

SIDEVALVE

News

OCTOBER 1987



PUBLISHED BY THE FORD SIDEVALVE OWNERS CLUB



EDITORIAL SIDEVALVE NEWS, Volume 4, No 5

You will already have noticed the renewal form in this issue. Your membership expires at the end of the year, but if you renew now it will save Mick & Jean a lot of work over the Christmas holidays. You'll notice a box to tick if you don't mind your details being given to either an Area Rep, or a Registrar. This is simply to facilitate their job, details will NEVER be released outside the Club. Check the Club Notice Board for more information. We simply have a situation where we can't tell a Rep which members are local to them, or a Registrar, which members own the models covered by the Register.

I have never received so many contributions, or of such quality. So, I've had to wield the Editorial scissors. If your article doesn't appear this issue, please be patient. I am also holding an article on a 93A Prefect with a steam engine! However, it is for sale but in the states! The address is David Sarlin,

thanks to Anthony Brollier for that one. Those of you who sent adverts off late, will notice that I also had to enforce the advert deadline with vigour!

The anniversary we celebrate in this issue is the 40th birthday of Buckler as a marque. Many thanks to John Orpin for a fascinating article. I have to admit I knew very little about Bucklers, and found the article very enjoyable and informative.

We are still short of a 100E Registrar, volunteers to Shirley. In the interim, I'm holding the Register records, so contact me for forms or with queries. Please, don't contact Mel.

There is a Regalia spread in the centre pages, order those goodies for Christmas now. I noticed that in the photos of sidevalve meets very few cars had Club badges. Get them from Pat now, and help publicize the Club.

We met Linda & Mike Davies at the weekend, and had a very pleasant evening. They are our USA Reps, so if you're in the States give them a call on the number opposite.

Finally, Martin has received less than 20 replies to the track rod end/drag link questionnaire in the last issue. Could we have a better response, don't leave it until you can no longer get your upright through the MOT. The Club has to have your help on matters as important as this.

Paul

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AREA NEWS MANCHESTER BRANCH NEWS

We put on a Club stand again at the Northern Classic Car Show, but this year it was at a new venue. This was the G.Mex Exhibition Hall, and it was held over 3 days of the August Bank Holiday, and not 2 days in October as usual. The stand we had was only small, being 8 metres by 5 metres, and we could only get 3 cars on display. On questioning the organisers on this we were told that the Club had to have a membership of over 3,500, to get a larger stand!

In an effort to show 3 different body styles the cars we had on show were Tony Williamsons 100E, Joe Sambrooks 103E Pop and Alan Oakes y type. Over the 3 days they caused quite a lot of interest with plenty of membership forms being handed out, so lets hope we have some more new members. I would like to say a special thank you to Alan Oakes for helping on the stand, having just finished work at 8am on the night shift and then spending 9 hours with me on the stand. I would of course, also like to say thanks to the others who helped out on the stand.

Now for the future - our next event will be a Treasure Hunt to be held on Sunday 25th October, destination - I'm not telling, if you want to know come along and we can all get lost together. Seriously, if you are interested phone me

Still in this year, there will be the annual dinner, or dare I say **** up, the details of which will follow later. Whilst on this subject, our own Glen Dale is still trying to organise a trip to a brewery, but they are all booked up for 2 years!

Harry Wheeldon

OUTER LONDON (WEST)

Our inaugural meeting on 4th August was a great success, with 17 folk turning up in 12 sidevalves of 8 different types. I just couldn't believe my eyes as the first 6 sidevalves to arrive and park in the layby at the front of the "George" were - Ian Lelliot's 100E Prefect (the youngest car); my 100E Escort; Richard Nunn's E494A Anglia; Peter Lesoing's E493A Prefect; John Hampton's 1934 Y van (the oldest car) and Trevor Crysell's 100E Popular. Admittedly the attendance was boosted by 6 members of the Oxon & Bucks group! Informal introductions and examination of each others' vehicles then followed.

It was unanimously decided by all present that we model our Branch along the lines of the Manchester Branch, and Ian Lelliot, Trevor Crysell and myself were elected to form a Branch Committee (There's room for more - any volunteers?).

Following an invite from our "O & B" friends, both branches are to get together on Sunday 20th September for an informal run to Marlow.

So many members that attended our inaugural meeting gave their apologies for September 1st, that I feared the worst. However, I was pleasantly surprised when 8 folk turned up, including Lynda Brown from Heston, Middlesex, who surprised us all with her knowledge of the mechanics of a 100E.

I was glad to see Ian White and his good lady at the Southern Sidevalve Meet on 30th August. They didn't need a lot of persuasion to organize another Sidevalve Meet on the Isle of Wight over Whitsun 1988 (28th may - 1st June). Already a great deal of interest has been shown by members of this and other branches that I have spoken to. If the 1986 "Meet" was anything to go by, it will be an event not to be missed.

It is proposed to follow the same format as 1986, ie - Saturday, travel to the island; Sunday, road run and rally at the Haven Street Steam Railway Centre; Monday, fun run round the island; Tuesday, free day; Wednesday, return home. Will anyone interested in participating in this event please contact me on 01 391 2836 for further details.

Bill Ballard

MERSEYSIDE GROUP

We arrived at La Barbacoa for our August meeting to find it closed for redecoration, but were fortunate to find a very good alternative venue at the Brooke Hotel just a couple of hundred yards away.

Those of us who had attended the Northern Sidevalve Meet on the previous day had just about dried out, from the effects of the rain that is, not the pleasures of the beer tent! The Weatherby brothers brought along the best commercial trophy which their pick-up had won at the meet, and by way of celebration we allowed them to buy us all a drink.

Congratulations to Shirley Skinley who has passed her driving test and now cares for the Anglia, while Bill has acquired Steve Waldenberg's 107E Prefect. As the car has a 1500cc engine, Bill becomes the honorary tower of the trailer on our sidevalve camping trips!

The date of our run to the Severn Valley Railway, for Sunday lunch in the restaurant car, is October the 18th. This should be a good day out especially if, dare I say it, the sun shines!

Mark Prescott

HAMPSHIRE GROUP

We have come to the end of a busy rally season, and our local meetings are resuming again from 8pm onwards on the 21st October (3rd Wednesday), at the Cricketers public house in Stoneham Lane, Eastleigh. We shall be pleased to see any members, "old" or "new", who would like to come along for a natter and that includes the ladies as well.

In early May we had a very pleasant treasure hunt through the Meon Valley. Despite the clues we all managed to arrive at the pub in time for lunch, even though a certain 100E ran out of petrol. In June we were busy every weekend, starting with a visit to the Ford Plant at Dagenham, which was very interesting. The following weekend we had a Club stand at the Eastleigh Band Championships. Unfortunately, Trevor did not make it as his 100E lost a front wheel on the motorway. Lucky for him he had just joined the AA. We also had a Club stand at Fontwell Race Course, but this year the sponsors backed down, so it was a smaller more informal rally.

At the end of June we represented the Club at Bromley Pageant of Motoring. Once again we had a good display of cars on the stand, and I would like to thank all members who supported us by attending. Early in July we did a long road run which took us by Stonehenge, lunch at Hungerford Common, and ended at a Rugby Club at Andover. Andy won a prize with his 103E Pop, but sadly Malcolm's model Y was hit by a passing juggernaut causing extensive damage, but luckily nobody was hurt. We spent a weekend at Cricket St Thomas, in Chard, where we had 16 cars on the Club stand, and where we had the chance to meet some of our members from the west country.

We took three vehicles to National Sidevalve Day, and despite the pouring rain we had a good rally. Some of our group went to Marwell Zoo that same weekend, where it was a "Mechanicals & Animals" Rally. We ended the month of July with a lovely weekend at Longleat. The weather was perfect and the setting was fabulous. This time it was Jackie & Graham in their 103E who had to be rescued by the RAC, but they joined us later in a 100E they borrowed from Jackie's Dad.

In August only Jean and myself went to Southern Sidevalve Meet, but once again the weather was lovely and the venue was very interesting and we spent a long time looking around the museum. Our last Club stand was in September at Kempton Park Race Course. There was plenty to see at this rally, but sadly heavy rain in the afternoon caused us to pack up and head for home.

Once again my thanks to all of you who have helped and supported the Club at Club stands and rallies this year.

Mick Crouch

POSSIBLE NEW AREA MEETS

SOUTH WALES

Philip Hardwicke, a very enthusiastic new 107E owning member, would like to start an area meet in South Wales. Philip lives in Pontypridd and his phone number is

CHANNEL ISLANDS

Shaun Banks owns a Mark 1 Dellow, lucky fellow, and is another enthusiastic new member. He knows a couple of the FSOC members in Jersey, but would like to get what few members we have in the Channel Islands together on a regular basis. Phone him on

If it takes off perhaps we follow on from the Isle Of Wight Whitsun Meet, with one in the Channel Islands!

NORTH EAST LONDON

Ivor Abelson has proposed the idea of a meet at the Wheelwright pub in Chingford, to try and attract people from North and East London, SE Essex and South Herts. This would be in conjunction with some Wolseley Six owners, or possibly other Clubs depending on members response. Give him a call

[If you live in any of the above areas, and fancy meeting other sidevalve enthusiasts for a relaxed noddin and natter please contact the above. Area groups will only flourish with your support. - Paul]

OXON & BUCKS REPORT

Summer has come and gone since the last magazine, and yet again the time is drawing near to put our trusty Sidevalves into hibernation until the spring.

We attended National Sidevalve Day at Lillford Hall - could have done without the rain, wellies, and macs, but enjoyed the day chatting to old friends again, and trying to stop all the leaks! Congratulations to Ray & Sue for winning the Pre War class with CJ their model C, and to Mark for winning his class with Irvine, his Anglia.

The weekend after, we had a Committee meeting at Sue & Rays to finalise Southern Sidevalve day - a scrummy Saturday lunch, complete with the usual Oxon & Bucks group excesses!

The end of August saw Southern Sidevalve day dawning misty and damp, but by lunchtime it was obvious that we'd picked a scorcher yet again. Eton Wick proved to be a very good rally site - see report next issue. I would like to take this chance to thank the group for all their efforts in making the rally a success again, and also thank Mick & Jean Crouch for yet again lugging their display boards, bunting, and regalia to the rally.

We also went to Bill Ballard's first group meeting near Kempton Park - an enjoyable evening, and sorry if we nicked all the sandwiches!

We will be at the All Ford Rally at Abingdon en masse, as it is Dick's last event before he returns to Yankland with his model Y. Dick has been a very active member of both the club and group, going to every rally he can get to in Betsy, and usually trailing Kathy his wife, and his two kids along too. We would like to wish them all the best of luck in their new home, and hope we will soon see them back here again.

I had a phone call from a Mr Hill in Oxford last week, he is trying to sell his 1958 100E Anglia, as he is retiring. He advertised it in the last mag, but it is still for sale, he assures me that it's reliable, at £200 it is a bargain, and if he can't sell it he will have to scrap it, which he is reluctant to do. If you are interested, give him a ring on Oxford 66105.

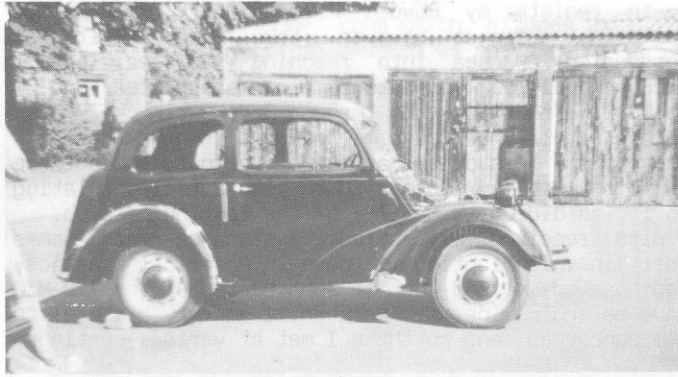
Thanks to everyone who has organised a rally that we have been to - we have enjoyed them all, and have some lovely plaques to prove it! Here's to next year.

Teresa Butler

* MEMBERS LETTERS *



(Photo - A. Porter) Alan's 103E is on the right. The shot was taken at the Sellindge Car Show & Steam Rally



(Photo - A. Archibald) In the process of receiving some overdue attention!

LOW MILEAGE 103E

Dear Paul,

In October '86 my caravette got smashed up, and I took the vehicle to a main Ford Dealer in Woolwich for an estimate. As I was waiting to be seen to, I got chatting to a Morris Minor owner who had called in. Thinking I was trying to take custom away, the manager came over to serve me double quick. I explained to him that I was in the FSOC, and from this it came to light that he had a 103E in the back with one owner from new.

I wasn't really interested, but thought it worth a look as it was so close at hand. What he meant by showroom condition was flat tyres, bent bumpers, busted hoses, and a dented n/s wing. After I had stopped laughing at his showroom condition car, he informed me he wanted £1,800 for it, YES £1,800.

At the mention of this I started to laugh, and left him to his dreams. Some weeks later I returned to collect my crashed vehicle, now repaired. I was approached by this same salesman again. I agreed to have a closer look, and in spite of its faults it was a fine car. We agreed he would do the work, and the price was £1,450 inclusive.

The car has now done 15,672 miles, and to date has not let me down. It has the original factory fitted seat covers, chrome bumpers, parcel shelf, twin wipers and its original tyres, still good. It has been very reliable, and has been to some 7 or 8 shows this season.

If any member can help, with its past history please contact me on

Alan Porter



A CARTOP DINGHY

Dear Paul,

I found the above in some period literature for the "Yachting World" Cartop Dinghy. Made by "The Bell Woodworking Co Ltd" of Percy Rd, Aylestone Park, Leicester. If they are still in business I bet it costs more than £74 ready to sail now!

Geoff Gostling

NORTH OF THE BORDER

Dear Paul,

I have just joined the FSOC and thought I would drop you a line to let you know there is sidevalve life NORTH OF THE BORDER!

I come from Paisley, 9 miles from Glasgow, and have recently bought, after a long search, a 1959 103E Popular UVB 42. I am about to start renovating it and have written to Andy Main to register the Pop.

I bought the car from a chap who advertised her in a local paper. He hadn't had the time to work on her and the car, which he had owned for several years, had been vandalized twice in the last 3 years. So he decided to try and sell her, I telephoned on the Thursday and made arrangements to see the car on the following Saturday.

After a look around her I was surprised to find her 95% all there in every respect. So the deal was done and on the Sunday, with the help of a friend, a trailer and the exchange of £250 UVB 42 had a new owner.

The car was a non-runner when I bought her, but the engine had good compression and seemed free enough. The following Saturday with a 6 volt battery, some petrol and some luck (?) she turned over a treat. After a couple of attempts, a cough a splutter and of she popped - sorry, a little joke! Her first attempt only lasted seconds, but after another turn of the key she idled roughly, but not bad for a car that hadn't run for 7 years.

I couldn't run her for long, as the radiator and hoses were missing. I was very pleased that the engine wasn't knocking or rattling. After the mass of black smoke had cleared, I pushed her back in the garage and she's been there for the last weeks as I have just returned from a holiday. So as soon as I hear from Mr Main restoration will resume.

Andrew Archibald

[I spent News Year Eve in Wishaw 2 years ago, so I know there's life North of the border! Andrew also sent a cutting from a local paper showing a dairy with a restored E83W, I've written to them so perhaps we will have some more details soon - Paul]

MARINISED SIDEVALVES

Dear Paul,

Regarding the Oulton Broads Prefect steering wheel article; when on holiday at Oulton Broad in the mid seventies, I noticed some boats had sidevalve fittings. I asked one of the boat mechanics working on the Broads about this, and he told me that many of the day boats (motor launches) had been powered by Ford sidevalve engines, but that now only one or two used such engines. Incidentally my own car engine was originally fitted to a speed boat, but found not to be powerful enough! At least this is what I was told when I bought it in complete marine conversion form, sealed HT system, pulley on flywheel plus extra weights in place of the clutch!

Keith Dewhurst

Dear Paul,
I enclose a copy of the letter from the DVLC allowing me to register my Bowden Ford under its original number. I cannot however take the credit for persuading Swansea into reaching its decision. I received valuable assistance from associates and I would like to thank them through S/V News. Martin Ortell-Shaw gave me support in our case to present the historical aspect of the car, and both he and Yvon Precieux furnished me with articles relating to it, as did Derek Bentley of the Fairthorpe Club. I also received very welcome assistance from James Worth in highlighting my case in Practical Classics, and his advice and that of John Newton of the 750 M/C gave me guidelines to work on. I am very grateful to all concerned, and to those I met at various meetings.

Peter Hook

The above should give some idea of the process involved in retaining an original number. It is only possible if your car is of provable historic importance, or linked to a famous person. If you have an ordinary Pop, Prefect or E83W etc., don't waste your time and that of the registrar by attempting a struggle YOU WILL NOT WIN. Instead contact your MP, it will only be possible for "ordinary" cars to retain their numbers if the system is changed. Read the Editorial in October's Classic Cars for full details.

Paul Edwards

A GUINNESS RECORD :

Dear Paul,
I rely on the FSOC for spares and advice, and have always received it. I rely on garages & mechanics for practical know how and usually get it. Two weeks ago the car, a 1958 Anglia, was definitely unfit. Water was put in the radiator, within a mile it was dry. Then followed the painful process of diagnosis. A helpful motorist told me the hose was faulty, an ambulance driver suggested a fan belt, a mechanic the radiator cap. A new radiator cap, worked wonders. Next morning I drove the car out of the garage and parked it in the drive. I left the car while I returned to the house, on my return the car would only utter the dreaded "whirr". A garage sent a break down van and the battery was re-charged. The driver told me to keep the engine running until I had a new battery, obediently I did so. The battery fitted, the car got some relief. Being a hypochondriac, 388 TMC, developed a hoarseness quite different from her usual tone. Along came a car labelled "Car Doctor" and fitted a re-conditioned dynamo. It was nothing like a 100E spare, so as the car is only used the best medicine I decided to get a second opinion. I drove towards Barnet. Within half a mile the red light came on. Reeds, a most reputable garage diagnosed that the armature of the dynamo had burnt out. Another dynamo and regulator box were fitted, and the flow of current checked. Now fit, well and perky the car claims a world record - 3 dynamos in 3 days!!!!!!

