

News

Sidevalve



Features this Month

'Christmas Hamper' Colour Section
100E Brakes Part 2
Club News Extra: Credit Card Facilities

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Colourfast Sidevalve?

Fred Fielder

Well at last! I'm sure you'll have noticed we have colour enhancement after all the years of producing our magazine we have managed to turn from monochromatic to the multicoloured advantage of colour printing.

We live in a world where colour is of great psychological importance, colour photographs, colour television, colour makeovers, newspapers in colour, colour-supplements and the like so it's with great pleasure that we show some of our models in the first ever colour issue of Sidevalve News.

I remember when the innovative newspaper 'Today' of Eddie Shar first appeared on our newspaper stands breaking the Luddite attitude of the unions by using computerised printing processes and it was in colour for the first time, albeit a rather lurid bright and badly registered effort but none-the-less it was in colour. I changed from the Daily Mail just to have the advantage of colour and not necessarily editorial excellence!

'Today' has disappeared and we don't hear much of Eddie's entrepreneurial efforts but his legacy of colour pictures has become an everyday occurrence with photos effectively conveying the news through tabloid and broadsheet in the clearest of Technicolor imagery.

Many of us have computers and will be producing our own personalised colour cards for the coming season. Newsletters have become an important part of the Christmas mail passing on news to the family produced on the family's new PC with photos produced and taken by the latest digital camera. Black and white photos are produced at the local photographers only with a special order. "No one uses black and white film these days," they say! What would Henry Ford say about all the brightly coloured luminescent tones of

vehicles - 'any colour as long as it's black'?

No longer do we have to guess at the blood and gore of wounds of war or the beauty of a charismatic figure like Princess Diana, the pomp and colour of the opening of Parliament or the idyllic blue sky, and the gleaming white of the beach, of the Caribbean islands, sunsets from around the world or the raging fires of the Australian outback racing towards the urban development of Perth or Sydney. I could go on but I'm sure you'll get my drift and realise that we all have become so used to colour in all walks of life.

Ever since I offered to become editor and, receiving superb photographic examples of our cars in their original colours, I've wished to share these images with you the members. Well, the committee, after much agitating by yours truly, has finally agreed to the present issue having full colour for four pages, so a big thank you to them. Obviously it would be too expensive to do this every issue so we do hope you are pleased with this taster of what our pages would be like if colour could be used all the time and I hope it was a pleasant surprise as you opened your magazine.

Due to printing the pages in sequences of four pages to a printed sheet I have had to put the colour photos on the cover, page 32 and the centre-spread of pages 16 and 17 - there were certainly no suitable photos for page 3 (although I did suggest it to our erstwhile chairman) so Events continues to kick off here and the latter articles will refer to the colour pages where necessary.

Hopefully, you'll all therefore really have a colourful Sidevalve Christmas and a pleasant sidevalving New Year...



Events Listing

John Porter

5th January 2003. Great British Autojumble, NEC, Birmingham. 0121 767 3463. This autojumble is a good day out at a pretty desperate time of year - dark cold and the rebuild is taking too long!

12th January 2003. Kidlington Autojumble, The Exeter Hall, London Road, Kidlington, Oxford. Tel. [REDACTED]

12th January 2003. Classic Car Restoration Show, Donington International Exhibition Centre, Derbyshire. Andrew Greenwood on [REDACTED]

26th January 2003. Bitz & Pieces Autojumble, Three Counties Showground, Malvern. Tel. Greens (UK) on [REDACTED]

15th & 16th March 2003. The London Classic Car Show, Alexandra Palace, London. Contact www.londonclassicshow.co.uk or 0870 3666542.

7th to 14th June, Sidevalve Holiday organised by the North London Group - see the advert next page 4.

With this lot going on there is no excuse for not getting the old girl on the road in 2003!

Also check Local Area News for local events and if you are organising something let me know.



JP and John Hone discuss things of a sidevalve nature at Shakerstone '02

Events

AGM 2003.

As mentioned in the last issue of Sidevalve News, the venue for the Annual General Meeting is to be the Methodist Hall, Station Road, Bourton-on-the-Water, Gloucestershire on Saturday 14th June. This

Continued on next page...



will be the first time that I have delivered the Chairman's Report from the pulpit! In the village are the Bourton-on-the-Water Motor Museum and many other attractions (see last issue). I also thought about a Road Run on the Sunday to give you all a chance of driving your sidevalve around the Cotswolds - not too far about 40 miles with a lunch stop.

Any thoughts, comments or ideas and offers of help would be appreciated (I have already been offered help by the Methodist minister who is a 100E owner).

Events, December

It was good to see such a committed attendance at the National Restoration Show, Warwickshire in late October - the day the clocks change and the weather was bringing trees down in the Stoneleigh Estate. The FSOC has a stand there where we try to take each other's car apart when the owner is doing the rounds of the autojumble. We had many visitors that showed that interest in our sort of car is as strong as ever and "new" sidevalves will be hitting the streets in 2003.

