 23/64" (1000mm)	37" (940mm)	R69 (Ferodo V181)

I don't know how critical these dimensions are. But, if a belt could be found which is near enough to the internal circumference, with a similar angle and top width (to nearest 1/16") then it ought to do the job. Most modern belts have a top width of 1/2" and Ferodo's lists show many differing circumferences. A look up/down the book will show up what belts are available and in stock. E.g. Ferodo U136 is near enough to U181 (R69) and should do nicely for those of you with water pumps fitted.

Happy hunting. If you discover suitable alternatives please let me know. P.S. 100E owners can use fan belts designed for early Mini with dynamo fitted.



Here's yours truly - the computer wizard! It turns out that I've got the job of keeping all the computerised membership records. It will help me if you ALL renew, then I will not have to go through the lists deleting those of you who have not renewed.

FREE TO A GOOD HOME - Hub Puller, Workshop/Owners manuals (not sure which) Mr. Fenwick. [REDACTED]

100E Pop. 1961. Five new tyres, clutch, o/hauled, g/box & engine. MOT July 82 - Offers.

July 82 - Offers. Also Fordson E83W Estate ideal restoration project - Offers Greg Chapman. [REDACTED]

1959 Ford Prefect partially customised and lots of extra parts including spare engine. Will separate, London area. Offers: Mrs. E. J. Linke. [REDACTED]

1960 Pop 100E. Complete car for spares. Offers. F. Higging, Tel. [REDACTED]

1957 Anglia, breaking for spares, all parts available except engine. Pawell Bud-Husain. Tel. [REDACTED]

1958 Prefect, excellent all round condition. Needs new carburettor. Some spares. £150 o.n.o. A. C. Wright. Tel. [REDACTED]

NEED CHASSIS WELDING? - BODY REPAIRS? Member Kevin Harland offers you 1st class service at sensible prices. 28 Smithies Moor Rise, Birstall, Batley, W. Yorks WF17 8AX.

Need to move that immobile SV you've just bought? Contact Wally on Leeds 786748. Recommended by Steve W.

New parts E93A/103E trackrod ends £7 pr. Valves £3 ea. Valve guides £2 pr. Top & Bottom hoses £2.50 ea. Clutch plates £6. Contact sets £1. Dynamo brush sets (3 brush type) £1. Front Roadspring £10. 7Y top hoses £2.50. Model Y valves £2. Second hand parts refaced E93A £2. Valveguides £1 pr. Repairable 103E front wings £10. David Curtis - [REDACTED]

FOR SALE Brand new centre chroms bonnet strip the one the bonnet hinges on. new chrome £4 each including postage, also braking ford 103E.

M. W. Butcher. [REDACTED]

Prefect 100E, 1957. Used daily until July. No MOT but not much to do to get it right. Regn. OMO 928. Offers. Rita Phillips. [REDACTED]

1957 Anglia, 2nd owner, not running £250. Also 100E Pop breaking for spares. N. Ridley. [REDACTED]

1958 Prefect. MOT to April 82, seller says may need new engine. Any offers. Dr. J. A. Daff. [REDACTED]

Complete 100E engine £15. Derek Sadler. [REDACTED]

59 100E Pop fairly good condition. Offers. P. F. Simpson. [REDACTED]

Urgently wanted front bumper for 107E. Percy Blackwell. [REDACTED]

Special for sale - Ashley Typhoon. Tubular Chassis. Ford mechanics with two su's hi-lift cam etc. Not used since 1960. Offers. Also E493A stripped for welding of body. Soun chassis £80. Whereabouts known of vast amounts of spares, incl. new N/S/F/Wing. 8 new engines etc. Pete Underhill. [REDACTED]

Prefect 100E. 71,000 miles, good cond. New suspension this year. Engine O/hauled 2 yrs ago. MOT Sept 82. £550 o.n.o. G. Davies. [REDACTED]

1957 Anglia. MOT Feb. 82. Very sound body and chassis. Some spares incl. Any offers. Colin Wright. [REDACTED]

1946 Anglia E04A, in daily use. All original. £780 o.n.o. C. Rudd. [REDACTED] Chorley, Lancs.

Wanted Hub Puller. John Farrow. Tel. [REDACTED]

Wanted Pop interior panels front and rear o/s wing and seats. Chris Bull. [REDACTED]

Wanted, pair of sun visors for E04A (E93A type will do) cond. immaterial. Bladeonly reqd. Rod Hawkins (Flt. Lt) [REDACTED]

8 hp engine for sale, plus 30 oversize bores. Engine number E049A 6015 B1 H8K. £10 complete. Gordon Tapping. [REDACTED]

Norman Hickel, over in S. Africa desperately needs a set of Y type hub caps, even odd ones will do. Send direct or via Steve Waldenberg in Leeds who is used to sending parts to far off places.