Ken Baker



(Photo - W. Ward) Can you tell where this was taken, if so you could be in the money. See "Win a tenner!"

OWN UP!!

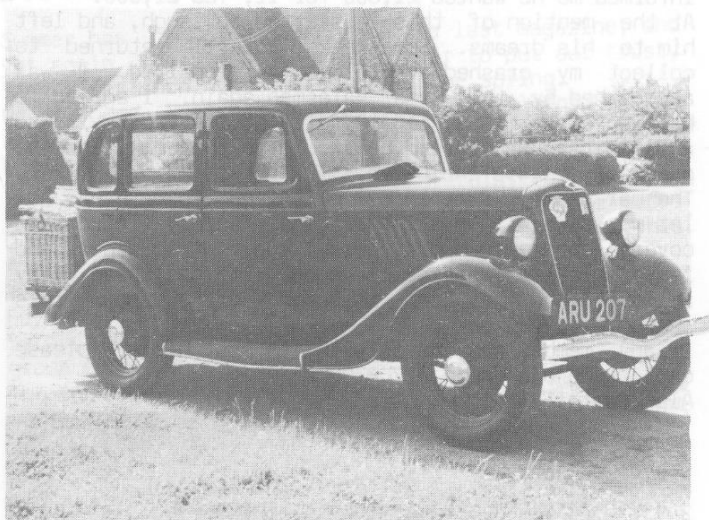
Sylvia Wood sent in a cutting describing how a woman, walking home from the shops, was knocked out cold by a runaway car wheel. The car in question was... "an old Ford Popular", come on who was it? Also sent in by Sylvia was a clipping from the Daily Express for August 7th. Many other members also spotted it, and thanks to you all. The clipping was from the Flyers Page! (Fun-Loving Youths En-Route to Success) It briefly extolled the virtues of the 103E Pop, claiming it was taking over from the Morris Minor as "the most desirable runabout for those who've just passed their tests." Keith Bishop also spotted the front cover of the Sunday Express magazine for the 2nd August, it showed "Britain's Trendiest Teenagers" draped over a 103E Pop, was it a Club members car?

Paul Edwards

A GREAT RACER COMES HOME

Many of you who read the classic car press will already be aware of the return to this country of the 1903 Gordon Bennet Napier. I won't go into its historical significance here, suffice it to say that it was the first racer to wear British Racing Green. The total cost is £300,000, of which £150,000 has been donated by the National Heritage Memorial Trust, and The National Motor Museum has a year to raise the rest. If you wish to donate, make cheques payable to "1903 Napier Appeal" and send it to 1903 Napier Appeal, The National Motor Museum, Beaulieu, Hampshire, SO4 7ZN.

Paul Edwards



(Photo - S. Holding) Looking most impressive with picnic hamper, and about to head "States Side!"

BETSY GOES HOME(?)

As many of you event goers will know, Dick (only my mother calls me Richard) Sterret, Cathy and family are returning home to the USA, taking their model Y "Betsy" with them. I'm sure I can speak for all members in wishing them a safe journey, and hope to see them all again in the not to distant future.

Stuart Holding

WIN A TENNER!

That well know sidevalve enthusiast Wilf Ward has unearthed the following from his collection. Wilf is prepared to give a tenner for the first correct entry. Send entries to me and I will forward them on to Wilf.

Paul Edwards

CLUB NOTICE BOARD

RENEWAL TIME AGAIN

You should already have noticed the renewal form that constitutes the first page of this issue. Please use it to renew your membership promptly, and avoid a backlog over the Christmas period. Spare a thought for Mick and Jean Crouch, how would you like to spend your Christmas handling 2,000 membership renewals. So, RENEW NOW, don't leave it until the last minute.

DON'T FORGET TO PUT YOUR NAME AND MEMBERSHIP NUMBER ON THE BACK OF YOUR RENEWAL FORM.

In addition there is a box to be ticked if you don't object to your name being given to your local area organiser, or registrar for your model of car. The Club has always protected the privacy of its members, and will continue to do so. However, our International reps for example, have difficulty in operating without knowing any details on members in their country, tick the box if you have no objection to them being allowed access to your membership details. If you do object, don't worry as a blank will be taken as a refusal. If you are not using the renewal form, but would like to help out our reps in this way, please indicate your willingness in the letter accompanying your cheque.

AUGUST QUESTIONNAIRE

So far Martin Howard has received less than 20 replies to the questionnaire regarding upright track rod ends and drag links. As this issue could either stop uprights from passing their MOTs, or bankrupt the Club could we have a better response please?

DATA PROTECTION ACT

Your name and address are held on a computer mailing list by the Ford Sidevalve Owners Club, for the purpose of distributing the magazine. As required by the Data Protection Act, 1984, you are hereby notified of this fact. The Act requires your consent to your name and address being so held. If you object to this, please let the General Secretary know, and the Club will ensure that they are removed. However, we will then be unable to distribute your magazine.

Shirley Wood - General Secretary

THE CLUB LIBRARY

Please note that the returnable deposit for books presently available from the library has been reduced to £20. This £20 cheque will be returned to the member when they send back the book on loan within the 4 week loan period. The postage should therefore be paid separately. Postage will be by recorded delivery and all books should be returned by the same method.

Books available are :-	P&P
Pitmans Anglia, Prefect, Popular, 100E	90p
Cassel Book of New Prefect, 100E	96p
Ford Panel Vans (Ian Henry)	£1
Ford Cars (TBD Service)	£1.04
Ford 10 Competition Engine	£1.14
Pitmans Ford 8 & Anglia Handbook	88p
Pitmans Ford 10 & Prefect Handbook	80p
Fordson 5cwt Van Instruction Book	64p
Original Repair Manual 100E types	£3.07

There will be a detailed photo spread on the library in February's S/V News, by which time sales brochures should also be available. Thanks to those members who have donated books and to F. Erdelmann for his translation work.

On a personal note, does any member in the Doncaster or South Yorks area have a 103E Pop I could photograph to help with my rebuild.

My address is inside the front cover for all mail.
Ian Stokes

SIDEVALVES ON POSTCARDS

The following all come from Keith Bishop's extensive collection, more will be printed as space permits.



(Publishers - Valentine's) The High Street in Aberlour



(Publishers - Unknown) The "Old Albion", Crantock



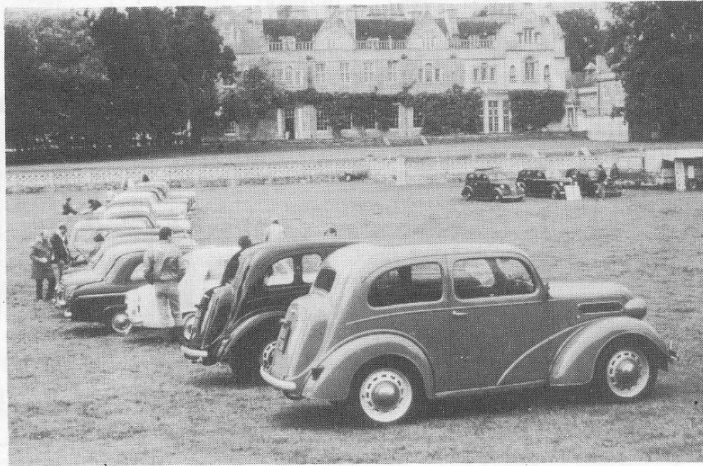
(Publishers - H.J. Series) A beautiful period shot of Kewstoke Road and Old Pier, Weston-Super-Mare.



(Publishers - M&L National) Posted in 1963, the view is of Market Hill, Sudbury. Every other car is a 100E!

* RALLY & SHOW REPORTS *

NATIONAL SIDEVALVE DAY



(Photo - B. Ballard) The imposing setting of National Sidevalve Day.

Despite the wet weather 59 cars arrived at Lilford and enthusiasm did not seem dampened by the drizzle, which continued for most of the day.

Early arrivals were treated to the rare sight of a sidevalve tractor nipping about the park, driven by Mick Crouch.

Picnics had to be eaten inside the cars, which entailed balancing flasks of coffee and pieces of cake, then trying to see out of steamed up windows.

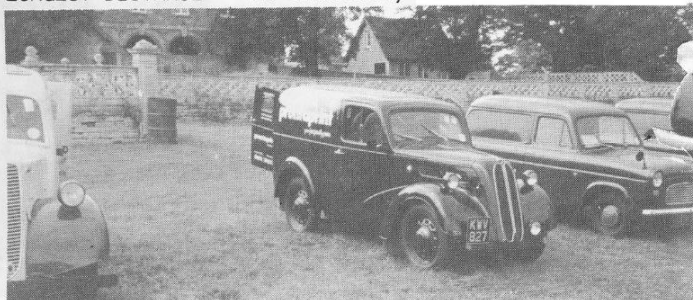
Three cars travelled across the Channel from Holland. Mr Eversden from Schouwerzyl, Mr Bertels and Mr Muhring from Utrecht. The members from Utrecht were last seen leaving Lilford in convoy with Tony Fox, en route to Barnack for tea and a photo session in Tony's front garden. I expect the neighbours found this very amusing. [How about some prints Tony - Paul?]

I would like to thank all those who judged the various classes, which must have been made far more difficult under the wet conditions, all those who helped to organise the rally, and last but not least all those who braved the elements and made the 1987 Sidevalve Day a memorable one.

Rod Boulton

THE WINNERS

PREWAR	1935 CX, Mr Garret,
POSTWAR UPRIGHT	1952 Anglia, E494A, Mr Cooper,
103E POPULAR	1956, Mr Willoughby,
100E TYPES	100E Popular, Mr Hart,
COMMERCIAL	1952 E493A Van, Mr Scurfield,
SPECIAL	Pattison Mk3B Sidevalve Tractor, Mr Crouch.
LONGEST DISTANCE	Mr Eversden,



(Photo - R. Boulton). Commercial Winner.



(Photo - R. Boulton) 100E Winner



(Photo - R. Boulton) 103E Winner



(Photo - R. Boulton) Postwar Upright Winner



(Photo - P. Hardwicke) Prewar Winner on the right

NATIONAL SIDEVALVE DAY

A MEMBERS VIEW

We received the following, plus a vast selection of excellent photos, from a very enthusiastic new member - Philip Hardwicke.

I am a recent recruit to the FSOC, and write to describe how I viewed my first National Sidevalve Day. I was up in Coventry for July 18th this year, to attend a friend's wedding, and having contacted a member of the Club in Northampton was put onto Club members in Coventry. I was hoping to cadge a lift!

With virtually all the Coventry contingent apparently on holiday for the day, and discovering that Lilford Park was nowhere near a railway station, I finally found a Mr John Bailey from Hinckley.

I phoned John and explained my request, neither of us knowing each other previously, and he agreed to give me a lift weather permitting.

On the day it was looking decidedly wet! However, John, his wife and two children were determined to go. We set off with John and myself in a 1953 Anglia, the others in a 1956 Prefect 100E. The time came to fill up with petrol, with the weather getting apparently worse, if possible. We pulled up at a garage and the 100E was filled up, but it was the end of the road for the E494A Anglia. The top radiator hose had split, jetting boiling water all over the engine!

We all piled into the 100E, which is possibly where John and family regretted giving me a lift! Ah well. Eventually we got to the park and booked in. I couldn't believe my eyes! Perhaps I had better explain, I am a 23 year old student who until I bought my 107E Prefect in May didn't know what a sidevalve was! My parents had a 105E when I was born (OHV like mine I know!). Thus, having been to a couple of rallies in June, I was still unprepared for the sight of so many sidevalves!

I wandered around the field, apparently in a stupor! Having composed myself, I went photographing everything! [I can vouch for that - Paul!] I also chatted to Mick Crouch and Jim Norman, at this stage I was still not a member. Seriously, I would like to say now friendly everyone was, and helpful too. This decided me to join the Club without delay.

I am now a member, and have written to Tony Williamson, the 107E Registrar, about my car.

Back to the rally, thank you to all for bringing their cars along, even to the rodded popular?! I was especially impressed with the Dutch turn out. It was nice to see a couple of 107E's as well. The two black Anglias were really great (100E's SRY 732 & UYB 525), as was the E493A Prefect PHJ 955. The estate cars and vans etc., along with prewar vehicles were also very interesting, not forgetting the sidevalve tractor of Mick Crouch. Hopefully I will see the Club at next years rallies in my car. Finally, thanks to John Bailey and family, and to Mick Crouch and Jim Norman for the friendly chat!

Philip Hardwicke



(Photo - P. Hardwicke) Two of the Thames vans



(Photo - P. Hardwicke) The line up of uprights, showing the few E493A Prefects.



(Photo - P. Hardwicke) The opposing line of 100E's.



(Photo - P. Hardwicke) Just to prove M. Eversden did make it!



(Photo - P. Hardwicke) The only other prewar entrant to venture out.

NORTHERN SIDEVALVE MEET

We had a good day at the Northern Sidevalve Meet on 9th August, which was held as part of the Manchester Show at Platt Fields. Being situated around the lake we were pleased to see more and more cars arriving, but not so the buses bringing the dancing troupes. As more and more buses arrived they encroached upon our territory, they stopped just as the situation was getting desperate.

Of the North Wales contingent from last year, only Malcolm Rose, from Llandudno Junction, came in his Prefect. Mr A Richards from Ingleton, in North Yorkshire, who had the choice of two events to go to, picked the right one because he walked away with a cup for best 107E. In the absence of Tony Fox (who we hope didn't get lost on the way), Mrs Moss from Croston, south west of Preston, took the prize for the best 100E, and this at her first sidevalve event!

The other notable award winners were Alan Pilsforth from Helsby, near Warrington, with his very nice E493A Prefect, and Joe Sambrook from Longsight, Manchester, who deservedly won a long overdue trophy for his 103E Pop. Bill Ballard, we were delighted to see walk off with not one, but two trophies, one for his 100E escort and the other for the furthest distance travelled. I know that he now lives down south, but he didn't have to come via York! It was nice to see John Weatherby again from Southport with his 7Y pickup, and even nicer to see him win a trophy to take back for the best 5 cwt Commercial. The big prize of the day went to Alan Oakes, from Hyde in Cheshire, who with his superb Y type "Delilah" won the Outright Concours Trophy, and also the Best Prewar Trophy. Concours Runner Up going to Joe Sambrook with his 103E Pop.

In rounding off, I would like to say thank you to all those who helped in putting up the tent etc., and also a big thank you to those who came, in what I forgot to say was a lousy day regarding the weather. With all the rain we had I think I must have shrunk, and I'm already small enough!

Harry Wheeldon

STANDARD NATIONAL RALLY

The weather turned out to be fine for the weekend at Longleat, to which the FSOC had a special invitation. Friday at about 5.30pm we arrived and set up our caravans. Because it was a nice evening we decided to have a pre-show barbeque, which went down well with a few drinks. On Saturday morning the organisers started to arrange the day's programme, a road run was planned for 11.15am. This went to Stourhead, a National Trust House and Garden, a lovely place with walks, tea rooms, pub, picnic area, gift shops etc. From there we made our way back via a different route to Longleat to show the cars off.

A good number of people turned up in the evening, with all sorts of food and drink for the barbeque.

Sunday morning bright and early we pegged out the land for the arrival of the cars from all over the country. Mick Crouch and his group kindly brought their Club stand and equipment, which set off our pitch.

We had separate judging for our Club, and I got a member of the Classic & Capri Owners Club to judge the cars. All in all, a good well organised rally, in a lovely setting, well supported by its members. Eleven sidevalves turned up, with cars that included a Y, E494A Anglias, E493A Prefects, 103E popular, E83W, Patisson tractor and 100E's. Thanks to those that turned up, it was nice to see you.

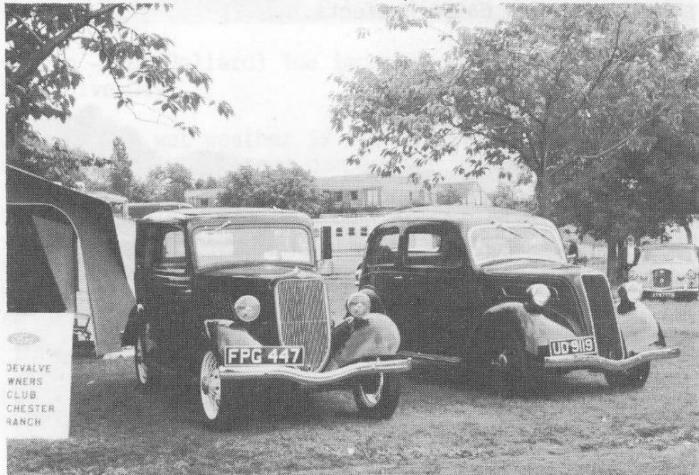
THE PRIZE WINNERS

Best Sidevalve - Malcolm Tuck, Cornwall.
 First - D Edwards, Trowbridge.
 Second - Stephen Woods, Winchester.
 Third - Jean Crouch, Eastleigh.