There are fewer and fewer sidevalve parts out there now and those that are available do not come cheaply. Parts that are common to other makes can be found quite easily such as starters, dynamos and regulators. The vacuum driven wipers are difficult to find new. Many owners now fit electric units for safety together with 12-volt systems for the uprights (that really sorts out your headlights!) and even alternators for 100Es! Heaters are also a necessity in the spring and autumn, which is easy in the 100E but not so in the Upright as a pump is needed. Flashing indicators are also a great help as the modern euroblob pilot does not see or understand a quick wave from the window as the owner fights with the gears and fading wiper AND a roundabout! All this equipment is period and need not detract from the originality.

In fact, many dealers offered packages to 'modernise' the old Pop when they were new. Did you know that quartz halogen conversions could be bought that fit the original reflectors of all the sidevalve model range? Details of source from me. FSOC member Craig Toomey at the All Ford Rally was able to demonstrate his Model Y searchlights to me and you could feel the heat! This is all to the good if the cars are easier to drive in inclement weather conditions and on crowded roads to and from classic events. What do you think?

Before we went to France this year I took the great step of fitting indicators to the Siva not for the French but for the inhabitants of Portsmouth at 10pm on the roundabout near the ferry terminal! The light units are on stalks straight off the "Kwackers" that donated them and really do not look obtrusive. I got these units from 'Normous Newark' where there are many bike stalls and I only paid a few pounds for each! I made a separate loom for the indicator system and used a spare indicator unit from my Bosch collection - one of those



Ivor Bryant 'turns-up' for the Great West Run '02

electronic devices, which do seem to outlast the old bi-metallic device from Lucas.

This does necessitate changing to a negative earth (and 12 volts if you are on 6 volts) but that was not a problem and has been covered in previous articles in Sidevalve. Let me know if you want a copy of the article or have a query on this subject.

On the subject of lack of wipers, I participated in the Great We(s)t Run organised by Noddy's owner Peter Williams in October. Three sidevalves were there, a 103E from Abingdon owned by C Stunell, Ivor Bryant with his 7Y and an E83W pickup, complete with churns, belonging to Dave Prosser. The weather was really wet and misty giving Ivor the chance to demonstrate the art of driving

by the 'seat of your pants'. The lack of wipers and demisting made the connection with the tarmac and the route tenuous to say the least. On one occasion he disappeared from view in a cloud of steam from a large puddle after having righted his Ford due to an abrupt change of camber! I was all right as I was driving the Scimitar but next year I will take the Siva! No doubt Ivor will give a blow-by-blow account of his road run in the Local Area News.

National Sidevalve Day 2003 is to be at Tatton Park, Cheshire, August 17th being the likely date, thanks to Joe Wheatley's kind offer - that will teach him! More details will be in the next issue of Sidevalve News.

C. Stunell's Ford 103E waiting for a passenger GWR



NORTH LONDON GROUP SIDEVALVE HOLIDAY
A CHANCE TO GIVE YOUR SIDEVALVE A HOLIDAY BY THE SEA
 Would you like to join us at Swanage June 7th- 14th 2003? We have a few rooms left at The Havenhurst Hotel or make our own way.
 Contact Robin and Jennie on [REDACTED]

Area News

Merseyside

Joe Wheatley

Sunday 22 September - Late summer road run with Manchester Historic Vehicle Club ('MHVC').

As I'm sure people are fed up with my writing I persuaded Tony Ikin to write this report. Thanks Tony!

For myself, Ian Park & family, my brother Rod, niece Samantha and Joe Wheatley the late summer run started on a lovely sunny morning as we met up at Sale Water Park. We set off to meet Ian Blackburn and the other MHVC members at the Little Chef at Addington, Nr Poynton in Cheshire. At about 10.30 everybody set off and we nominated Ian's wife, Mandy, to read the route. We headed off to Pott Shrigley and Kettleshulme and onto Whalley Bridge, passing through some lovely countryside on the way.

Heading out of Whalley Bridge Mandy became confused by the route showing elapsed distance, rather than the distance between turns, and she and Ian missed a right turn to Chinley. The other 3 sidevalves waited for them round the corner and about three minutes later we all set off again, this time with Joe Wheatley leading (actually I just followed the Morgan three wheeler in front of me! - Joe W). We were now climbing some steep hills towards Sparrow Pit and then down one very steep hill into a village, the name of which escapes me, probably through sheer fright as 7 or 8 old vehicles were heading down the hill getting closer and closer all the time. Fortunately the hill ran out before there was a very expensive pile of classic cars at the bottom.