NORMAN P. HICKEL. [REDACTED]

Wanted front engine mounting bar for a 103E. Have for sale - 493A and 103E offers around £450 each. Both MOT'd. Aquaplane heads, twin carbs and manifolds, plus other items. George Oliver. Olive Lodge. [REDACTED]

S/H 93A parts: Dynamo, starter, water pump, heater (6v) valves, guides, cam followers, ammeter, p. gauge, fuel pumps, carbs, distributor, pistons 7 rods, 6v cloth, s.wheel, dash panel, front engine X member, Bristol Fawn touch up kit. PR winguard, rear lamps. P. Andrews. [REDACTED]

Hugh Kent wants for his Pop:- Rear lights, boot lid straps, battery bracket, rubbers semaphore/body joint, oil filter pipes, door handles ext. Hugh Kent. [REDACTED]

1960 Popular. Complete but non runner, could be made nice with little effort. Not asking much, want it to go to member. Brian Davy. [REDACTED]

1954 103E. Black, stores 7 years, plus complete set of spares. £250 the lot. Mr. Chatfield. [REDACTED]

Tyres, 5.25 x 16 Avons, £26.50; 4.50 x 17 £27.50 plus carriage £4.50 first tyre and £1 each subsequent on same order. Lambrook Tyres, Lambrook Farm, Fairway, Colyton, Devon. Tel. 0404 87282.

Front inner wings 103E £10, front grill £12, Tyres £10, head gaskets £10.50, 100E gearbox mountings, new Y type wings (original Ford parts) £35 each. [REDACTED] N. Cousins.

Accelerator pedal remade by MG supplier, looks identical to E93A tyres. £4.50 M. L. Griffiths. [REDACTED]

Good source for 6v bulbs, brake clevis forks and pins etc, useful catalogue available. Motor Store (Sussex). [REDACTED]

Wanted due to theft!!! An 8hp cylinder head. (what will they pinch next?) John Farrow. [REDACTED]

1962 Popular for sale, only 56,000 gen. miles. immaculate cond. £650. John McCartnev. Tel. [REDACTED]

1961 Popular MOT to April 82. Very good condition but needs some attention to carburettor. Offers around £200. Mrs. M. Kelsey. [REDACTED]

King pin kits QP85TC £6.00; Track rod ends QR766 £7 pr., drag links QDL950 £9. 50 payen head gaskets £9, head sets £11, sump gaskets £3, sump sets £4.25, set of wellworthy pistons 10hp + 20 £12.50 pr. Anglia running boards POA. Glass fibre rear O/S wing. A. Dean. [REDACTED] also has many other items new and S/H.

Spares from rolled 100E Prefect. Wings, doors, very good engine, steering parts, etc. Can't afford to repair, so must part, or will go to scrap yard soon. Callum Moore. [REDACTED]

Breaking 1956 Anglia de-luxe, many parts available. Brian Coleman. [REDACTED]

Wanted 2 grey or green door pulls for 100E, good petrol tank for E493A. John Norris. [REDACTED]

1961 Popular excellent condition, one owner from new, well cared for car. Good home wanted for her. Offers. J. Freedy. [REDACTED]

1955 103E Popular and spares. Lack of space forces sale at £250. M. E. Jarvis. [REDACTED]

Wanted for 59 Anglia - bonnet motif, Anglia badge and boot badge, metal sunvisor. K. Clifford. [REDACTED]

103E engine and gearbox parts, suspension, panels etc. Offers. [REDACTED] (Per D. Laxton).

Coloured postcards of vintage and classic vehicles. Range includes 103E, Square, V8 Pilot, Model A lorry etc. 8p each and p & p. SAE. for lists. Bill Ballard. [REDACTED]

1938 E93A Prefect, only 7,000 miles. First class. Beat Ford Motor Co. to it. (they want it for exhibitions) MOT'd etc. Must be worth £1250. Car in Swansea. Contact Jim Norman on [REDACTED]

1961 Pop de-luxe. Exc. Cond. Yrs MOT. Garage maintained. £400 o.n.o. A. I. Mackay. [REDACTED]

Urgently wanted, front screen surround and rubber for 5 cwt E494C van. M. Green. Tel. [REDACTED]

Wanted choke cable for 494A. Keith Thomas. April Cottage, Watton Rd. Shropham, Attleborough, Norfolk.

Wanted fuel tank sender unit for E494A, door levers (?) Keith Thomas as above.

Practical Motorist mags, 1969 to 79. Popular Motoring 1969-76. Plus many other mags. 300 in total. Interesting reading £15 the lot. John Renouf. [REDACTED]

Rear N/S panel for 2 door 100E. Offers. Mr. McGill. [REDACTED]

Ashley Typhoon, tubular chassis, twin su's on SV engine. Rebuilt not used since 1962 (another special built but never used!!!). Recond. 93A engine, axles and other odds and ends. Offers. Martin Stephens. [REDACTED]

Wanted - steering worm for 100E new or OK. Mike Eversden. [REDACTED]

Radiator (poss. for E83W). M. A. Pullford. Tel. [REDACTED]

Wanted any special tools to assist with Y type maintenance - valve tools, hub puller etc. Ray Smith. [REDACTED]

Parts from E493A - Engine, gearbox, wheels and tyres, steering column, suspension chassis etc. Offers. [REDACTED]

Parts - brake dust boots, steering shaft from E83W, 6v semaphore arms, con rods, steering box nuts large and small, various brass bushes, brake expander pistons, horn button and surround, bracket E83W 75290, bush E83W 3598, brake compensator link, shackle. W. Crossley. [REDACTED]

Shackle pins, brake compensators, recond. Lucas dynamo 6v, starter and S/H 6v dynamo. W. Crossley, as above.

# MERRY XMAS FROM

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