Maurice Butcher



(Photo - H. Wheeldon) Best 100E, owner Mrs Moss



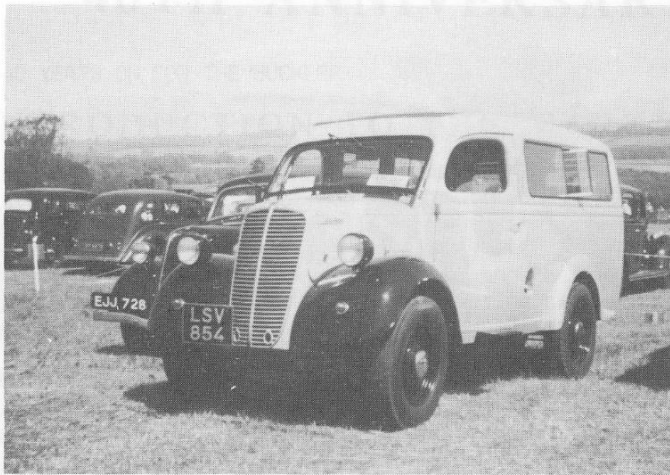
(Photo - H. Wheeldon) Big winner Alan Oakes' Y type, with Brian Nutter's 7Y



(Photo - H. Wheeldon) View of some of the uprights



(Photo - H. Wheeldon) A few of the 100E's



(Photo - D. Peters) The "Martin Walker Minibus" which took Dick's fancy at Midlands Sidevalve Meet

MIDLAND SIDEVALVE MEET

Hollowell Steam, Northants, July 4th & 5th

Dick Peters has supplied the following report.

I went from home on Saturday morning the 10 miles to the rally site and met Bill and Danny there, marking out the reserved area for sidevalves. An area which proved barely sufficient for the numbers which turned up!

The sun also decide to favour us with his presence, to so great an extent that the roads leading to the event became sticky with soft tar, yes it was that hot.

I returned to Northampton for lunch, and Steve Waldenberg, from Leeds, had just arrived at my house. We had arranged B & B accommodation for him so that he could attend. After lunch we set off in convoy, Steve in his 1950 Bradford "utility", Bill in his E494A 1952 5cwt van, and Rene and your scribe in the E04C 1946 5cwt van, "Old faithful".

At the rally site we found Danny trying to organise some 25 Fords, amongst which was a very nice 1022 Model T Saloon. More vehicle arrived in the afternoon, and we were informed that the programme was way out, only 17 REAL (sidevalve) Fords being listed therein as entered. Yet on the Saturday 35 were present, a handful of which remained on site (owners camping) overnight. On the Sunday there were about 40 present, a selection which included a solitary V8, a couple of Model T's, several Y's, one C, some 7Y;'s, and the usual E93A, 493A, 494C and an E83W etc.

we were "on site" again on the Sunday morning (Yes, we missed church to be there!) by 9.30am. Though it's cruel to distinguish one especial vehicle, one of the nicest "new restorations" to arrive was the 1950, cream coloured E83W "Martin Walker Minibus", which came late in the morning and again, was not listed in the programme.

To our surprise, many such entrants remarked on preferring Hollowell S/V Meet as there was NO concours, everyone's motor was made welcome, more so if it had made it unaided, untrailerred, complete with mud under the wings! Fortunately therefore no one arrived with a polished specimen on a trailer, unloaded at the gates and walked off with a trophy for best (?) vehicle!

To everyone's delight there were many steam vehicles, traction engines, rollers, fairground engines, paraffin tractors, many and various vintage vehicles - other than our Fords - with a display of horse drawn carts, carriages, waggons, milk and bread vans, etc., and on the Saturday an autojumble, kiddies play area, auction of vehicles, and a parade of all manner of vehicles.

On Sunday evening as we left, gate marshall bade everyone "a safe journey home, thank you for coming and do please come again next year!"

Dick Peters

SIDEVALVE SAILINGS

Two very unusual applications of the 100E engine took place in 1962, when the then Lord Gretton built a miniature railway at Stapleford Hall, near Melton Mowbray, Leicestershire. In addition to a 10.25" gauge loco (based on the BR "Warship" design, and built by Curwen & Newbery of Devizes)), two very unusual boats were built to cruise the lake in the Hall grounds. Based on the Shaw Saville Line's "Southern Cross" and "Southern Star", the miniature versions were also built by Messrs. Curwen & Newbury. They were powered by a 100E engine driving a Plessey hydraulic pump, which in turn drove a motor and a hidden paddle wheel! Screw propulsion could not be used because of the weeds in the lake.

At 45' long, and holding 25 people, these "ships" must have been one of the largest sidevalves built, and travel round the lake in these must have certainly been a unique experience. Together with the railway loco, "White Heron", the fleet settled down into a routine existence after the naming ceremonies in 1963. On a visit to the park it was possible to catch a train pulled by the sidevalve loco, and travel via an automatic level crossing to the lakeside to enjoy an afternoon cruise with the "Stapleford Shipping Line" aboard a sidevalve powered "steam ship"!

The park also used miniature steam powered locos. However, it closed in 1983, and an attempt to sell it complete by floatation of a leisure company on the stock market has failed.

The fate of the three "sidevalves" is unknown, can a local member provide us with any information?

Bruce Palmer

LOCOMOTIVE DIMENSIONS

Length - 12'6"

Width - 22"

Height - 36"

Engine - 4 cyl petrol 1172cc

Drive - through universal couplings and totally enclosed gears to all 8 wheels.

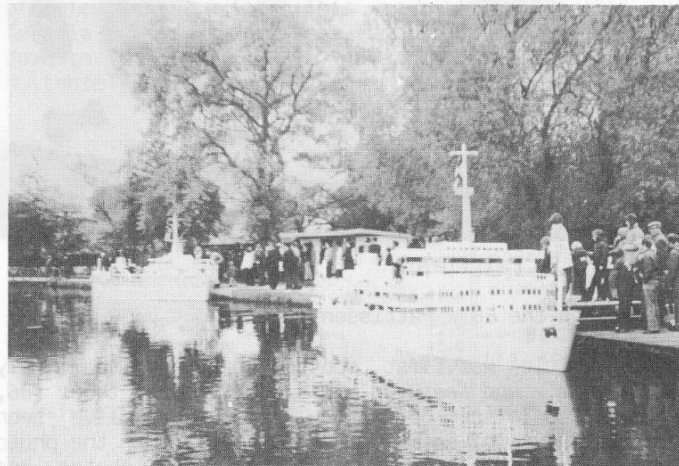
Brakes - hydraulic, operated by hand lever.

Transmission - fluid flywheel.

Speed - forward and reverse up to 12 mph.

Max load - 5 tons

Scale - 2.25" to the foot



(Photo - A. Main)

STEAMSHIP DIMENSIONS

Length - 45'

beam - 8'

Draught - 1'

Engine - 4 cyl, 10hp, with vapouriser coupled to Plessey pump and hydraulic motor.

Drive - chain, to single multiblade paddle wheel, twin rudders connected by parallel link motion.

Speed - 3-4 knots.

SIDEVALVE TRACTORS



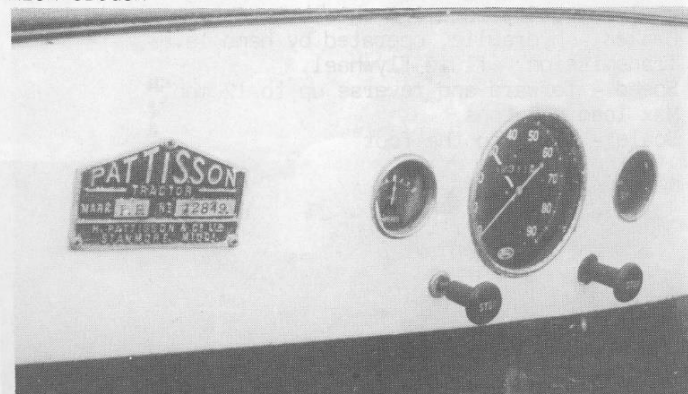
(Photo - S. Wood)

Mk3B PATTISSON TRACTOR

The roller-converter-tractor was made by Messrs H Patisson & Co Ltd of Stanmore Middlesex. As a roller it was suitable for work on fine turf such as sports grounds, hard and grass tennis courts and for general maintenance of paths and driveways. By a simple conversion which can be carried out by one man in about 20 mins the rollers can be removed and the machine then becomes a useful tractor.

H. Patisson produced a total of 370 R.C.T.s between 1946 and 1964 of which 280 were MK 3B models. These employed a 10 hp engine with modified E83W gear box and radiator. Drive was then via a reduction chain, which had sprockets of 17-25 ratio, to a Patisson designed differential. Steering is mechanically arranged through independently controlled drum brakes. In roller form it weighed approx 35 cwt, and in tractor form it weighed approx 8 cwt.

Mick Crouch



(Photo - B. Fairfield)

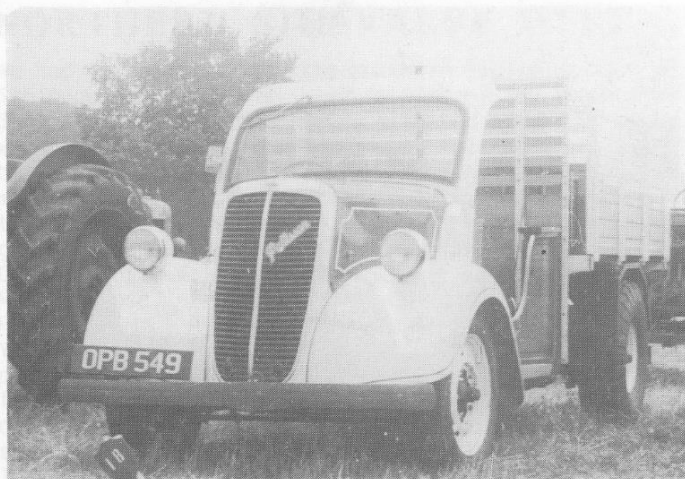
Update on the E83W Patisson Tractor

This vehicle was first spotted at Netley Steam Rally last year, and featured in S/V News for October '86, it was again seen at Netley this year. I've seen various ways of spelling "Patisson", but the photo above shows the correct spelling. These photos and details were sent in by Bill Fairfield.

I assume the makers to be the same Patisson tractor company who made Mick & Jean Crouch's recent acquisition. This E83W based tractor had no doors, the body having been chopped off behind the windscreen pillars. It also had a second gearbox, situated about 18" behind the normal position, for ultra low ratios. The wooden body was fitted with a tipping body.

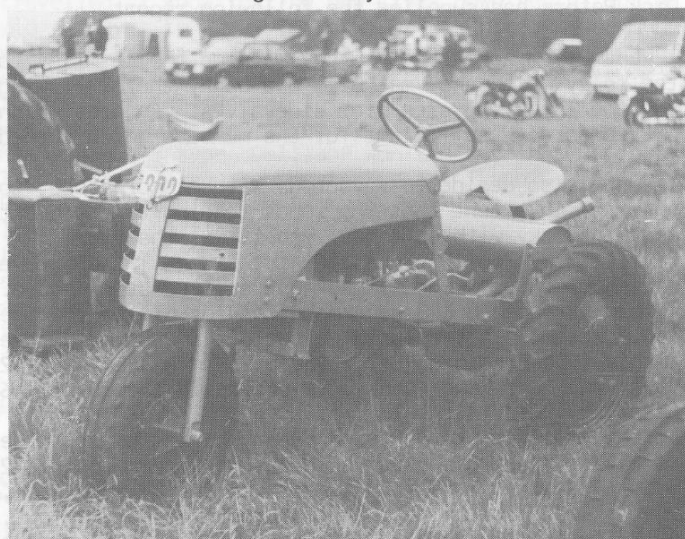
I waited around for a while, but never met the owner so don't know if he is a Club member. Does anyone know anything more about the Patisson Tractor Co Ltd, of Stanmore Middlesex.

Bill Fairfield



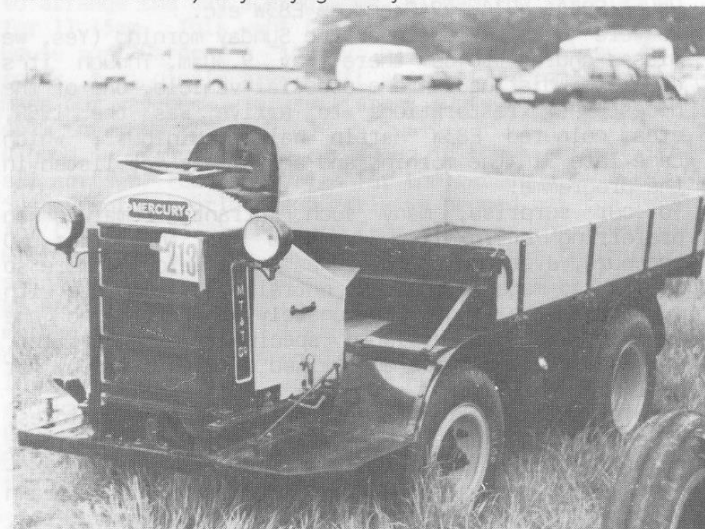
(Photo - B. Fairfield)

[I would agree with Bill's plea for more details, but we didn't get any response last time so I assume it doesn't belong to a Club member. The bodywork looks home made, and it's a pretty garish restoration. I wonder what the original body work was like - Paul?]



OTA TRACTOR

The miniature tractor shown above is sidevalve powered, and the make is "OTA". It is owned by a Mr Bates of Dover, anybody got anymore details?



(Photo - B. Palmer)

MERCURY INDUSTRIAL TRACTOR

This restored sidevalve powered Mercury industrial tractor was spotted at "Wrotham Classic" rally in June '87. It is owned by Mr P Woolrough of Chelmsford, again can we have some more details from anyone?

40TH ANNIVERSARY OF BUCKLER MARQUE

40 YEARS ON FOR THE BUCKLER

INTRODUCTION TO THE MARKET

It was in 1947 that the late Derek Buckler first startled the motor sporting world with his Ford 10 based special; 1987 then, is the 40th anniversary of the birth of the Buckler.

The Buckler is no backyard special, and there are no romantic tales of Derek Buckler beavering away at the bottom of the garden while a long suffering girl friend held the torch. No, Derek Buckler already owned a very successful automobile engineering business, not a garage but a genuine engineering shop. This meant that the Buckler was properly funded in terms of finance, skill and manufacturing capability from the word go.

The Ford 8 & 10 had received attention from the "make it go better, make it look better" fraternity ever since the introduction of the Y type in 1932, but Derek Buckler was the first to use a specially built multi-tube space frame. Constructed from 40 ton/sq in tensile CDS alloy steel tube these frames weighed in at 60 to 75 lbs, depending on the model, and being extremely rigid did not require a heavy shell to stiffen up the chassis. Consequently a Ford 10 based Buckler is considered very heavy if it weighs as much as 11cwt, a typical weight is around 9 to 9 1/2 cwt.

We don't know when the first Buckler was sold to its public, but a very exciting recent find is a copy of "Motor Sport" for January 1949, featuring a full page advertisement for the Buckler "Airflow". This was offered as a complete car, for export only, at an ex-works price of £670. For those who wish to put that into context, the nationally agreed wage for skilled engineering factory workers was about 11p an hour (decimalised), or the Buckler cost in excess of two years gross pay. As we assume that price excludes Purchase Tax, being for export, the UK price would have been 30% more and is almost certainly the reason for the Buckler being offered in self build form.

The Buckler "Airflow" appears to be the car we now know as the Mark X, Peter Silverthorne won the Specials Trophy at National Sidevalve Day 1985 with his, and the car featured on the front cover of S/V News for August 1985.

So the car appears on the market after a gestation period of some 18 months, during which the car took many, many awards and proved itself superior not only to established sports cars of the same engine capacity, but also to many having larger engines.

All of which are true sports cars, capable of giving a good account of themselves in events as diverse as auto-cross, circuit racing, hill climbs, sprints and MCC trials, but with a primary function of everyday transport.



(Photo - P. Silverthorne) Buckler 90

Buckler 90 - this is a much lighter and lower car than the previous, having 5 or 6" ground clearance and a 7'3" wheelbase. Its specification includes Buckler I.F.S., which is optional on other sidevalve based models, and a fully enveloping shell. The 90 was intended as a circuit racing car which could be used on the road, and began a departure from the original concept which culminated in 1959 with the BB100.

Buckler BB100 - utilising a backbone chassis of "Y" configuration, and a 100E engine lying at 45 degrees to the vertical. Two models were made, a very pretty 2 seat road going sports car, which caused a sensation at the 1960 racing car Show. (The Lotus Elan with backbone chassis appeared 6 years later.) The other, and only survivor, is a full blooded circuit racing car, which exploited the 1172 cc formula regulations to the limit, and which the Ford Motor Company had a hand in tuning.

Buckler 53 - the only other Ford 10 based Buckler, one of which still exists. This was built to the 1953 RAC formula trails regulations, and though you could go down to the local in it, the type 53 is not really suitable for everyday driving.



(Photo - P. Silverthorne) Buckler Mk V

MODEL TYPES

Over the years all sorts of engines and running gear were used in the various Buckler models, but here we are concerned only with the sidevalve based cars. These were :-

Mark V - 2 seater sports, 7'6" wheelbase, (Ford 8)

Mark VI - 2 & 4 seater sports, 7'10" wheelbase, (Ford 10/Prefect)

Mark X - 3 abreast sports, 7'6" wheelbase

Mark XI - 3 abreast sports, 7'10" wheelbase

GOLDTOP HIGH COMP. CYL. HEAD	£7-13-0
CLOSE RATIO GEARS	£13-14-0
+ BRANCH EXHAUST WITH INLETS FOR TWIN S.U. CARBS	£10-0-0
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GO FASTER GOODIES

So Ford sidevalve based Bucklers spanned a period of 13 years, and in addition to the very advanced chassis (its still miles ahead of some of today's kit cars!), Bucklers also offered a wide range of go faster goodies for E93A based cars. Most of which were made in house, and include :-

I.F.S conversion, arguably the best of its type. Special road springs and wheels. High ratio crown wheel and pinion, 4.7/4.4 to 1. Six different close ratio gear sets, 2 of which gave overdrive in 2nd gear position, thus catering for most permutations of tune,

wheel size and axle ratio. Inlet & exhaust manifolds, special cyl head gaskets. Lightweight steering column/boxes of varying lengths. Copperised cylinder heads. Alternate carburettors. Instruments and much more, but perhaps most important - advice. They would also carry out modifications and tuning.

ENGINE TUNE

Most sidevalve based specials used the E93A type engine up until the late 50's, Bucklers were no exception - its a lot lighter than the 100E.