The countryside along the whole route was superb. We rarely travelled on a main road, which made a nice change. The route finished in Bakewell where Ian Blackburn had organised a visit to an excellent private motorcycle museum - the M & C Collection. Peter Mather and Phil Crosby had opened up especially for our visit. The museum contains some 50 bikes and many other items of motorcycling memorabilia. The collection emphasises the development of the British motorcycle from the early pioneer days, through the vintage period to the classic post WW-2 era.

After lunch in Bakewell we had a walk around the town before heading off home, with Mandy declining to lead us home (She had been very brave to be bullied into leading



Freddy stopping outside the hostelry whilst his owner has a Shandy and Roll! A full colour picture of Freddy can be found on page 32, Photo 6, in our colour extravaganza!

us in the first place!). We headed off to Buxton on the A6, past Lyme Park and onto Stockport, arriving home without any mishaps, breakdowns or any other problems, a nice end to a lovely day out. Many thanks to all the sidevalvers who took part and we look forward to the next run in 2003.

Saturday 28 & Sunday 29 September - All Ford Day at Abingdon.

Interesting to see Yvon Precieux's description of a long, pre-war, journey in a 10hp model C in the August magazine. Until this Saturday the longest journey I had done in Freddy was the 125-mile run round Derbyshire last weekend with the MHVC. As the car has now been back on the road for three years I thought it was time to try something a bit more ambitious and had obtained a place at the All Ford Day at Abingdon. This would require a round trip of 340 miles. I had been keeping a careful check on the weather forecast as this show is renowned for monsoon like conditions and I did not fancy sitting behind vacuum wipers for several hours.

After checking out Freddy, putting a nice thick pillow on my seat and ensuring my breakdown cover was in place, I set off at about 11.00 on a fine Saturday morning. This was later than I intended so I covered the first 40 miles down the M6 rather than on the A50 as originally planned. Exiting at Jn 15, a short cut on a B road then brought me out onto the A38 south of Stoke. Then onto the A51 through Rugby to Litchfield where I could pick up the A5. After two hours or so I stopped at 'The Lime Kilns' outside Nuneaton for a pint of shandy & a roll. Freddy had not used much oil and seemed to be doing over 30 mpg. I carried on down the A5, picked up the A43, M40 and then the A34 arriving in Abingdon at 16.00. The pillow had proved to be a good idea as I could still walk on arrival!

I had booked a room at the Kingfisher Barn Holiday Cottages via the Internet. Their directions took me through Abingdon and just over the Thames. The 'cottages' proved to

be some converted farm property about half a kilometre down a narrow farm lane. Very quiet, very secluded (safe parking for Freddy) but only 10 minutes walk from the centre of town, which was useful as there was no restaurant on site.

Having checked into my room I attempted to contact our illustrious chairman, John Porter. We had arranged to meet up as he had come down earlier that day, in his Siva, for a committee meeting. John had called me as I was negotiating the one-way system, but he was not answering his mobile, which seemed very odd. After many attempts he finally called me and gave me directions to the club stores.

I had not been to the stores before and was grateful that Shirley and Stephen had taken the time to let me in and show me around. Having worked in a motor factors many years ago I soon felt at home and was amazed by the number and variety of new and second hand spares in stock. The list of new spares in the magazine is only the tip of the iceberg so if you need ANYTHING for your upright, just drop Shirley a line. Naturally I could not leave without buying something so left with a spring-spreader, valve guide removal tool and dummy valve guide.

As we left we discovered why John had not answered his phone. It wouldn't ring! Thinking about it John could never recall actually having received any calls to this phone in the past two years. I think we now know why! John was staying at a large hotel a few miles out of town. On arrival he found a very large wedding in full swing so opted to come over to my lodging, park the Siva with Freddy, and we walked into town for a meal at a little Italian restaurant I had spotted during an earlier 'reccy'. After John had returned to his hotel I sat outside with my hip flask awhile, marvelling at the weather that could not have been better.

My 'continental' breakfast arrived at 7.20, which gave me time to attend the 8.00 service

Continued on next page...

at St Nicolas' Church just over the bridge. By 9.00 Freddy and I were heading for the airfield when I met up with our group. This was the first time I had been to the All Ford Day and I'm sure a detailed report will appear elsewhere. I was delighted to find so many stalls only selling Ford spares, no worries as to which ones I should visit; I needed to go round them all! I spent ages looking for some panhard rods, but despite a few leads could not find any. In the end all I bought was a new set of spark plugs.

It was also great to see so many pre-1960s Fords. The All Ford Day in Blackpool tends to attract 60s, 70s and 80s models but here the newest vehicles seemed to be 105E Anglias, Mk1 Cortinas and Corsairs. I went and introduced myself to the folk on the Pre 1950 V8 stand, as many of them know my father. I even managed to get a ride in a stretched (6 door!) V8 Pilot. Being pathetic at remembering names I can't remember all the people I spoke to during the day. It was a great show and I thoroughly enjoyed the day. But by 16.00 I was keen to be off as it was going to be a long way home.