A typical state of tune is - inlet ports opened up to 1 1/4" diam.; 1 3/16" inlet valves fitted, seats opened up accordingly; 8 head on 1172cc engines for 7:1 compression ratio with a standard head gasket, or over 8:1 with a Buckler head gasket; a few thou of the block, an 8 head and a thin steel gasket gives about 10:1; twin 1 1/8" or 1 1/4" SU carburettors and a 4 branch exhaust. In the early 1950's the use of a standard camshaft was mandatory in the 1172cc formula, but a lighter flywheel upped the revs a bit.

A Buckler 90 in such a state of tune would achieve 90 mph, a Mark V or VI 80/85 mph, the heavier Mark X was a little slower.

Machining the camshaft to blue print would enhance performance, since the standard cam rarely gave its maximum 0.295" lift. Retarding the valve timing improved top end performance at the expense of torque, but when it was realised that the scrutineers merely checked the lift on the cam with a depth gauge through a plug hole, it wasn't long before the "wide boys" machined camshafts to give a longer overlap.

Once special camshafts became normal wear the poor old E93A engine became a mite unreliable, so the change to 100E began. The weight penalty offset by the giving of power more readily, and it is a much more robust engine. The 100E of course, starts more or less where the tuned E93A leaves off, larger inlet valves, later valve timing, but retaining the low compression ratio. Inlet over exhaust valve cylinder heads further enhanced the performance of the old sidevalve engines, one venerable old Buckler used to race with an E93A engine with Elva I.O.E. head. It now tackles MCC trials with a Shorrocks supercharged 100E engine. A Buckler 90 with a 100E engine, with I.O.E. head, was timed through the speed traps at a race meeting in New Zealand at 118 mph. We are told that it's still blasting flat out when others are braking for corners, which must say something for the handling of a Buckler.

PRACTICAL & STILL RACING!

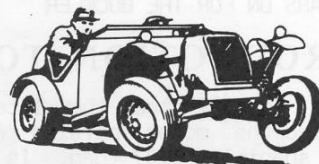
Special building is as old as the motor industry, and specials had always been built for sale, but there appears no doubt that Derek Buckler was the first to offer the means by which the enthusiast could build himself a reliable and competitive sports car. One which offered a standard of comfort superior to most small saloon cars of its day - how many of you have had the misfortune to ride in a T type MG or an HRG. The sidevalve Buckler could be serviced at your local Ford dealer, spares were inexpensive and easily obtainable. The Buckler was also surprisingly economical on petrol 45/50 mpg on give and take motoring of the quicker variety.

Bucklers seem to have been the most durable of the E93A based specials, or is it that there were more of them? It was not uncommon to see 6 or 8 on a starting grid, all up or near the front. In New Zealand 4 or 5 E93A Buckler still race regularly, and there are about a dozen runners in the UK.

Bucklers are of course not unknown in the F.S.O.C., we appear to have a claim to the Specials Register trophies - or am I being facetious??!

John Orpin

THE SPECIAL REGISTER



REGISTRARS COMMENTS

Many thanks to all members who have sent me fascinating letters about their Specials - please keep writing! Apologies to those awaiting replies, I promise I will get back to you soon.

IRISH SPECIAL



(Photo - M. Lynd Kennedy)

One letter that just missed the last magazine came from fellow Rochdale GT owner, Mark Lynd Kennedy of Belfast. Mark owns one of the rare and desirable GTs fitted with Rochdale's own tubular chassis and a full length shaped fibreglass underpan - but more on that in another issue. Mark sent details of the Ulster Automobile Club's 600 Mile trial, a "Circuit of Ireland Retrospective", which sounds a wonderful event. Due to take place from 9th to 11th October, Mark is competing in a Ford 8 saloon, and we wish him the best of luck. I'm sure the Editor would welcome a report! [Too true - Paul!]

The "Circuit" was won by Dellow in 1953 and 1954, and Mark sent this splendid period shot of the winning car, PZ 808. This car has now been restored and is owned by B. Mehaffy of Northern Ireland.

ANTIPODEAN SPECIAL



(Photo - M. Scott)

I knew I was asking for trouble by saying I could identify most Ford Specials, and sure enough I have been stumped already, by a New Zealand special owned by the Scott family of Auckland.

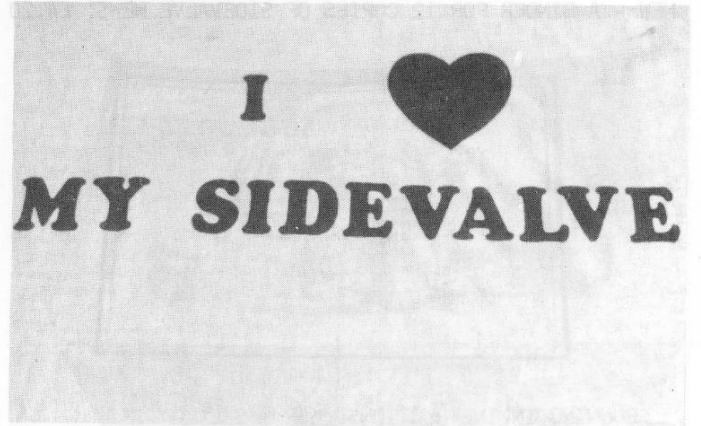
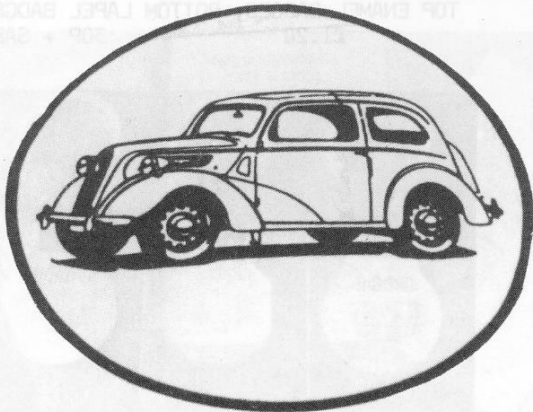
FORD SIDEVALVE OWNERS CLUB BOOKS AND REGALIA



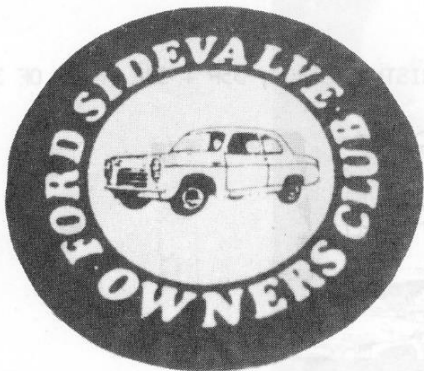
F.S.O.C GRILL BADGES (ROUND OR SQUARE) £4.50



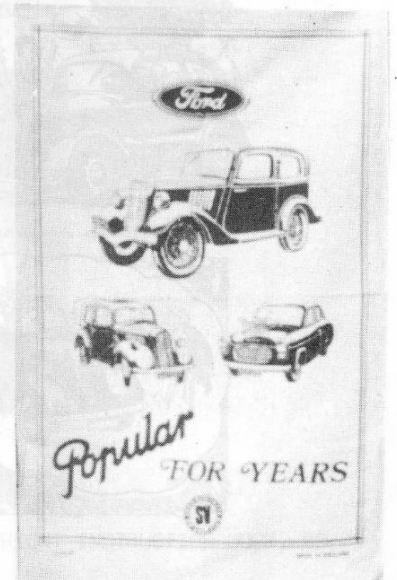
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AVAILABLE ON CLUB T SHIRTS
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RIGHT THE "POPULAR" TEA TOWEL
WHITE & BLUE AT £1.85

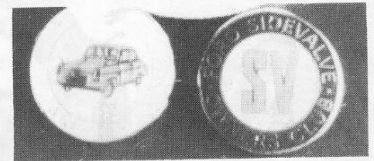




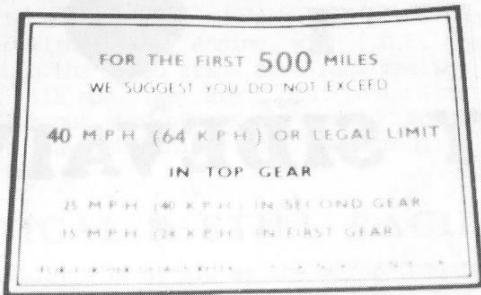
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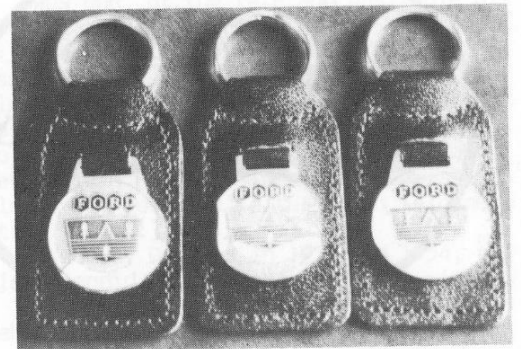
TOP ENAMEL BADGES, BOTTOM LAPEL BADGES
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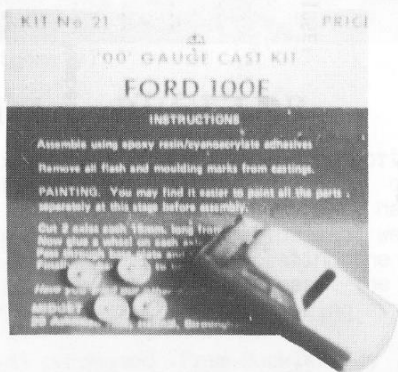
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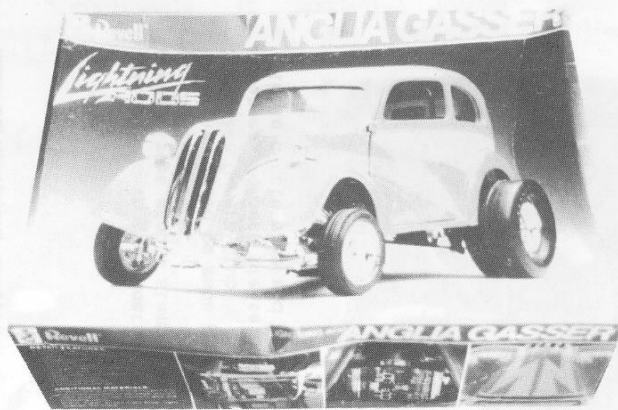
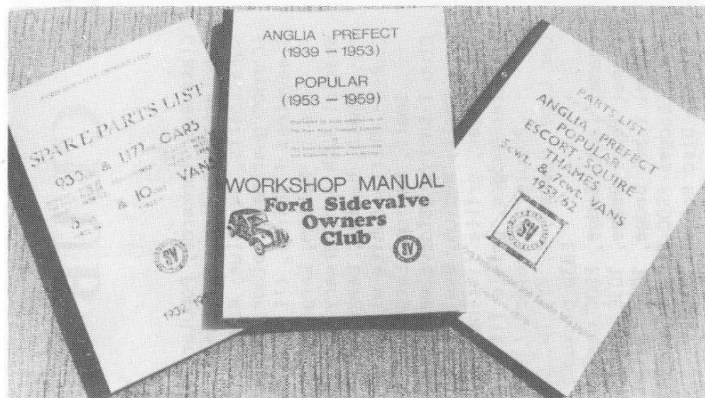
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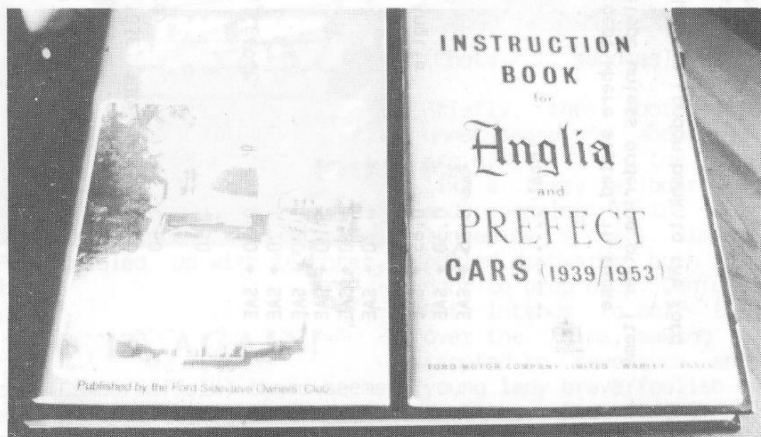
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Anglia/Prefect 1939-53 Instruction Book	2.75
Reprint Workshop Manual for 5 & 10 cwt vans, Anglia/Prefect 39-53, Popular 53-59	9.95
Reprint Parts Manual for 5 & 10cwt vans, Anglia/Prefect 39-53, Popular 53-59	9.95
'Ford 100E, Anglia, Popular & Prefect' by Mel Smith	5.95
'The 100E Sidevalve Saloons' by Mel Smith	3.00
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Repair Manual Reprint - Anglia/Prefect/Escort/Squire/Thames 1953-61	9.95
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Winter Starting Leaflet E93A	1.00 + SAE
Ford Pop 'Motoring at still Lower Cost' booklet	0.50 + SAE
'Running In' Booklet Anglia/Prefect (dated 9/49)	0.50 + SAE
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Binder for Club magazines	4.20
Back Copies of Club magazines	0.50 + SAE
Prefect 'Head of its Class' sticker	0.60 + SAE
Running In Instructions Sticker Upright	0.60 + SAE
Running In Instructions Sticker 100E	0.60 + SAE

Models

Revell Anglia Plastic Dragster kit	15.00
100E 4mm Prefect White Metal Kit	3.80
E93A 4mm Prefect White Metal Kit	1.95
Scale Link Metal Kit 4mm 1933 Model Y Kit	3.50
Scale Link Metal Kit 4mm Model 7Y Kit	3.50
Scale Link Metal Kit 4mm 5cwt 7Y Van Kit	3.50
Model Road Replica 100E Van Kit	14.95
Monopoly size 100E	0.40
Monopoly size Ford Thames 5cwt van	0.40

Glass Beer Tankards, Popular 103E design	5.00
Popular Car Design tea towel, white with blue print	1.85
Sweatshirts, Sky Blue, Navy, Black, Grey, Red S / M / L (Cannot guarantee colour, but state preference)	8.50
Sleeveless T-Shirts, ('I Love my Sidevalve' on front) Small, Medium, Large	4.60
Special 30th Anniversary T-Shirts, design 103E / 100E Small, Medium, Large	4.60
Club T-Shirts (white with blue FSOC badge on front) Small, Medium, Large, Extra Large	4.60
Club T-Shirts (Sidevalve Picture on Front) Small, Medium, Design: E493A, E494A, 103E, 100E	4.60
Car Badges, grille fitting (round or square)	4.50
Register Badges, grille fitting Popular / Prefect / 100E / 107E	4.50
Car Lapel Badges, Y, 7Y, 7W, C, 103E, E83W pickup / van, E493A, E494C	0.30 + SAE
Enamel lapel Badge, FSOC design	1.20 + SAE
Enamel lapel Badge, 103E design	1.20 + SAE
Enamel lapel Badge, 100E design	1.20 + SAE
Woven Badges FSOC Sidevalve Emblem	1.60 + SAE
Licence Disc Holders	0.70 + SAE
Leather Key Fobs (with medallion) Design: Popular, Prefect, Escort, Anglia	0.85 + SAE
Window Stickers - FSOC design	0.30 + SAE
Xmas cards (packs of 3)	0.35 + SAE

Total

All prices include postage and packing except where stated, in these cases please send a stamped addressed envelope unless ordering other items at the same time.

All cheques to be made payable in Sterling on a London bank to the Ford Sidevalve Owners Club.

Overseas members please add extra for postage on all items.
Please circle size and design where needed.

The car was first pictured in the February mag, but is worth showing again as it can now be seen in assembled form, which may help jog a few memories. It has its own tubular chassis, the grille is from an Austin A35, and the car is slightly reminiscent of an Autobodies MkI without a roof. However, the proportions are all slightly different, so I do not think it is related. It seems most likely that it is of native New Zealand manufacture. The fact that the shell is well made and finished does suggest, however, that it is unlikely to have been a one-off, are there any more out there?



(Photo - D. Montgomery)

THE GOMM - BUCKLER

Now to a definite one-off, this splendid sports racer has a hand crafted aluminium body, and is owned by Dave Montgomery of Sandhurst, Surrey. Dave has owned the car since about 1970, and is at present well into a rebuild which will also involve upgrading the Ford 10 engine with period Aquaplane tuning gear. The chassis is a Buckler "90" which was a sports racing spaceframe design.

This example was purchased from Buckler by Maurice Gomm, who did some works driving for them, with 1172 racing in mind. However, it seems Maurice was too busy running his company, Gomm Metal Developments, to take the project further. The rolling chassis sat in his works for some time before a colleague bought it and commissioned the body. Gomm took his inspiration for the design from the 1958 Tojerio-Climax at the front, and the 1958 Le Mans AC at the back. This elegant machine was registered 70 UPC on 27th April 1961. Surprisingly, it was on the road for only three years before being laid up once more, perhaps due to the standard 10hp engine being embarrassingly outclassed for such a rapid looking car in 1964....?

Malcolm McKay



(Photo - I. Maddams) Pete doubled up with laughter, he's just paid £50 for this!

SUFFOLK SIDEVALVERS DO IT AGAIN!

For a defunct area group (Cams/Suffolk) there seems to be a fairly high level of activity in East Anglia with regard to sidevalve salvage.