I had arranged to travel in convoy with John and Peter? in his E93A. As I was not navigating I'm not sure where we went. I know we got stuck in some road works in Banbury, Peter left us near Coventry and then John lead me across the Foss Way to Nuneaton. We arrived at John's house in Higham-on-the-Hill just as it got dark. Pausing briefly for a strong coffee I set off to do the last 80 miles in the dark.

Six-volt lights, even good ones, are a bit of a trial. I found that I could see OK if there was nothing coming toward me, and if there was nothing behind (No dipping mirror!). The bright lights of the other vehicles ensured that my night vision was constantly lost. In the end I put my handkerchief over the interior mirror to try and prevent glare. No problems at the bits with street lighting! I was just hugely glad it did not rain. Trying to see through a wet screen in the dark for several hours would have been no fun at all.

I arrived home without incident at about 21.30 and immediately gave Freddy an oil change as a reward. Apart for some misfiring after short stops Freddy had completed the 338 miles at an average speed of 42mph, with a fuel consumption of 32.2mpg and oil consumption of 1.5 pints for the whole trip. Not bad for a 50 year old, though I think I'd consider changing to 12 volts if I were doing this sort of distance very often!

Monday 14 October - Group meeting - Bottle & Glass @ Rainford

I was unable to attend because of work commitments. I think I was not the only one as Dave Broad later told me that only three turned up! Chris Toombes had brought round his newly MOTed 103E for my inspection the previous day, but I did not have time for a ride as I had to take my wife Jill to the airport.

Monday 11 November - Group meeting - Bottle & Glass @ Rainford

A good turn out with 9 of us. New member Kevin joined us from Billinge, just down the road from the Bottle and Glass. He has bought a 100E Pop previously restored by Frank Hayes, our former area organiser. After restoration Frank had sold the car to somebody who used it very little. The new owner tried to sell the Pop but it broke down and ended up in his scrap yard! It languished there for over two years until Kevin found it and bought it for £200. She is not running at the moment, possibly due to a starter motor fault. Kevin has obtained documents and photographs of the restoration from Frank and hopes the car will be on the road again in the New Year.

Chris Toomb's newly MOTed 103E is off the road again. He tried to take the Pop to work one morning but she cut out a few yards from home. Investigation showed the new carb to be full of fine silt so the whole fuel system needs a good clean out.

Dave Broad's 300E van is almost ready for painting and Frank Wells has reluctantly decided to sell his 100E Squire restoration project. He has not had time to do anything to it for several years so feels it is time to let someone else have a go. If you are interested in restoring this early complete example of a rare side valve please give me a ring.

Finally I have foolishly agreed to organise a Sidevalve Day at the Tatton Park Classic Car Show on Saturday 16 and Sunday 17 August 2003. (My write up of this year's show appeared in the October magazine). More details in next year's mags but please put this date in your diaries NOW! I hope that we can get the biggest gathering of Sidevalves ever seen in Cheshire!

A Merry Christmas and Prosperous New Year to you all!

Regards, Joe Wheatley



Yorkshire

Nigel Hilling

Christmas is upon us and memories of summer events are fading fast. The NVTEC Pennine Group's Working Weekend at Badsworth in September saw Sidevalve success with an E493A Prefect taking an award for Best Car. Not to be outdone the best light commercial went to Alan Goodall's E494C.

In October the HCVS organised a gathering at the National Mining Museum near Wakefield. Half a dozen Sidevalves were in attendance (E493A, 103E, E494C, and two E83Ws) with a first appearance for Alan Goodall's recently completed E83W van.

October also saw four Yorkshire Sidevalves

enter the Edinburgh Trial. Two Pops, Stan the Anglia, and a Naco special are pictured with their crews at the Tamworth Services start at about 2 o'clock in the morning (Photo 8 page 32). The mileage for this year's event was shortened to 200 but still took in 17 sections scattered around the Derbyshire countryside. I'm sure you all now know that this event started out as a run from London to Edinburgh (in 1904) but in later years was amalgamated with the Derbyshire trial. The Edinburgh name remains but the 300 entrants spend most of their time in Derbyshire attempting to climb famous hills such as Litton Slack and Bamford Clough. Stan came away with a bronze award for only two fails, the others weren't quite so lucky.

The October gathering at the Black Bull was graced with the presence of Denis Matthewman's recently acquired E494A Anglia, and a good dozen people. The last Tuesday in December is Christmas Eve so we won't be at the Black Bull, but there will be Sidevalves attending a Boxing Day crank up at

North London

Robin & Jennie Thake

Since our last report we have been showing off our cars at various rallies; our annual visit to Quainton which is about 160 mile round trip turned out to be rather lacking in Sidevalves this year. Richard and Shirley were the only ones to take their Pop, Stuart and Laura went in their Consul, Colin in his Zephyr, John and Marg took their Cortina and as for myself in a mad moment I decided to take my 1960 Ariel Leader motorbike - yes it did rain a little and was rather chilly.

It turned out to be a good trip with Jen as pillion. On arriving home and getting off the bike looking as though she had been riding a horse for a week she said, "I enjoyed the ride but it's the Anglia next year as the seats are more comfortable!"

We have had two very good shows in our corner of Hertfordshire recently, the first was at Buntingford on a Saturday lunch time when we all parked up the main street and our group was there in force with six vehicles on display. The Classic Motor Show in our town of Bishop's Stortford proved very successful with our group organising our first club stand; the cars which we had on the stand included several members who we had not met or seen before on our sidevalve outings.

We had four Y types, two of which had been seen buzzing around town but not met up with, also our friends from the Essex group joined us. In total we had twelve varied cars on display which created a lot of interest from the numerous members of the public as it was busy all day. We made good use of the shelter of the gazebo where Sara fed us with the Chocolate cake she had promised to make all summer; it was delicious, she can come again! As we were setting up the stand Laura and Stuart texted us with greetings from the Kwai Bridge



This is the first row of the Club stand at St. Mary's School, Bishop's Stortford - another Photo (1) on page 16

in Thailand where they were on holiday - a bit too far to bring their 100E.

The rally season drew to a close with a long trip to the All Ford Rally at Abingdon; we gathered quite a convoy by the time we arrived on what was another excellent day out. It was a great pleasure to be walking around the stalls and cars in shirt sleeves and as usual it was enjoyable meeting up with old friends. We stayed to the end as I won first prize with my EO4A Anglia in my class and so we had an interesting drive home as for the last hour it was in darkness with only 6Volt glow worms for lights.

It is good to see the start of the indoor shows; Colin and I met up at Stoneleigh with our posh mobiles on an extremely windy day. I take my hat off to Barry White's group who had a club stand as they must have had a tremendously difficult drive.

May Jen and I take this opportunity to wish you all Seasons Greetings and a Happy New Year and thank all our group for their continuing support and hope the Christmas Meal went down well.

Don't forget to look at the advert on page 3 about the sidevalve holiday!

eventually won by Les Coull. Thanks to Sheila and Raymond for a thoroughly enjoyable evening.

The following day's activities did not go so smoothly. The Keith and Dufftown Railway Association had fixed this day in their calendar as the official re-opening of the new Keith Station. Many months before, local enthusiasts had been invited to bring their vintage and classic cars to Keith and to park them in the station car park in order to add to the atmosphere. A number of local sidevalves duly turned up at 1.30p.m. for the official 2.00p.m. opening and waited, and waited. Eventually, a diesel multiple unit trundled into the station and disgorged its passengers. The guard and driver were then approached by a mob of disgruntled classic car owners enquiring about the grand opening. It turns out that the opening had been postponed due to delays in the building programme. Unfortunately someone had forgotten to tell us. We all felt rather disappointed but not, I fear, as disappointed as the television crew that also turned up for the grand opening. I overheard one cameraman saying some words, which would only be allowed after the 9.00p.m. watershed!

The Farming Yesteryear Vintage Rally at Scone Palace on the 7th and 8th of September was another event which was well supported by local sidevalve enthusiasts. This is an excellent event with an agricultural theme but there was plenty to see and do, especially with excellent autojumble and trade stalls. It could have been a great event but the weather on the Sunday was atrocious. The MacDonald and Coull families were out in force making the 250 mile round trip in their sidevalves. I have to confess that I drove a modern car to Perth then had a drive of an old friend's 1932 Austin Seven Box Saloon to the rally. (He took another Austin 7). The contrast between Ford Pop's brakes and Austin 7 brakes was a revelation. I drive the Pop almost like a modern car. You can't do that in an Austin 7! You have to plan all braking manoeuvres very much in advance and drive with extreme care. The only way of signalling in this car was by hand. I felt quite apprehensive negotiating the Perth City traffic. Although it is always interesting to drive other people's old cars I was almost relieved to be able to return the car back to its owner in one piece. A Pop, or even a Model Y, seems very modern compared to an Austin 7.

The Laich o' Moray Trust, which is a local charity, have a family fun day at Rosisle, near Elgin in mid-September. This was yet another event which was well supported by our local sidevalve group. Even though our cars looked very smart the main attention of the public was deservedly on the magnificent traction engines and shire horses.

The 22nd of September was the day of the Alford Auction and Autojumble held at the Grampian Museum of Transport. This can be a very mixed event. You never know what will be in the auction and the autojumble can be very variable. On some years there are rare spares and some great bargains and on other years you can wander through a lot of 60s and 70s stuff and see next to nothing of use to a sidevalve. Our local group went to the event in force and caught up with one another's news. This year there was a battered but complete Ford Y Fordor Saloon for sale.