After the loss of his Ford Pilot (anyone seen a sand yellow V8 reg'd GPY 685 recently?), Pete thought about

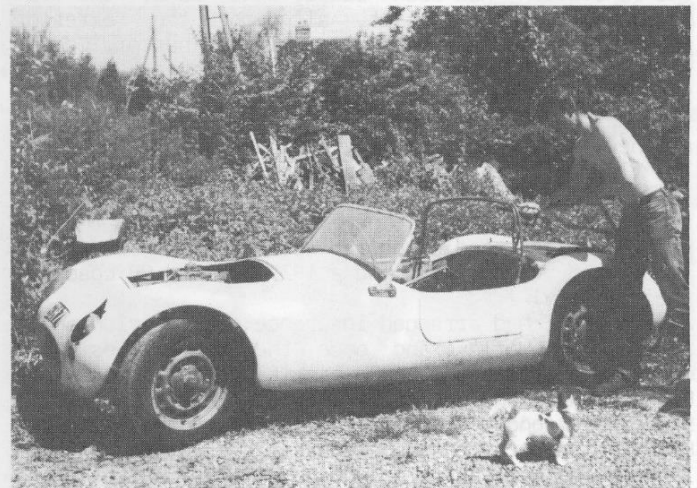
getting another "project". Knowing of a special near Streatham, in Cambridgeshire, he contacted the owner and the deal was struck. The car had belonged to the owners cousin and had been built by him in the 50's using a shell bought "somewhere near Epping". Then came the difficult bit, how to retrieve it? Luckily Ian, of Fordson tractor fame, has access to a large racing car transporter and this was scrounged. A suitable date was set, and on a superb warm sunny Saturday morning (yes, we had one this summer!) we set off for Streatham.

A Ford special covered in 25 years worth of dust, tucked behind a cultivator and various other agricultural implements in a gloomy corrugated iron shed, does not look a very inspiring sight. We half expected to find everything seized solid, but with very little persuasion the special pushed out into the sunshine. A further rummage in the back of the shed revealed a tatty hood, a bootlid and an extremely bald spare wheel. No trace of the bonnet lid could be found, anyone got one?

After discovering how to open and shut the "reverse gull wing" doors, and writing various silly things in the dust, we decided to get the special loaded up. Anyone who has tried transporting an upright sidevalve (this special uses a 103E chassis) on a modern car trailer will quickly discover how narrow tracked these vehicles are. Although the car was light enough to be easily man-handled onto the trailer, we found it was only just wide enough to fit the runways. After about three attempts we got it in position and roped down ready for transport home.

Much amusement was given to fellow users of the A45 as we journeyed east towards Stowmarket. Every vehicle that passed, slowed down and all heads turned, each mouthing "What is it?"

Unloading was even easier, as Pete lives on a gentle slope and the special rolled smoothly off the trailer. After positioning in Pete's front garden, several neighbours came to view the latest acquisition. Restoration work commenced immediately by removing the rusty hood irons and giving the car a long overdue wash. Surprisingly it suddenly looked rather respectable and everyone was fascinated by the operation of those strange doors.



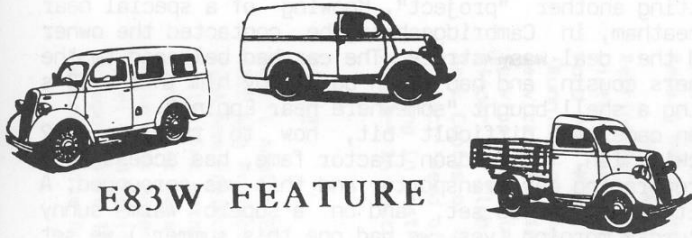
(Photo - I. Maddams) Looking attractive after a wash.

Briefly, the doors are small items, largely unnecessary and about the size of a shoebox lid. They are hinged along the base and open downwards, rather like a lorry tailboard. Each door has a catch at each end, engaging in the door pillars. The catches are linked by a cord, similar to early Minis, and when pulled downwards both catches disengage, allowing the door to drop open. Confused?

Pete intends to bolt the doors shut and fibreglass over the joins, making a solid cockpit side. [I'd be tempted to save such an unusual feature - Paul]. Any young lady brave/foolish enough to risk a ride will no doubt have been forewarned, and be wearing jeans!

Can anyone identify the make and model from the photographs?

Pete Stanners & Ian Maddams



E83W FEATURE

ODDJOB - OUR COVER STORY

This is the story of the second of my sidevalves, "Oddjob". The first, "JR", is a 1954 Pop (JRX 722) and appeared in the December 1986 issue.

Three years ago and after 33 years working for a City Bank, I accepted a Voluntary Termination of Service Scheme, introduced by the Bank for their "aging" staff (I'm 53 now). I started working locally for a primary school, but the job at the school leaves me with some spare time. So I suggested to Marion, my wife, that I would like to try my hand at some spare time van driving, but that driving an ordinary van would not have any appeal for me. I suggested I would like an E83W, always my favourite van, and Marion said why not! If you can get hold of one do so, and see what happens. Wonderful, Marion's full support was all I needed and the search for an E83W had begun.

I had already checked out the E83W featured in the June '87 issue of S/V News, which I knew was at Hawkhurst before its picture appeared in the magazine. Although in pristine condition, it was obviously not for sale. The hunt continued. Amazingly, in the July issue of "The Automobile" there appeared a photo of a re-built E83W for sale, together with a renovated Y van. I couldn't believe it, it seemed like fate!

Phone calls were made, and low and behold the van was at Horley, a very easy journey from Borden where we live. I quickly arranged to see the van, and the next Sunday Marian and I together with a friend and one of my sons went to see it.

As soon as the garage door was opened and I saw "Oddjob" for the first time, I knew I had to have it. The renovation had been really well done, the van being virtually rebuilt, although the exterior paintwork could have been done a little better. Oddjob was yellow and chocolate with the name "Shotters Service van" on the side. The engine had been fully re-conditioned, and the brakes clutch and gearbox were all new, together with a new exhaust pipe and tyres. The floor of the van had also been completely rebuilt. The owner told me that the name "Shotter" was that of an old Dorset Coach Company, and that he had the van painted yellow and chocolate because that was their livery and he already had a 1939 Bedford OB coach in their livery!

As soon as I had arranged insurance etc., Marion and I returned to Horley, and once the formalities were complete I drove the E83W back along the motorway to Borden. She handled really well, although a little sluggish! Amongst the literature that came with the E83W I discovered that she started her working life in 1955 making deliveries around Borden, Hampshire! Its a small world isn't it!

Once home all I really had to do was to take the name of "Shotters" off from the van, and have my own "Derek's Deliveries" painted on. I had already decided that this was the name I wanted on Oddjob, as I fully intend that she work to help her upkeep.

I now had two strokes of good fortune. Firstly I found a garage where the owner was most helpful. He tried various solutions and eventually found that he could remove the original name without damaging the paintwork. He kindly let me have a large tin of this "magic potion" free of charge. The work of removing the original name was done by myself, and one of my sons, over the period of two days. The second stroke of good fortune was that someone told me "Artistic Designs", of Sheppy, were excellent hand sign painters. They are a husband & wife team who instantly fell in love with Oddjob, and the work undertaken was a labour of

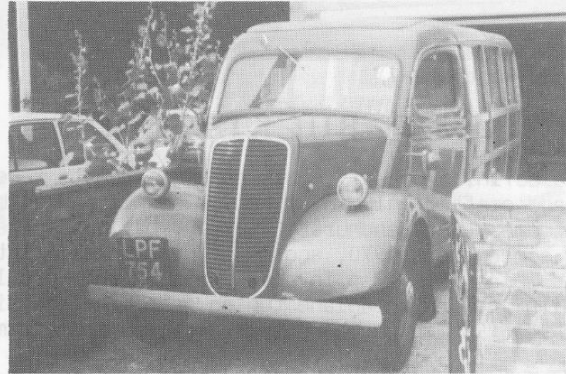
love for them. They really did an excellent job and my van now looks very pretty indeed.

As I intend the van to be a "worker" I have advertised in the local press and shops. I use the van regularly, and we have had many appreciative looks and comments. Everyone admires her.

I think possibly my main problem will be to try and convince people that she is not a toy, and that I really do intend to make deliveries! However, we have done our first job. The phone rang the other evening, and Oddjob was booked to take a dressing table, and small wardrobe to a home the other side of Sittingbourne. Yes she coped magnificently, and may this be the first of many jobs for her. I am also considering running a pet taxi service, and will visit the local vet to sound them out.

If anyone has any advice, or is local and wants a delivery made by E83W, then please contact me at "Thirlmere", The Street, Borden, Sittingbourne, phone number 71265.

Derek Williams



(Photos - E. W. Shears) Looking remarkably attractive.

E83W WOODY!

I thought members might be interested to know that I have just purchased a 1947 E83W Fordson Shooting Brake. Its first three year were under the ownership of Underwood Typewriters, and I wonder if they are still a going concern like my E83W?

From 1950 to 1987 it was owned by a Mr Green of Newham, London, when because of his age he had to give up his vehicle. He did a marvelous job of preserving it as he did not have a garage and it was kept in the open all the time.

Its a unique vehicle built in June 1947, they were hand built then on an assembly line. As 1947 was in the austerity years export was the main theme, with very little being produced for the home market. Those that reached the home market went to business and doctors etc., so that a shooting brake served a very useful part, being a working vehicle plus a pleasure car at the same time. [Plus they attracted a greater petrol ration - Paul].

I also own a 1954 Prefect which is also in good working order. I look forward to hearing from any members who may be able to tell me more on this E83W.

Mr E. W. Shears



(Photo - Ford of England)

New PREFECT WITH A POWER OF DIFFERENCE!
107E REGISTER

Register Update

After the last mag, letters are starting to come in with information on your cars.

First of all thanks to Bill Skinley from Wigan, for a shot of "His and Hers". OUD 816 is a 100E Anglia and belongs to his better half, 660 DHY is Bill's new transport. It is the ex Steve Waldenberg flyer. Are there any other members with a brace of cars in the family, please let me know. I believe this is true of Judith and Alan from Stockport, come on you two, let me have a photo of your cars.

We also have a nice shot of Jim Norman's 107E with caravan, it was taken while on holiday in Southern Ireland. Jim says the car has been laid up since 1979, shame on you Jim!

Thanks to Steve Nash for writing in, no photos as yet, and to Gordon Stott from Oldham. Again no photo, but he says he is going off on a round trip from Oldham to Ayr, all of 420 miles! So lets have some photos of this trip Gordon.

Also thanks to Philip Hardwicke from Pontypridd, you must be spending more money on postage than on your car Philip!

Thanks once again for all the information, keep sending it to me with photos PLEASE!

Tony Williamson

[Tony is still short of photo's, most of the ones on this page came from my sources - Paul]



(Photo - J. Norman) On holiday in Ireland, but off the road since '79.



(Photo - B. Skinley) His & Hers!



(Photo - P. Hardwicke) In Philip's garage, but in "as found" condition, complete with 10 years of grime.



(Photo - B. Ballard) Northwest Sidevalve Meet, the Best 107E of Mr A. Richards. Have you sent details to Tony?

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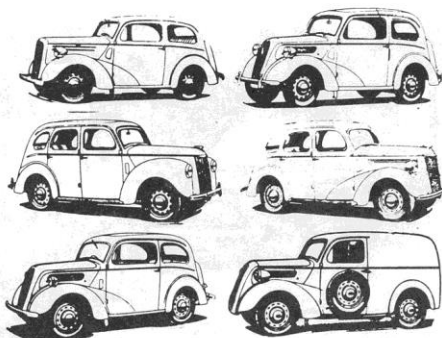
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ANGLIA, PREFECT, & POPULAR REGISTER



Andy Main.
(Includes all Post War Perpendicular Types)

REGISTRARS COMMENTS

The woody restoration has seen no progress during the last two months, due to other outdoor jobs getting a higher priority. However, once its done "You ain't seen nothing yet!"

The Register now stands at 670, and an SAE will bring you details, the Register is not mine but yours, the members, and its FREE!

I know that a large number of members are up to their clevis pins in a full scale restoration, but so are most of the committee! If any member feels that he or she could help the Register to provide a better service, then please drop me a line and let me know what you can offer.

This month again see's another anniversary, this time of the launch of the 7Y model, 50 years ago. [Look out for an in depth look at the 7Y in December - Paul]

The articles in the Register section for this issue cover "Another Bulkhead Plate", "In Passing", "Fame At Last", "Know Your Remanufactured Parts", "No Air Vents" and another period advert.

ANOTHER BULKHEAD PLATE

As promised in the article update in August, what is this other plate for, which only some vehicles have? From my original question back in February I have only received one letter on the subject, from Stephen Lee in Norfolk.

Stephen's assumption is that it is a paint number. His car is a green 1958 103E, and on this brass plate is stamped "TC/767/A". Now, if we refer to S/V News for December 1986, George Mather reproduced a chart of body colours 1950 to 1960. If TC stood for top coat, then 767 would correspond to the last 3 digits of the paint code for Ludlow Green in the year of manufacture of his Popular. However, the number I quoted in February, "TC/642/A" doesn't seem to correspond to any numbers in the list, perhaps its the code for black? As for the letter "A", I haven't got a clue.

Since Stephen wrote to me with this idea, I have received a few other vehicles for registering which have these brass plate numbers. I hope to spend further time in the coming months to see if this assumption will hold for these others.

My father purchased his Pop new. It never had this plate, or any holes in the bulkhead for its fitting, so why do some cars have it? Its just another interesting aspect to sidevalve motoring that not all examples of a given model are the same.

KNOW YOUR REMANUFACTURED PARTS

Continuing with my ever Popular series on the lesser known remanufactured parts. All parts are available from Martin, whose address is on the inside front cover.

9. Script Badge

The originals always get badly pitted, so buy while we still have a few left in stock at the current price. "Prefect" as fitted to the bonnet grille and boot lid, and "Popular" as fitted on the boot lid only.

10. E494A/103E Petrol Filler Grommet

You may have read in past editions of the problems our supplier had in remanufacturing the grommet, due to no

good originals being available from members, 30 year old examples stretched so much they caused a real headache trying to get a good fit. Now available in a rubber that is better than when they were new.

11. Radiator Muffs

Before winter arrives buy one now, we never know what the weather has in store! The muffs are available for the E93A and E493A Prefects, yes they are different, and E494A/C & 103E models.

12. Stainless Steel Exhausts

Get one before the old mild steel system falls off the day before the MOT. Made exclusively for us and covering models 7W/E93A/E493A & 7Y/E04A/E494A/103E.

IN PASSING - TIP 5

One morning on the way to work on a warm summers day (yes we did have a few), whilst turning a left hand corner with the left flashers on, they suddenly both stopped. The flasher unit I thought, but the right ones still worked, so it must be the switch. This was removed and cleaned up, all the screws tightened and refitted. The right ones worked, but not the left. After a quick head scratch, and no other bright ideas, I phoned an electrical friend and fellow Club member. Have you checked both bulbs - NO!. He was right, both bulbs had badly corroded in their holders, one broke when it was removed. With clean holders, one clean bulb and one new bulb - four flashing indicators! Whilst it may seem rather obvious that I should have checked the bulbs before cleaning the switch, the fact that both bulbs failed at the same time threw me.

A Start in Life



(Reproduced Courtesy of Grafton Books)

FAME AT LAST

Three years ago, before I became Registrar (so it wasn't an inside job) my Pop was pushed into a photographic studio in North London for a photo session. After 100 plus photos were taken, one appeared on the cover of an Alan Sillitoe book.

The book had originally been issued in hard back in 1970, the latest version appearing only a few months ago, two and a half years after the photos were taken! Film companies etc., needing old vehicles often contact owners clubs for help. The photographer wanted a 1955/6 Popular, painted black, with a flat offside tyre, hanging number plate, crooked wing mirror, nearside headlamp hanging out and no road tax, just how I usually drive around!

Those that watched the Drummonds series on ITV on 19th June, and didn't blink, would have seen Pop's again - outside a Surrey Station as the headmaster's car drove past.

What did I do with all the money, I spent it on the joint Dellow Register/FSOC axle bearing kit.



(Photo - P. Bainbridge)

NO AIR VENTS

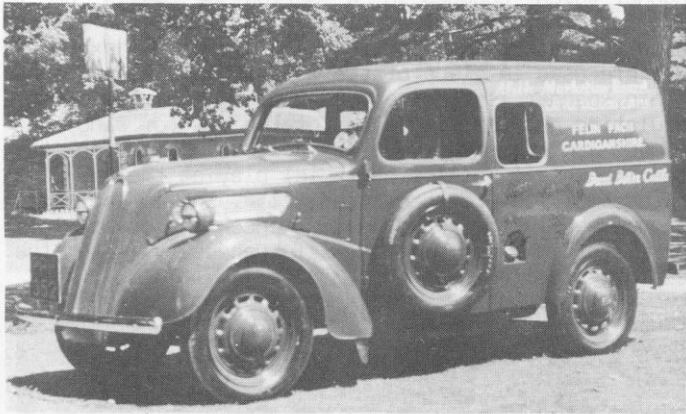
Member Paul Bainbridge photographed this E494A Anglia at Caister Castle Motor Museum, in Norfolk, whilst on holiday. At first glance it looks like any other Anglia, but on closer inspection you will see that it has no air vents! Paul had a close look in case they had been filled, but the car looked very original indeed.

Since receiving this photo, I was looking through S/V News for December '86, and there on page 19 is an E494C van without air vents! [That was an official Ford photograph - Paul] Why are they missing?

Is this Anglia the only non vent saloon around, or have any members got other post war uprights in the same style?

I look forward to receiving any help that you can give, it's just more proof that not all examples of a given model are the same.

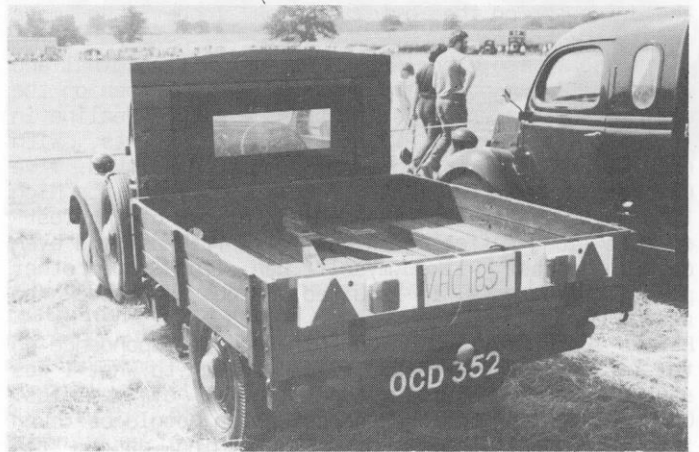
Happy Sidevalve Motoring - Andy Main



(Photo - Milk Marketing Board) A nice period shot of a 5cwt van working for a living in the 1950's.