Photo 1 showing sidevalves in the car park of the new Keith Town Station

North Scotland & Grampians

John R Mills

Our formal meetings have been a little restricted over the summer months. This was mainly due to the start of the rally "season". However, our group members have been keeping in touch and supporting a range of local events. This is an account of some of our activities since our last report.

Friday the 16th August saw most of the "regulars" at a curry evening at the MacDonald's home in Rothes. Sheila produced some great curries and Raymond organized a clever "feely bag" competition which was





The MacDonald's Y Tudor leads the way in the ring at the Laich O' Moray (Photo by JM)

I thought it looked too rough to restore but I could be wrong. However, it certainly should yield some useful spares. The model Y went home with Les Coull.

A few of our group ventured down into the deep south on the 5th and 6th of October. The excuse was the Tuckett Brothers' sale in North Marston. Anticipating the purchase of masses of bulky spares our intrepid travellers hired a diesel Transit van. This particular vehicle turned out to be completely gutless and no fun to drive, whatsoever, on the 1000+ mile round trip! On the return journey they ended up stuck in a traffic jam on the M1 for six hours! The things some people do for their hobby!

Finally we had a natter without the noggin (we were all driving) at the Coull's home on Friday October 11th. Here we caught up with each other's news, talked sidevalves and inspected progress on Les's latest restoration project, a Model T.

A meal out is planned for nearer Christmas but details had not been finalized at the time of going to press. Other activities are planned. Please phone Raymond MacDonald on 01340 831449 for details of our group's activities.

Bristol & South West

Ivor Bryant

Meetings carry on as usual, numbers varying up to about 6. Recent events attended being the Great West Road Run on 13th October and the Restoration Show at Shepton Mallet on November 3rd.

The road run coincided with what seemed to be the wettest day of the year, Saturday the 12th was fine, Sunday it started raining at about 9 in the morning and didn't seem to stop. The event was organised by Peter Williams on behalf of the Horton Historic Vehicle Club. Despite the weather there was a good turnout of about 90 vehicles on display, ranging from a 1911 tourer to our chairman's Scimitar in age and from a Reliant Ant artic to a proper artic in size. Sidevalves were represented by Peter's

E83W, Dave Prosser's E83W, Colin Stunell's 103E from Abingdon and my own 7Y. The event started at about 10am at Michealwood Services on the northbound side of the M5, immediately leaving the motorway via the service road and heading North to Cheltenham initially along the A38 then soon on lesser but suitable smaller roads. The 7Y spluttered to a halt about 3 miles after leaving the services.

We towed it into the nearest petrol station a distance of about 500 yards and took on some fresh leaded petrol. The car then started easily and carried on without further trouble except for the very poor visibility due to the weather and vacuum wipers. Our chairman followed me around the entire route in, I understand, a trail of pollution caused by a cocktail of sh**ty petrol of various ages.

The route from Cheltenham was almost to Bourton on the Water, then southwards through Bibury, Cirencester and ending at Kemble. The length of the run itself was 78.5 miles, total distance that day for myself about 100 miles, more for Dave, John and Colin from Abingdon. It was one of those days when I thought I should have stayed at home and finished the wallpapering, but then again it was a good gathering of like-minded people, anoraks would not have been out of place, nor

would sou-westers.

November 2nd and 3rd saw similar conditions, but this was to be an indoor show. Peter and myself took my CX to Shepton Mallet, meeting up with John and Mrs. Keennan who had come west for the weekend. Between us we put on a before and after display, causing quite a lot of interest. The show was disappointing in size, both for exhibits and autojumble, a lot of effort for little return, but we gave it a try. Thanks to John and Mrs. K for coming down and bringing the car and the rest of the display and the members who dropped in. The stand was entered as a Model Y and C Register stand, but as for other shows hosted as a joint Sidevalve stand.

Next event for ourselves is the show again in Shepton Mallet the first weekend of February, this is listed as a Sidevalve stand, but we are hoping to get another stand for the Ys and Cs if someone else drops out. As usual we are hoping to exhibit different cars from those previously seen on our stand... maybe a non sidevalve powered sidevalve.

Coventry & Midlands

Barry White

It's getting exciting! As I write we are now only a few days away from mounting our largest club stand ever at the National Classic Motor Show in Birmingham. Standby for full details of this in the next magazine. Meanwhile, back in September we held our annual group fun run. This was organised by John and Deirdre Bailey.

We met as arranged in the Queen's Head car park. However on that day the temperature was surprisingly hot for the time of year and

Continued on foot of next page...