(Photo - B. Palmer) A more recent shot taken at Blindley Heath this year, the van hails from Sussex.



(Photos - B. Palmer)

5CWT PICKUP

Although a report in June's S/V News mentioned a 103E pickup in Malta, that evaded photography, 5cwt pickups of any description remain rare beasts. They are not unknown though, and it is nice to report a "new" vehicle which has just appeared.

OCD 352 is a cut down van with a wooden dropside body. It was photographed at The Southern Counties Historic Vehicle Preservation Trust Rally, at Blindley Heath in Surrey on 11th July. There was an FSOC sticker in the window, and it appears that the owner comes from Kent. Perhaps he, or she, might like to come forwards with more details of this unusual little vehicle?

Bruce Palmer

(Advert - Ford of England)

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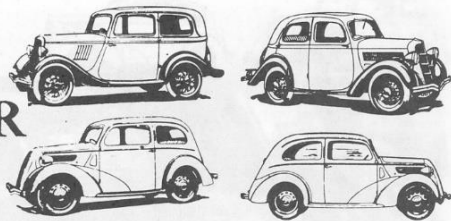
FORD POPULAR

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The above examples are for basic models and
do not include delivery charges.

PREWAR REGISTER



REGISTRARS COMMENTS

The standard of cars at events these days has never been higher, what the future holds is nobody's guess, but I expect judging to be just as complex as ever. Once upon a time I too used to compete in concours events, and actually won on quite a few occasions. Today I prefer to drive my vehicles to events, with the drive being the priority, the longer and more scenic the better.

The reason? Too much fuss over what is original and what isn't. I'm no expert and my views are open on the matter. Furthermore I have noticed a marked decline in Veteran, Vintage and Prewar types at events, with everyday vehicles being increasingly displayed. I've nothing against the latter, but I do think its high time that events were staged at "places of interest" so that long suffering wives, girl friends, and even car enthusiast like myself can find some other pleasing interests if required. Hands up those who agree?

Before I start a revolution [Or even correspondence on the letters page - Paul], I'll return to what I was saying earlier regarding the standard of vehicles. Original tooling is one aspect which could be taken into account if there was such a thing as a "tie break" in judging. So to start off with, I have included in this issue a listing of tools for the Anglia type of vehicle built between 1938-46. Good luck in the Autojumbles, next issue will be the turn of the Y's and C's.

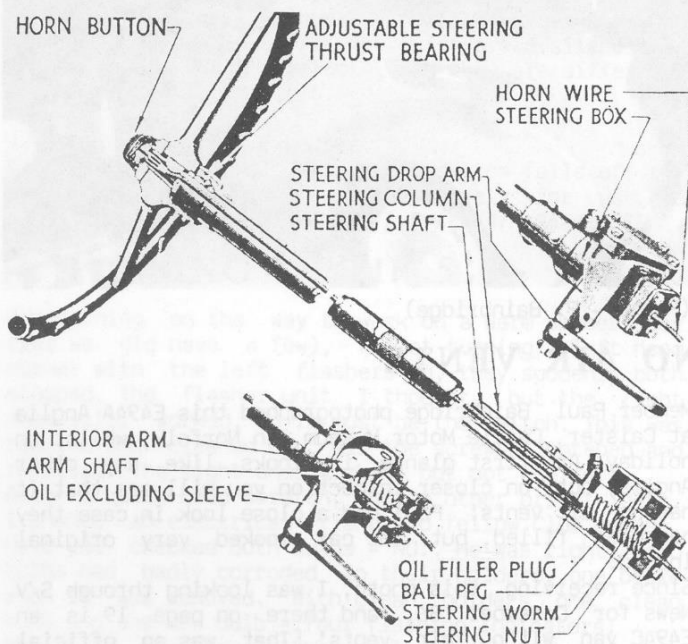
CE -17005	...Bag (tool)	1939-46	1
01A -17015	...Wrench (3/8" x 1" hex. open end)	1939-46	1
01A -17016	...Wrench (3/8" x 1" hex. open end)	1939-46	1
CE -17017-B	...Spanner (spark plug and spring clip nut box)	1939-46	1
E93A-17019	...Iron (tyre)	1939-46	1
B -17020	...Screwdriver	1939-46	1
CE -17021	...Wrench (monkey)	1939-46	1
B -17025-A	...Pliers	1939-46	1
CE -17035	...Brace (wheel nut)	1939-46	1
E93A-17036	...Crank (starting) assy.	1945-46	1
7W -17036	...Crank (starting) assy.	1939-41	1
	...Crank (starting) assy.	1939-46	1
CE -17046	...Clip (starting crank on dash)	1939-46	1
	...Clip (starting crank on dash)	1939-46	3
26469-52	...Screw (clip to dash)	1939-46	3
	...Screw (clip to dash)	1939-46	2
34804-52	...Lockwasher	1939-46	3
	...Lockwasher	1939-46	2
7W -17047	...Key (luggage compartment lock)	1939-46	1
YE -17048	...Spanner (cylinder head nut)	1939-46	1
7W -17049	...Bar (tommy) and brake adjuster	1939-46	1
YE -17052-B	...Pump (tyre) assy.	1939-46	1
YE -17061	...Hose (tyre pump) assy.	1939-46	1
YE -17080-A	...Jack assy.—less handle	1939-46	1
YE -17081-A	...Handle (jack) assy.	1939-46	1
N -17125	...Gun (lubricating) assy.	1939-46	1

Apparently there is a company which deals with vintage tools, possibly catering for early Fords? Known as Paul Lees Vintage Tools, 10 Windrush Green, Keynsham, Bristol, BS18 1QR. I've had no dealings with this company but an SAE is worth a try, let's know how you get on?

TECHNICAL TIPS BRAKE DIFFERENCES

A point to be borne in mind on the Y & C type of braking system is that a slightly different design of shoe was fitted in April 1936, with the consequence that two diameters of shoe need to be identified. If the radii at the end of the shoes are not of the same diameter as the studs, the shoes will either drop from a concentric position or they will not be able to

close correctly. This will permit the wedge to drop and it may score the drum when the brakes are operated or may prevent the brakes from being fully applied by reaching the end of its travel before the shoes are fully expanded.



STEERING BOXES

The steering box on the early Fords is of the Burman Douglas worm and nut design, with the exception of the very early Y's which were fitted with an epicyclic box. The only adjustment on the worm and nut steering box (prewar) is to the thrust bearing at the top of the column, to eliminate end float. On the early Y's & C's the adjustment is carried out by means of a "C" spanner which engages in a series of holes on a circular ring, a similar locking ring is also fitted below the steering wheel. On later models 2 hexagonal nuts are used in place of the two rings mentioned, and a thin spanner is required. Adjustment by means of the regulating nut (or ring) and locking nut (or ring) can be made on some 8hp vehicles without removing the steering wheel. Total free radial play at the end of a new assembly should not exceed 0.15". Should end float be observed in the rocker shaft, check the cover plate for distortion and replace if necessary with the reinforced plate (part no YE3583).



(Photo - B. Palmer) This is the original toolkit, virtually unused, for a prewar E93A.

SUMP FUMES

"To Mr Ivor Abelson, and any others who may be worried, let it be said that the Ford sidevalve engines are no better or worse than any others in this respect. I have run these cars all my younger life, and I am now 68, and still alive, so take heart, you may survive too!"

To look at the problem in greater detail, consider why fumes arise. Any build up of crankcase pressure, causing gases to escape via the breather, means gases passing the piston rings, and this implies wear to a greater than acceptable degree.

When the model Y was current, its average expected engine life was 30,000 miles. This was not high, even by the standards of its day, but one did pay some price for the performance, which was superior to either its Austin or Morris competitors. When the engine failed, either by reason of excessive oil consumption and smoke, or by bearing failure, a factory reconditioned engine was available for £8-10-0 plus fitting charge. [£8 50p for our younger readers - Paul]. The usual bill was about £11 in total.

The first lesson is not to expect now, a life and performance greater than that originally expected. I have just bought a model Y. It smokes badly, so much so that any attempt to drive with the windows closed would undoubtedly cause suffocation at least. Before using it I shall have it re-bored and examine the bearings very critically at the same time. I will then expect it not to smoke, but I will expect it to cost more than £8-10-0, with regret!

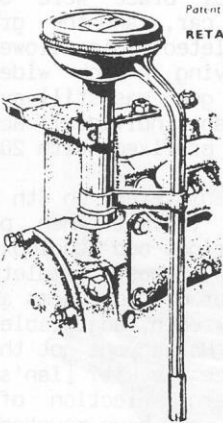
The speedometer shows about 60,000 miles, which I believe genuine with regard to overall condition, and there is a bill for a re-con engine fitted in 1945 at about 30,000 miles. This tells me that the recon engine has just about finished its normal life span. After the appropriate action, I will expect it to perform using a modern oil, but may if necessary revert to a straight engine oil, as was used originally. Some old engines do seem to prefer this, and contrary to popular belief, it is quite readily available.



For Even Happier Motoring

Fit an "810" Now!

All small heavily loaded power units give off a proportion of partially burnt products of combustion via the oil filler, by the process of engine breathing. Much of this fume is carried back into the body of the car by the slipstream. The "810" helps to prevent this and gives fume-free motoring—a boon to drivers and passengers alike! The "810" unit is suitable for 8 & 10 h.p. Ford Cars and Vans, 1937-1958 models and the "813" is designed to fit the "100 E" series of engines.



Patent No. 729074

RETAIL PRICE

30/-

Postage 1/9

The Mk. II "810" Fume Eliminator Unit.

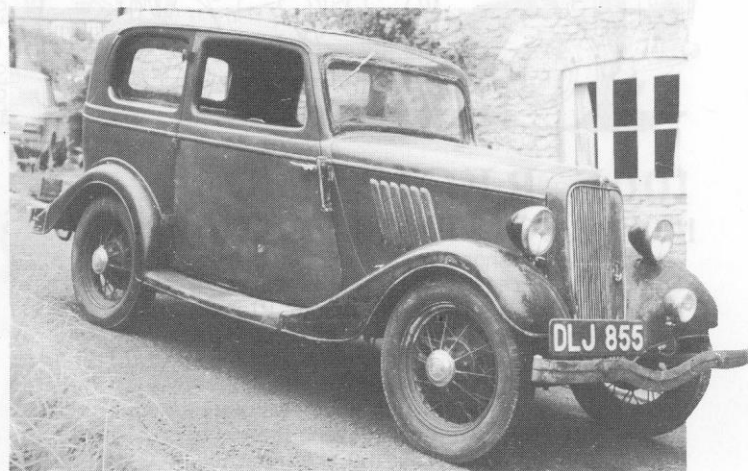
Obtainable from your local dealer; in case of difficulty write the Manufacturers.

But if some people do want to alter the breathing system, there was available prewar an actual Ford accessory, sold by Ford dealers. I doubt if your local Ford agent even knows what a Y model looks like, but this gadget is very easy to make. It consisted of a short piece of about 1/2" steel pipe welded on to the oil filler cap, obviously with a hole through, and a brass nipple which one fitted to the existing carburettor top. This could equally well be steel tube too, of course. Then a piece of rubber hose about 15"-18" long connected the two in a nice smooth curve. One would use synthetic rubber tube nowadays, being better resistant to oil fumes, but the old rubber seemed to last quite a long time.

So once again the so called modern idea is not so new after all. So far as your sidevalve is concerned, do what is really necessary to the engine, and there is no more reason to be troubled by fumes than grandfather was when the car was new."
Ted Broadhurst

Many thanks to Ted for that contribution, I hope it has helped Mr Abelson. An oil breather for the Model Y was manufactured by Fords, this took the place of the oil filter. It was quite a bulbous item. A brand new oil breather was noticed at an autojumble last year, the vendor was asking £40!

MEMBERS PROFILE



(Photo - R Prebble)

Robin Prebble from Batcombe, Somerset, is currently restoring the standard Y type shown. Of 1937 vintage, the colouring is green bodywork and black wings. Robin mentions that when purchased the car steered and even stopped in a straight line. Rust damage has been noted in the usual places, but Robin does not foresee too many problems in its restoration.

Yvon Precieux

SOFT TOP Y TYPES



(Photo - B. Palmer)

In early August in Sutton (Surrey) this special bodied Y, was seen on a transporter. Although possibly a Jensen body it has been heavily restored recently, and didn't look too original. At some stage the wire wheels had been replaced with E93A types. The driver of the transporter claimed it was en route for Italy, having been purchased in an auction! Does anyone know about this unusual cars history or where it went?

A 1932 Model Y four seat tourer was recently for sale by David Baldock, The body was by Perry according to the advert, and it was painted red with 7Y/7W wheels and hub caps. Did a Club member purchase it?

Do the above reports refer to the same car? One in Kent, one in Surrey, both with their wheels replaced, it seems a coincidence for two such rare vehicles to surface at the same time - but stranger things have happened. Can anyone clear it up?



(Photo - Ford of Sweden)

The prefixes to the part numbers are largely self explanatory, 100E, E93A etc. N for the grease gun indicates a Fordson tractor serial code (the grease gun being supplied with several vehicles), and CE presumably the prewar 10 HP car.

Of the tools themselves, 17020 is the large "bent wire" screwdriver that looks like an overgrown Meccano item. After 1956 its main purpose would appear to be for hubcap removal in the event of a puncture, or possibly adjusting the distributor. Practically every other screw on the 100E is of the cross-head variety, even on the lamp glasses, so this screwdriver is largely useless for any other purpose.

The pliers, 17025, are well known to almost everyone, with their two position pivot allowing various jaw openings. As with most of the tools they carry a Ford or EnFo trademark.

The grease gun, 17125, is quite small as grease guns go, being about 6" long and of similar diameter to a bicycle pump.

Of the spark plug spanner, I have seen two varieties. One, included in my own Prefect kit, is a simple box spanner and the screwdriver is used as a tommy bar with it. The other type is a rather larger box spanner, with its own fitted, looped handle like an enormous paper clip! These tools enabled the owner to carry out all service and maintenance operations.

With the introduction of the accessory toolkit, 17018, in July 1956; the contents were changed slightly but still totalled twelve items, as follows:-

- 17014 3/8 x 1/2 spanner
- (a new item)
- 17015 7/16 x 9/16 spanner
- 17016 5/8 x 11/16 spanner
- (new sizes, old part numbers)
- 17017 spark plug spanner
- 17020-A cross head screwdriver
- 17020-B flat head screwdriver
- 17021 adjustable spanner
- 17025-A pliers
- 17043-B brake adjuster
- 17048 1/2 x 9/16 box spanner
- 17049 tommy bar
- 17112 feeler gauge

(these last four were all new items)

The jack and wheel brace were of course already supplied with the car, and the grease gun and tyre lever had been deleted. This allowed the inclusion of the new items, giving a much wider range of spanner sizes. The grease gun was still available under part number 17125, as an individual accessory. The new spanners were all prefixed with 204W, in other words Mk 2 Consul.

My own Prefect, registered on 6th April 1955, had a far from complete toolkit when purchased, but by hunting around various odd toolboxes and other dark corners, it is now almost complete, including the canvas bag. The four missing items are the tyre lever, brake and tappet wrench, adjustable spanner and cross head screw driver. Has anyone got the correct items so that I may complete the kit? [Ian's address is below-Paul] I have a large selection of modern tools for working on the car, and have mounted the old originals on a board for display purposes.

Finally has anyone got a complete original example of either toolkit? Send some photos to S/V News so we all know what to look for at autojumbles, and lets see some good displays at future Sidevalve Meets!

Having delved this far I would like to discover the contents of the various upright toolkits, especially the prewar ones. Any offers?

Ian Maddams,

Many thanks to Ian for the research. Sometimes this magazine has too many coincidences, see the Prewar Register for more toolkit details. Still lets have some more details and photos from the members who have complete kits.

Opposite we reproduce an extract from a Ford publicity brochure on those most practical of sidevalves, the Escort & Squire.

Paul Edwards

100E REGISTER 100E REGISTRAR - VOLUNTEERS?

We are still short of a 100E Registrar, as 100Es were the original reason for the formation of the Club this is obviously a vital position. Please will someone come forward to continue the excellent work done by Mel Smith, contact Shirley Wood if you would like to be considered. In the meantime Paul Edwards is holding the Register records, so would members please contact him at [redacted] for forms or queries, please DO NOT contact Mel Smith.

SIDEVALVE TOOLKITS

In this age of 10,00 mile servicing and manufacturers cost cutting, the owner of the modern car probably has little need to carry a large toolkit in his generally reliable, if complicated, vehicle. Indeed, most modern vehicles are only equipped with a jack and wheelbrace, a far cry from the comprehensive kit supplied with even the most basic, cheap cars of the past. Only the more upmarket expensive cars come with anything resembling a proper toolkit these days, and then usually continental ones such as BMW, Volvo or Mercedes. Probably the best known British examples are Rover and Jaguar with their smart fitted tool trays.

Whilst assisting Jim Norman with the judging of the 100E class at National Sidevalve Day, I was struck by the almost total lack of any original tools displayed with the cars. At National Volvo Weekend, for instance, every car is expected to have its complete tool kit arranged for the judges inspection, in an otherwise empty boot.

Obviously with old cars such as ours, which may have had many owners, tools are the first items to go missing. It was the comprehensive range of tools originally supplied with each Popular or Prefect which sent me investigating further.

Dave Turners two books on small sidevalve Fords both mention the 100E toolkit, so the first stop was the 100E Parts List. I have two of these, a Ford original dated July 1956 (this of course only features the "small back window" basic cars, and early "flat dash" deluxe models), and the Club's reprint of the final parts list which includes the Popular.

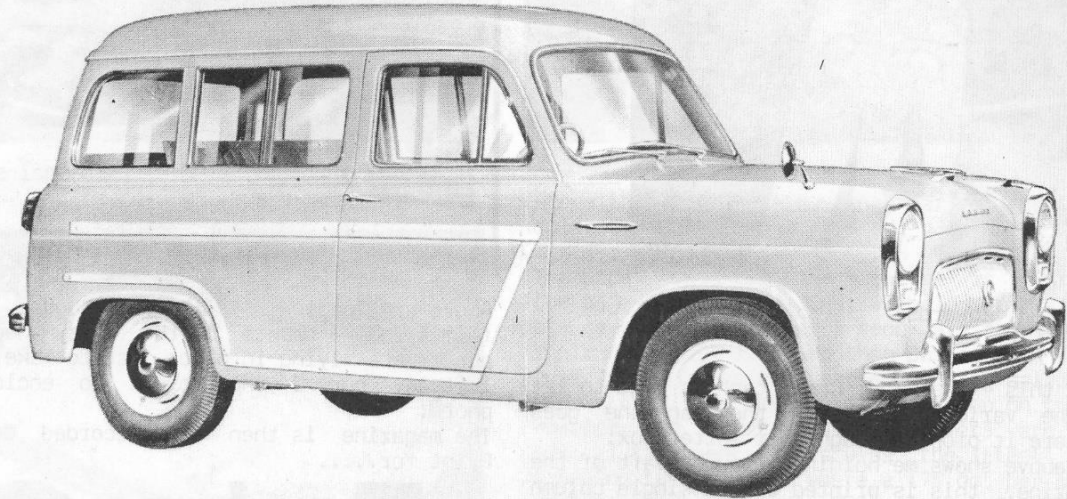
Here the first important discovery was made. Only cars built before June 1956 were equipped with a full toolkit. After that date only jack, wheelbrace and the enormous screwdriver were provided. Twelve items were included in the original kit, wrapped in a canvas bag. Estate cars and 300E vans were, in addition, supplied with a starting handle. After July 1956 tools featured on the accessory list, available at extra cost.

Briefly the tools comprised the following:-

- E2-QA-1 Brake & tappet wrench
- 01A-17015 7/16 x 1/2 spanner
- 01A-17016 9/16 x 1/2 spanner
- CE-17017-B spark plug spanner
- E93A-17019 tyre lever
- EB-17020 screwdriver
- E4-QA-2 cross head screwdriver
- E01A-17021-A adjustable spanner
- B-17025-A pliers
- CE-17035 wheel brace
- 100E-17080 jack
- N-17125-A grease gun
- CE-17005 canvas bag

FORD SETS THE ESTATE CAR FASHION

From any angle you are delighted with the looks of these two Ford Spacewagons—Squire and Escort. Like every other Ford car, they set the fashion for the best at lowest cost.

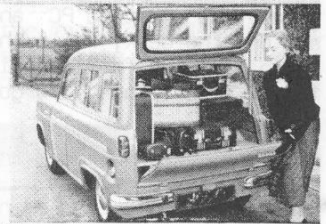


Squire

Its got a memorable look—and a distinctive one with the Hardwood wagonboards to accentuate its graceful lines.

Proud owners will be showing off their Squires at many events in Town and Country.

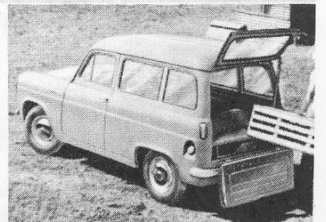
And it can work hard as well with so much space for loads.



Escort

Elegant and remarkably efficient, the Escort is ready to shoulder 5-cwt. loads or ferry the family and friends anywhere and everywhere. It will do either at a moment's notice, with the least effort on your part.

Space, comfort, an exciting performance and rugged reliability are Ford features to make the Escort prominent in everyday sporting and business events.



COMFORT

Sit back in cushioned comfort when you go for a Ford Glide-Ride. You can relax behind the steering wheel as you look ahead through the wide, deep, curved windscreen. Your passengers can admire the view through the spacious windows. There are 101 applications for these two roomy Estate Cars.

* MEET THE COMMITTEE *

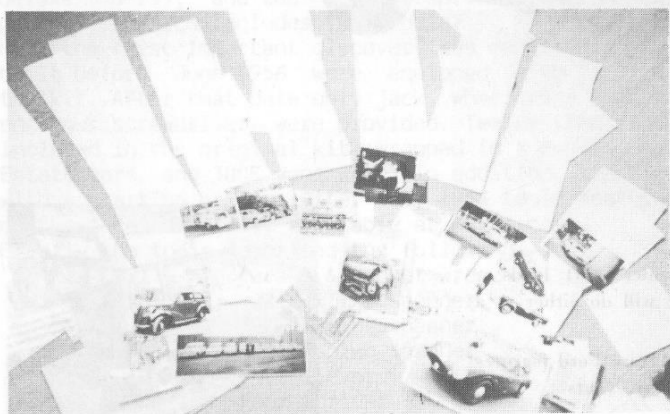
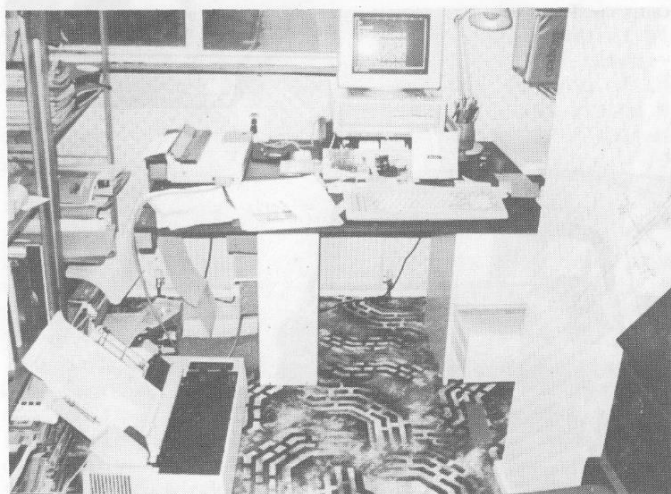


(All photos - P. Edwards)

OUR BIT!!

The aim of this "Meet The Committee" is just to let you know the various processes the magazine goes through before it plops through your letter box!

The photo above shows me holding a rough draft of the entire magazine, this is printed out in single column width on a dot matrix printer for speed. All material having been typed in by Lynne on the equipment shown below. The Amstrad PC and Brother dot matrix printer are on the desk, while the large Primage daisy wheel, which is used for the final typed output, is on the floor. It's too heavy to go anywhere else!



The above shows the typed strips arranged in sections for August's issue, Area News, Registers, etc., with all the photos laid out below. I then spend many happy evenings grovelling on the floor, laying the columns out on full size sheets trying to get articles to end in sensible places and still have room for all the photos. It's great FUN!



Above are pages 12 & 13 from August, printed on the full size A3 sheets by the daisy wheel printer. The photos are lying in place just to make sure I haven't left any out. I once forgot to enclose the cover photo!

The magazine is then sent recorded delivery to Peak Print for.....

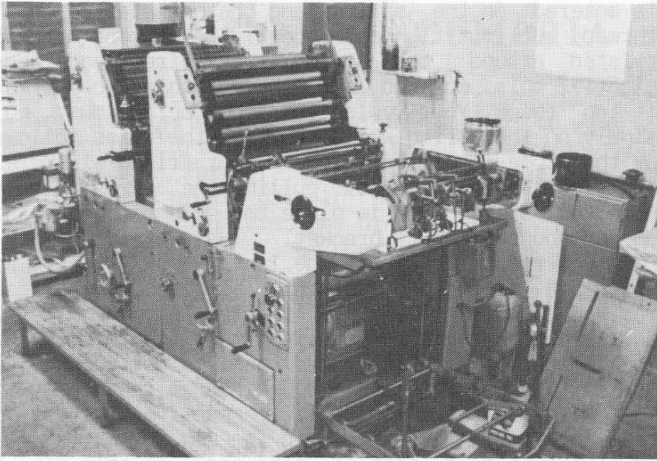


MIKES BIT

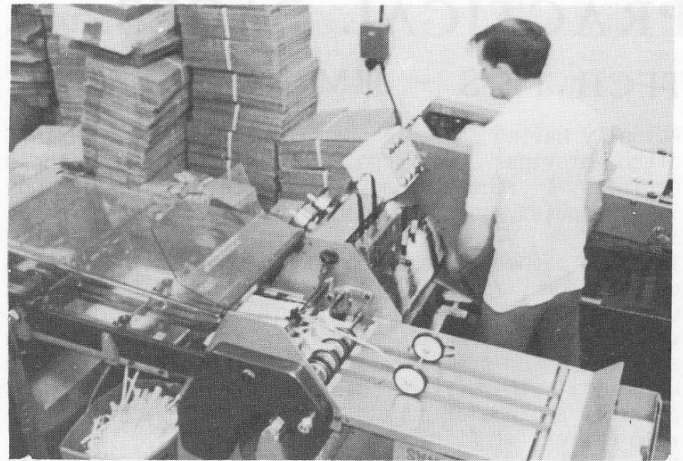
Above Mike Peak himself, in the darkroom with the back cover for August.



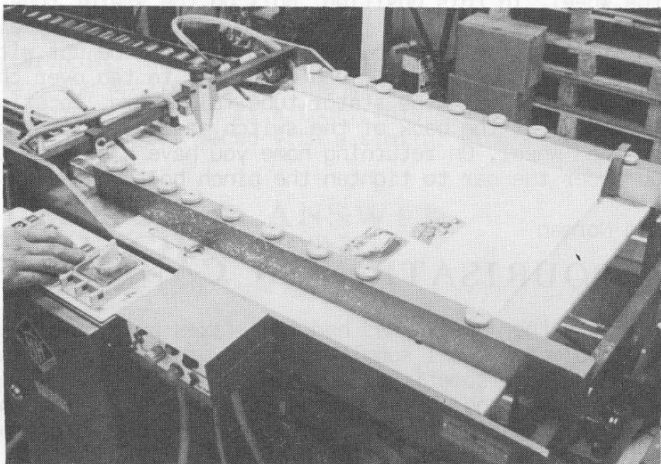
Mike checking the quality of the outside and inside covers.



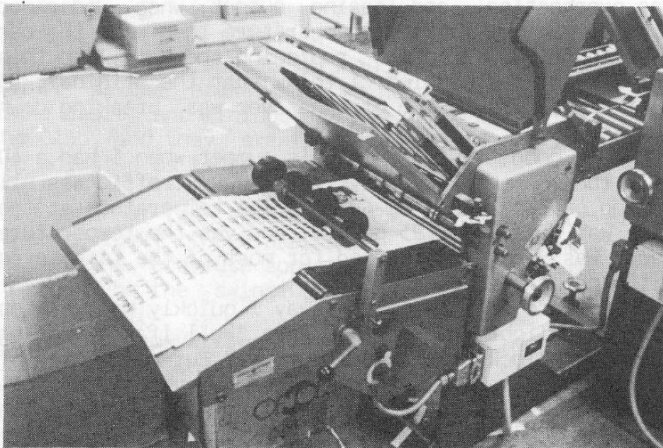
Most impressive isn't it, this is the press.



Above the final stage, the various sections being colated, stitched and trimmed.



This is the folding machine, which takes the large flat sheets and folds them to produce a section of the August issue, starting at page 13 which we have seen being laid out.



The paper used for the magazine is 70 gram Bond for the page you are reading, with 100 gram art paper for the cover. The sheets I send are reduced to 78% of their original size and then posted onto a light blue grid. All photos are screened using a 120 dot per sq inch screen, and pasted into position on the grids. However, the front and rear covers are now given special treatment. This uses the latest in flat bed scanning technology, where a 175 dot per sq inch half tone negative is made. This gives a finer detail, and is burnt direct onto the plate for printing. Before printing, all negatives are reduced 2% to ensure that when completed the magazine will come out just below the 100 gram postal rate. This is most important when the postal bill is already around the £400 per issue mark!

The press is a Heidelberg Kord 64, or a 2 colour Sobia Perfecter, which prints both sides in one pass 640mm by 450mm.

The paper is then folded on a Herzog Heyman folding machine. Then placed in on a Camco Rosbak 6 Pocket Colater Stitcher Trimmer, which then puts the books together, stitches and trims them to the finished size.

Magazines are then placed in envelopes, and bundled in 50's with the label facing the same way, for passing through the franking machines. and mailed out. Spare magazines are sent to the Membership Secretary by carrier, for use with new members and as back issues.

And you thought we did it all on a photocopier! Seriously the quality of the magazine is down to the time that Lynne and I spend, and the effort that Mike puts in, but ultimately its down to the contributions that YOU send.

Thanks.



The team complete with final product, or Mike and I with another pile of Sidevalve News!

PRACTICAL PAGES

TECH TIPS - JIM NORMAN

Actually having to do a particular job on a 100E/107E often provides the inspiration for one of these articles. I recently had to replace the steering box in my Popular, so now I am going to tell you all about it.

It is a rather awkward job requiring a lot of bobbing up and down. You will need to do some of the work underneath the car and remove the drivers side front wheel, so it is as well to get the front end jacked up and secure on stands right at the start. It is also helpful if the drivers door can be fully tied open, possibly a piece of string from the door handle to the wing mirror, if fitted.

Very early cars with the half round instrument panels are a problem, as these are mounted to the column, and must be detached. It is a very long time since I have seen one of these cars, but two Allan screws and a series of Phillips screws come to mind. Remove them so the panel and shrouds are no longer attached. Support them (where has that string gone) from the interior mirror and sun visor.

The next stage is to fold back the carpets from the column area, revealing an elongated oval plate held down by 6 Phillips screws. Undo the screws and lever up the plate. Try not to tear the seal as you do so.

We can now have a look under the bonnet and disconnect the four wires that emerge from the steering box from the sleeves next to the reservoir. The wires from the box must come out of the sleeves, as these will not pass through the column.

Now under the car, after the drivers side front wheel has been removed. The track rod end is disconnected from the suspension leg by removing the split pin and 9/16" castle nut, some may have self locking nuts. The taper is broken with a propriety tool, or by tapping the end of the steering arm with a heavy (!) hammer - do not try hitting the threaded stud downwards. Now you've had some practice, the drag link must be detached from the steering box drop arm. The procedure is the same except you cannot get at it with the hammer, you'll need a good stout bar to transmit the shock. Once off, the drag link is pushed over to the other side with the track rod folded under it.

The wires that appear from the bottom of the steering box are contained in a sleeve called the Stator Tube. This is clamped to the box, where the wires emerge, by a pinch nut and bolt, this is loosened and the clamp prised apart. Finally the three 9/16" AF bolts and nuts mounting the box to the chassis are undone and removed, leaving the forward bolt, minus nut, in position to hold the assembly in place.

The next stage takes us back inside the car, where the column support mount, about halfway up, must be removed. There are two 7/16" nuts, bolts and spring washers. With these gone the column can be lowered, and the horn/indicator assembly with stator tube pulled out. It is better to have someone feeding the wires into the bottom of the box as you pull out from the top. It is now possible to get at the nut, 7/8" AF, holding the steering wheel on. Remove it and pull the wheel off, you will have to shake it free by alternately pushing and pulling at the end of each spoke. With the wheel off, everything else on the column, ie. shroud, clamp, and the plate from the bottom are slid off.

Back underneath the car, the remaining mounting bolt is removed and the steering box/column is finally slid downwards and forwards and clear of the car.

Before the new assembly is installed a piece of that string is pushed through the centre. It won't go voluntarily, something a bit more rigid is pushed through first, from the bottom, and the string drawn through with that. The box/column/string are then shoved into the car and our mounting bolt loosely replaced.

Inside the car all the items that were taken off the column are replaced in reverse order, ie. plate, clamp, shroud, wheel, tab washer, 7/8" nut. The wheel

is entered on the splines and the nut started on the thread, but not tightened down. The string can be twisted around the stator tube wires and taped tightly, this must go down the column so do not make it too thick. Your volunteer from before must pull slowly on the string while you feed the wires followed by the tube into the column. Your friend is merely applying tension and not pulling the wires through. With the stator tube in place the column can be swung up and mounted on its bracket.

Back underneath the car the last two 9/16" nuts and bolts are fitted and all three tightened. The track rod end and drag link are re-attached, their castle nuts tightened and new split pins fitted or new self locking nuts used. The road wheel is put back on and the car returned to the ground. Under the bonnet the four wires go back in their respective sleeves, and make sure that there is oil in the box.

As always a road test is necessary, in this case to align the steering wheel. Drive along a straight road and note the position of the spokes. Stop the car with the wheel in this position, pull up the stator tube 3 or 4 inches, unfasten the nut and pull off the wheel. Refit it in the same position and tighten the nut with an open ended spanner. Don't forget to tab over the washer, then push the stator tube fully home, locating the fork at the back of the switch assembly with that on the wheel. On returning home you have once more to go under the car to tighten the pinch bolt.

Jim Norman

VAPOURISATION IN CANADA

Recently the "News" has had some fixes put forward on the subject, but I submit that the problem source may lie elsewhere sometimes.

A few years ago, after overhauling my 100E, I thought that this was what was causing the motor to stall on hot days after coming off the highway.

First idea was that raising the fuel pressure slightly might overcome it. So I tried stretching the spring under the fuel pumps diaphragm, as this is what governs the fuel pressure. That was a mistake, as carb flooding then occurred - so be warned, don't try that. After more checking I came to an opinion that the coil was overheating and loosing output, when underhood (bonnet to you folks!) temperature rose with the car stationary. So I tried replacing the coil, and this got rid of the problem! I think that the original, 25 year plus, insulation or whatever was breaking down due to age.

I had a good test of it this summer when I had a 40 mile run on an expressway, that heavy traffic was all moving on at least at 60 mph. The temperature at the time was a real hot 95 deg F., and yes the temperature gauge was well in the red for most of the time, even with the heater on cooking me!