A rather sad model Y as purchased at Alford by Les (Photo JM, Scotland Group)



Club News

Shirley Wood

After a dearth of information of Club News our Secretary has provided some important information to let you know the latest from her desk - or should that be lap-top? Shirley writes:

Club Spares

The Club operates a spares service for all vehicles within the Club. The spares service is open to members only, excluding members living in North America. Unfortunately the Club's insurance cover still does not allow the sale of parts to members in North America.

A standard list of parts available is to be found in every other issue of Sidevalve News. This is a standard list of stock items and the prices quoted include postage, packing and VAT for members living in the United Kingdom. There are no hidden extras unlike many commercial suppliers. Some spares are only available on a collection basis. The lists do not reflect the large number of other spares, especially second hand spares available to members. It would be impossible to list the spares available as they are constantly changing and given the timescales between preparing lists for Sidevalve News and the time

so we all decided to go to a local car show. Made more sense than being cooped up in our sidevalves for several hours. Many thanks to John and Deirdre for leading us all in convoy to the Caldecote classic car show where we enjoyed a pleasant day out. On October 27th we were very busy at Stoneleigh Showground near Leamington. This was the scene of the biggest of its kind. It is essentially an agricultural centre but with two air-conditioned halls and cafeteria it adapts nicely for classic car shows plus an abundance of other halls for the display of automotive skills and a huge autojumble.

Our club stand featured a very smart Shirley Special owned by Geoff Hammond. Also there was Mark Fellows showing his nicely restored E494C van. The stand was rather small but just enough room to squeeze in my E93A Prefect. It was pleasing to see so much interest in our vehicles. It certainly made the day worthwhile.

Our Christmas dinner this year will be on 21st December at the Axe and Compass in the village of Wolvey. This gastronomic experience will be reported in the next area news, provided alcohol doesn't blur our memory. Incidentally, my New Year's resolution is to go on a diet. I need to improve the power to weight ratio of my Prefect.

Well, that's it for this year. Have a good Christmas and a super sidevalving New Year.

that the magazine is delivered to members the stock can change quite significantly, especially with scarce items. Members interested in parts not shown on the standard spares list should contact the appropriate spares secretary to enquire about the availability of spares. It is surprising what stock the Club holds and I would urge members to try the Club before enquiring elsewhere for spares.

The Club has a large stock of spares both new and second hand which are kept in its premises in Abingdon. A number of Club members have been to purchase spares from the stores and to look around the premises. If any member is interested in attending the stores then please let me know so that suitable dates and times can be arranged.

Credit Card Facilities now Available

Members may recall that over the last few years the question of the availability of payment by credit card has been raised at the Annual General Meetings of the Club. In the past the cost of offering this service has been too high for a small club such as the Ford Sidevalve Owners Club. However, Tony Young has found a scheme where the costs of operating a credit card system are more acceptable to a club such as ours. Therefore, the Club is now able to accept the standard credit cards such as Visa, Mastercard and Switch as payment for membership, spares and regalia.

The Committee hopes that the availability of credit card facilities will enable our European members to pay for all Club facilities via this route as they have found it difficult and expensive to use alternative means of payment with the demise of the Eurocheque.

The Club renewal form for 2003, which can be found in this magazine, has been amended to allow payment via credit card. Similarly, the spares order form and regalia order form has been updated and can be found in this issue of the magazine.

The Committee hopes that the membership will find the credit card facility a useful addition to the facilities offered by the Club.

Club Premises

As members are aware the Club owns its own premises in Abingdon, which houses the majority of its spares. The space in the premises is limited and the Club has run out of room for more spares in the main premises. However, the Club built an additional six garages during 2001 on an adjoining plot of land. Since building the garages Stephen Wood has painted the walls and the floor of two of the garages ready to receive additional shelving to allow the Club to move spares around and release more space in the main premises.

On Saturday 26th October seven members of the Essex group turned up early at the stores to help at the stores. Unfortunately for Stephen and myself, they timed it so that we had unloaded a quantity of shelving from a delivery

lorry at 08:30 in the morning. However, our thanks must go to the Essex group as they did a significant amount of work for us all that day. New shelving was installed in two garages, a large number of spares were moved onto the new shelving and part of the annual stock check was started. This extra help saved Stephen and myself a great deal of effort. Thanks to John and Jean Hull, Tony Lloyd, Dennis Little, David Wilson, Bob Gibbin and Mick Williams for taking the time on a Saturday to travel to Abingdon from Essex and give their time freely to the Club. Your efforts are appreciated.

The Past Year

I have to ask where this year has gone as it seems to have flown by.

The first three months of the year saw the Club still without a Membership Secretary but we paid Teresa Butler to fill this vacancy at a vital time for the Club, as it was renewal time. The Committee would like to thank Teresa for her hard work during this time. The Committee were pleased when Rod Pardy volunteered for the vital role of Membership Secretary.