When I came off the expressway I quickly had to stop at a red light. My thoughts were "Well if she's going to vapour lock she'll do it know." But not a sign of it, though the coolant must have been near boiling. The motor idled sweetly and pulled away ok when the lights changed.

Possibly what may help is that my 100E has the export blade and fan. Also the only British coil I could find was a higher output, 1959 Lucas SA12, sports type. I don't think our fuel can be much different to yours in this regard.

Vapourisation can occur. but must first be confirmed before going to shielding. For interest, I recently found the owner of an old Studebaker who was bothered by it. His fix was a dozen or more of his wife's wooden clothes pegs, the type with the steel springs. In hot weather he simply put these on the fuel pump to carb pipe! [No this isn't the April issue, but photos of the cure are welcome - Paul]. He claimed it worked real good for him, it could be a simple way of diagnosing the problem I suppose?

Ed Ingold

VAPOURISATION IN CUMBRIA

I have found the correspondence on "vapourisation problems" in recent issues very interesting. Although my own troubles were, ostensibly, traced to wear on the eccentric drive to the old petrol pump. This necessitated a loss of authenticity (electric pump fitted) but a great gain in performance. However, I have recently encountered the problem again.

This time the problem was due to one of those useful plastic filters that can be fitted in the supply pipe between the carb and the petrol pump. I did this because of problems, as I thought, with the flow from the petrol tank - nobody is prepared to risk trying to unscrew the tank and clean/drain it after so many years! I have had no luck in locating a usable old tank, even if I could afford one.

I thought that scale might be reaching the carb as the electric pump has no filter. [Most SU electric pumps have a filter behind the large hexagonal nut in the base - Paul]. Straight after fitting the filter I got a vapourisation problem, which a change of location did not cure properly. I have now solved the problem by wrapping asbestos (woven) lamp-wick, about 1 1/2", round the entire filter. The wick is genuine asbestos, not cheap at about £1 a foot. This may be of interest to other members faced with a similar problem.

Philp Tallantire QUESTION & ANSWER - JOHN CHARLTON

This is a new spot from our other technical consultant John Charlton. John is responsible for queries concerning all the upright types. If you have a problem contact him, and not only will you get a reply direct, but we'll all be helped by more contributions for this column. John's address can be found on the inside front cover.

SETTING BRAKE LINKAGES

The question came from David & Bryan Parkhouse, and is as follows.

QUESTION

"We have a 1953 103E Pop which we are restoring, in fact it is just about finished except for the brakes, and it is the brakes that we have problems with. All brake cables and linings are new, we bought these from the Club and they are fine. Both cables and linings are adjusted as to the manual.

The problem is that when you apply the foot brake hard, and at the same time apply full left or right steering lock, the brake pedal starts to rise up against the pressure applied to it. We seem to think it could be the swinging link at the front, or the compensator?

We have tried various ways of adjustment but end up with the same thing! All springs and rods are in the correct place as far as we know, but the manual does not give much detail as to what actually happens when the brake pedal is applied. So, if possible, could you please supply details as to how rods and linings should be adjusted?"

ANSWER

The Girling brake system relies on leverage to make the brakes work. This leverage is obtained by ensuring that no part of the system goes "over centre". From the symptoms you describe, some part of the system is being allowed to go beyond the safe angles causing the problem with the pedal.

So, start by disconnecting all the clevis pins in the system. Ensure that the expander units are working and not seized, check that they are free to "float" on their back plates. They should not be loose but just free enough to self centralise each time the brakes are applied. They should be fitted with double coiled spring washers which are just nipping the back plates when the expander retaining nuts are tightened. The

adjuster housing bolts should be loosened and the adjuster turned so that the brakes lock on. Now tighten the adjuster housing bolts and leave the brakes locked on.

Pull the brake pedal back as far as possible and wedge in position. Ensure the handbrake cable is disconnected. Check that the front and rear compensators are not seized, and are free to move in all directions, note that they are mounted on links which are free to move. Now check that the compression tube, found at the bottom of the brake pedal is not seized, this is a common fault on this system. There is a plunger at the front of the tube which must be free. Its object is to ensure that the front brakes come on first, before transferring the effort to the rear brakes. It is the latter day version of the pressure limiting valve on hydraulic brakes.

With all these checks done you can now turn to the actual setting of the linkage. The swinging link at the base of the pedal should be centralised so that the gaps are equal. Place wedges in the gaps so they cannot alter. Connect the front brake rod to the offside of the swinging link and offer the other end to the front compensator.

Now this is the place where mistakes are made. The compensator swinging link must be set parallel to the front brake rod (see diagram). With this link parallel move the compensator arm until it in turn is parallel to the front axle. Now move the arm forward precisely 3/4" and connect the brake rod. This is very tricky and now is the time for you to realise why every joint must be wedged. All that is now needed is to adjust the cross cables to fit the compensator, refit the clevis pins and the front end is finished - but don't remove any wedges.

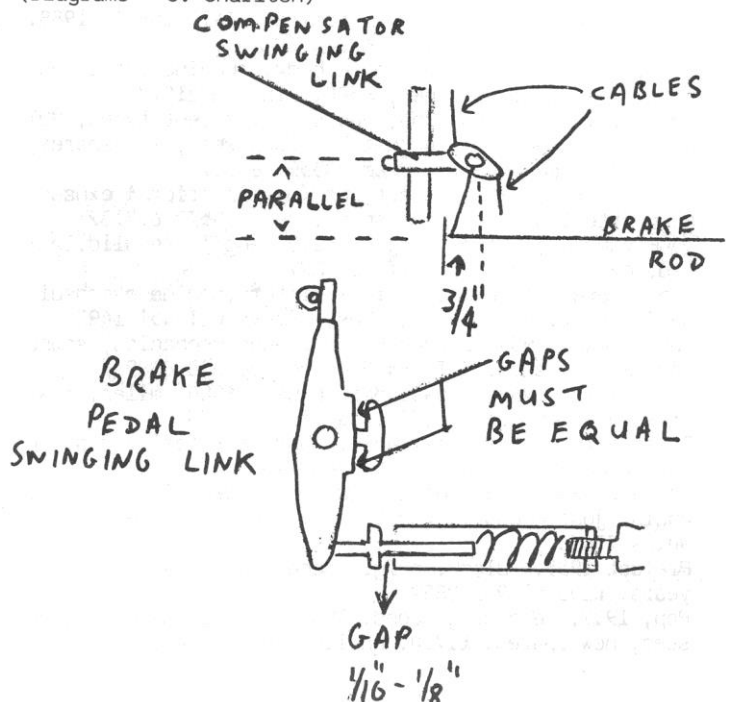
Now to the back axle, and repeat the process exactly as per the front, with the exception that the rear compensator is moved backwards 3/4". Connect the rear rod.

The compensator tube is now offered up and its length adjusted so that there is a gap of between 1/16 to 1/8" between the plunger and the body of the tube. The tube length is adjusted by turning the yoke. Adjust the handbrake cable to fit the possible new position. Make certain all split pins are in place and remove the wedges and slacken off the adjusters two clicks and you are ready to roll.

A test to see if the compression tube is working correctly is that when the handbrake is applied the footbrake does not go down, and when pressed returns to the "off" position when released.

Happy Sidevalving - John Charlton

(Diagrams - J. Charlton)



* CLASSIFIEDS *

CONDITIONS OF ACCEPTANCE

Would members please note that we can guarantee that an advert will appear ONLY if you use one of the advert forms provided in the magazine during the year, and it ARRIVES before the 15th of the month preceding publication. Adverts not using the form, or submitted late will appear at the editors discretion. None side-valve cars or spares will not be accepted.

SPECIALS

Tornado Typhoon 1962, 2+2, BRG, recent total rebuild, many new parts, spares, perfect runner in fine condition, £2500.

PREWAR

Model Y 1937 almost restorable, £100.
Model C 1935, unused many years, £450.

100E/107E

Prefect 1956, low mileage, renovation started, needs welding, spares included, £200. Grantham
Pop 1961, very orig, 38000 miles. £550.

Anglia 1958, grey, good cond, taxed Dec, £600,

Escort 1959, inc spare engine etc., suitable renovation, offers to

Pop 1961, family owned since 1962, many old bills etc, MOT June, smokey engine, £200
Prefect 100E 1959, vgc, offers Sheffield 0742 890518
Pop deluxe 1962, 46000 miles, MOT July 88, bodywork superb, waxoiled, mechanically sound, engine bay near concours, spares inc engine & box, £750 Tel Martin

100E 1960, lady driver 12 years, exc cond, maintained by garage, bills shown, Regency Grey, offer over £100.

Pop 1961, good mech, recon engine
1985, scruffy interior, body sound but could be improved, used daily, £200 ono.

100E 1960, one owner, stored 7 yrs, engine runs, needs welding for MOT, £295 ono.

107E 1960, very good all round car, ideal winter project, new tyres and brakes £100

Anglia 1959, 24526 miles, tax Dec, MOT May, £500.

Squire 1956, complete, wood strips, very little rust, spare panels and engine/box, Swansea reg, unstarted project. £300

Prefect 100E, VGC, widely admired, T&T until 1988, £550 ono.

Anglia 1957, good mech, sound body, running until last year, one previous owner, £500.

Prefect 1957, good cond, new sills, recent tyres, MOT Jan, not used since August but runs well, inc spares, £400 ono. Ian Roberts,

Prefect 1955, MOT run out, engine, interior & exhaust need attention, need the space,
300E Van, unfinished project £200, engine rebuild, new rad, dynamo etc £275

Pop Deluxe, 53000 miles, full history, engine overhaul, new exhaust, battery & brakes. Offers

Pop Deluxe 1959, Lichen green, recon mechanics, sound body & underside, T&T, £475

Pop Deluxe 1960, Ambassador blue, 36000 miles, rust free and immaculate. £750.

Prefect 1958, very reliable, body & interior require attention, £100,

Prefect 1958, T&T, needs tidying, known history, orig engine just rebuilt, must sell space needed, £450

Prefect 1955, Black, orig, good order, stored many years, £200

Pop, 1957, exc orig cond, 19000 miles, needs to be seen, new spares, £1750,

SPARES

Pair of cast rear light cluster units built in oblong reflectors, Prefect 100E/107E, £15 ono

All parts from rodded 103E,

E93A handbook, no cover, good cond £3.50, 100E parts book no cover, fair cond £5.50.

107E rear axle complete £30.

Glassfibre surfacing tissue, at cost £1 square metre, in P&P, ask for Coombs,

E83W chassis & bits, offers

New 8hp standard pistons, set of 4 boxed, £35 ono
phone Jon

100E inner front wheel bearings .938 £5, TCA kit £4, front brake cyl £5, rear screen heater £5, various pos earth gauges £4, plus P&P.

103E rear seat black, set E93A instruments, 100E bonnet, early Y bonnet, 100E Pref instrument cluster, 100E speedo cable new, 107E X member, silly prices

103E complete body, inc bonnet, boot, doors, badges, rad but less mech,

1951 E493A chassis,

Various 100E spares, £45,

100E spares, almost two complete cars in bits, panels inc new back wings, phone after 6,

100E Anglia n/s & o/s doors complete £30 each, boot £15, bonnet £20, front panel £15, rear lamps £8, rear axle £25 or offers, all good,

Twin 1.25" SU on aqua inlet mani, good cond, offers over 330.

100E spares INC ENFO OVERDRIVE, plus breaking Anglia, FREE to good home.

103E odds&ends, petrol gauge, lines & tank, windows, wheels, prop shaft, front & rear axles, steering, shockers, horn etc,

E493A Prefect inner wings & front grille, also seats for 103E, offers

E493A, many body and mech parts.

WANTED

E93A front o/s wing wanted,

103E steering column without play, also water pump to fit front engine bearer,

103E rear wings, window surrounds, bootlid, bonnet, carb, starter, either new or VGC,

100E Prefect, front bumper plus overriders, plus details of 12 volt conversion.

100E doors (2 door) must be in VGC and include weather strip, also n/s wing, will collect within 30 miles of M4,

Y type rear axle, urgent,

100E exterior visor, orig metal in good restorable cond, £80 plus freight to Ed Ingold in Canada, address in front cover, air mail please

103E, must be Al cond,

Anglia 58, door handle exterior near side, window winding gear drivers side,

Prefect 1958, 2 plastic medallions, rad grille, locker lid handle, 2 triangular fender emblems, lower headlight lens, call collect

EB special parts, especially hard top and windscreen, also sidevalve van, must be good,

100E tools, tyre lever E93A17019, brake&tappet wrench E2-QA-1, adjust spanner E01A-17021-A, cross head screw-driver E4-QA-2, must be orig factory, 0799 25084

Grille for E04C/7Y, Dick Peters,

Pop 1961, break for spares,

POSTWAR UPRIGHT

103E 1956, VGC, 56000 miles, orig inc recon engine at 14000, 1 owner T&T Feb, £800 ovno,

E493A Prefect, reasonable cond, many spares, must sell due to move, £300,

103E 1954, MOT, lots of spares, £250, 01 243 1915

E4943 Prefect, 1953, complete but part dismantled, one owner, offers.

103E 1957, good cond, s/s exhaust, recon engine 1000 miles, laid up since, no MOT, £700,

INTERNATIONAL SECTION

HARD WORK IN HOLLAND



(Photo M. Eversden) One of several nice shots sent in by Michael, don't they both look cute?

So it came to pass that on May 10th, 1987, the garage doors were opened and after two and a half long years work, "Gertrude", a 1961 100E Popular deluxe, was reborn. Yes, after 230 hours blood, sweat and quite often almost tears, together with £1200, we were ready to see the old girl back on the (Dutch) road.

The project took somewhat longer than expected (see Dec '85 S/V News). The body and underside being much worse than I had at first thought. The following were cut out and replaced: sill (inner and outer), bottom edge of the rear wings (inner and outer), rear edge of front wings, drain channel around boot, box sections - to rear valance, longitudinal under drivers side, transverse each side to sills, top suspension mounts, and quite a lot of the floorpan.

In addition the following is a selection of other items that were replaced: top suspension mounts and bearings, brake lines, brake cylinders, clutch, O/S front strut, track rod ends, etc. etc.... I also put new halfshaft bearings and oil seals in the rear axle. When on the road there was such a wining that I had to replace it with a spare axle for the time being. I'll have to adjust the pre-load some other time, which should quieten things down a bit.

The drivers seat was in a really bad way, so I bought some material that matched and some white piping and, using an old hand sewing machine, made a new seat cover using the remains of the old one as a pattern. The result was pretty good, and it wasn't as difficult as it looked.

The engine was reconditioned here in Holland at the "Groginer Motoren Revisie" using new parts from the Club, and now that it's run in is quite brilliant! The parts cost £140 and the recon job (excluding assembly which I did myself) £300.

I prepared the body for spraying myself, which was sprayed in the original Pompadour Blue. The result is very good, despite my amateur preparation. After the respray everything was put back and then off to the local garage for the APK (MOT) test, which of course was no problem. The only problem being the mechanic, who wore bright yellow clogs, didn't know how to start the car, and immediately put it in reverse to go forwards!

After all that, I drove the cat to work every day to run the engine in, and also took the car to the Festival Historisch Vervoer in Noord Holland province. My car was the only 100E Popular there - in fact, are there any other 100E Populares in Holland?

With the engine nicely run in, it was now time to set off on our summer holiday in England and Scotland. Fully laden, we set off for Zeebrugge at 9am, and did the 260 miles in 7 hours. Then 4 hours on the ferry and off at Dover for the short hop up to London. During our stay in London I went up to National Side-valve Day at Lilford Park. I had a very enjoyable day,

despite the wet weather! When I arrived back in London that evening there was half an inch of water in the car due to a leaking front windscreen!

A few days later, we all (myself, wife and two kids) set off up the M1 & M6 to the Lake District for a camping holiday. We stayed there a week before heading yet further north to Fintry (just north of Glasgow) in Scotland. The car performed perfectly and didn't seem to mind the hills or those long motorway climbs which seem to go on forever.

We stayed in Scotland for another week and then it was time for the return journey to London. No problem! We left the campsite at 9.30am, drove the 20 minutes to the Stirling Motorail terminal, up onto the car wagon and at 6.40 that evening we were pulling away from Euston station in London. That's the way to travel, cheating you may think, but 425 miles in a 26 year old 100E at 47 mph with two young kids in the back, is just no fun. I would highly recommend the Motorail, first class comfort and service all the way.

Anyway back in London Traffic for a week or so, then it was time to come home. Back to Dover, over to Ostend this time and then the long 280 miles up to our home in Northern Holland. At last we were home, a total of 2075 miles travelled with absolutely no problems whatsoever. Gertrude now has another month or so on the road before she goes away for the winter. Then out comes my Fiat (ugh) to plough through the freezing cold, wet, foggy, salty and downright disgusting Dutch winter.

So its off to a nice warm garage in November for her winter break. I've a few jobs lined up during the winter, the brake master cylinder, front windscreen rubber and rear wheel bearings will all be replaced - ready for next years summer touring.

Michael Eversden

OVERSEAS SPARES WANTED

I don't like to single out members wanted items, but it is difficult for overseas members to track down items. Herb Halpen only needs a few items of external trim to finish off his 1958 Prefect. The list is in the wanted section, if you can help, call him collect

Ed Ingold is after a 100E exterior visor, a much more scarce item, his address is inside the front cover if you can help.

MOTOR SHOW STOPPERS



(Photo - Ford 8 & 10 Club New Zealand)

The Ford 8 & 10 Car Club of New Zealand exhibited two cars at the Auckland Expo Motor Show this year. The 1948 Anglia is owned by Murray Scott, who is President of the Club and a member of the FSOC, the 1949 Prefect is owned by Jean Biacey. Both cars have been restored to mint condition. The photograph was taken by one of their Club members for our magazine, that is what you call co-operation with other Clubs.

Andy Main



429 DEL

1937
Classic
525
1937

VPL 444

Classic

Classic
1937