This year we said goodbye to Malcolm McKay, our Specials Registrar. Malcolm had served the Club selflessly for many years but the time had come when he decided enough was enough. The Committee want to express the Club's gratitude for all his hard work over many years.

Tony Young continues to act as Treasurer and to ensure that the Club's finances are kept under tight control but note that he has moved house, so please use his new address which can be found in the inside cover of the magazine. Tony and I have been busy in the last few months implementing a credit card system for use by Club members and you will find the necessary information in this issue of the magazine to renew your membership via credit card or order spares from the 8 & 10hp Spares Secretary. I hope you will find this helpful.

Fred is still producing an excellent magazine six times a year, which is no mean feat. The spares team of Stephen Wood, Neil Patten, and Peter Ketchell continue to ensure that new spares are investigated and continue to keep the spares service running. The remainder of the Committee put a great deal of effort into the running of the Club in areas such as DVLA enquiries, technical queries, publicity and events. A great deal is taking place in the political arena concerning the use of vehicles in the future and the Committee is keeping a watching brief on these matters by their involvement in the Federation of British Historic Vehicle Clubs.

Finally can I take this opportunity to wish all members and their families a merry Christmas and a Happy New Year.

Shirley Wood,
FSOC General Secretary

Continued, Middle Column, page 12

Letters & Emails

Fred Fielder SVN Editor

E83W Vandals Upgrade...

From: Peter Williams
To: [REDACTED]
Sent: Sunday, October 27, 2002 3:30 PM
Subject: Upgrading or Vandalising

Dear Fred,
In the October magazine Bryan Baker referred to my enquiry about the possibility of fitting a 100E engine in Noddy, my E83W pick-up. I had mentioned upgrading but Bryan thought it was more like vandalising. This might be a fruitful source of discussion in the letters page. Here are my views on the subject.

It seems to me there are three ways of enjoying old vehicles, keep them original, keep them running or make them into hot rods.

I have a lot of admiration for those who preserve or restore their vehicles in showroom condition and who take great pride in ensuring that the spec is exactly as it left the factory. These vehicles are an important historical artefact and I love to see them in museums and on their trailers on the rally field.

My vehicle is not in this category. When I bought it about eight years ago it had already been converted to 12 volts, it had flashers, electric wipers and sealed beam headlamp units. I needed a vehicle I could use for work during the week and take to rallies and road runs at weekends. Its condition is that of a vehicle still being run by its first owner which has evolved over the years.

From my time in the garage trade in the years when 'our vehicles' were current I know that it was common practice to 'improve' existing vehicles when you couldn't afford the latest model. I have no qualms about continuing this process although I hope I stop short of the third way of enjoying old vehicles.

So I don't see it as vandalising, its a way of keeping yet another old vehicle on the road. When all the truly original E83Ws have crumbled to dust in the museums it will only

take a few days to return Noddy to factory spec.

Best wishes,
Peter Williams.

And there's More!

Dear Fred,
We are of course all entitled to our own opinions but I thought that Bryan Baker's attitude to PW who wished to fit a Ford 100E engine to his E83W was a bit over the fence. Here we are at renewal time and PW probably feels "less than wanted".

Whilst it may happen I have never heard a modifier of vehicles who decries the efforts of a producer or owner of a concours motor vehicle, the expertise in invective seems to go the other way. Each and every one of us is nothing more than the custodian of whatever tangible objects that we collect and use before we die. It does not matter what we do to any mechanical device, if we do it with care and feeling, someone may well covet it after our death and it will continue to give pleasure to some one.

Ford produced the early Ford sidevalves and in the light of that experience then produced the Ford 100E engine. They did actually produce a better engine because that is what "sales" and continuing as a business entity is all about. Whilst it may be true that they initially stayed with poured metal big ends in the conrods, to further amortise the assets tied up in their production, they did eventually change to slipper bearings and for that we can all be very thankful. So, yes, the Ford 100E engine is better than the earlier Ford sidevalve engines.

The early Ford 10 HP sidevalves are basically the same shape and volume as the Ford 100 engine, the main difference is the position of the main oil reservoir in the sump. It is at the front of a Ford 100E engine and at the back of an early Ford sidevalve engine. A competent welder can fix that problem. A sump modified Ford 100E engine will go anywhere an older Ford sidevalve engine comes from.

An article named '100E into Ford Ten does go' has appeared in Sidevalve News in 1989. Bryan Baker was sent a copy of the article in Dec 2001 and two days ago he received the lot again in a "signed for" envelope.

I had an early 100E Anglia sedan. It was on 7 inch brakes all round. I found a 100E vehicle in a wrecking yard and got the 8-inch brakes and bits off the front struts. The front wheels do most of the braking and the rear brakes were left as was. The 8-inch front brakes transformed the braking. They were a marvellous improvement. Ford got that right too.

I have just received two Sidevalve News. The October issue arrived 21 Oct and the August issue on 23 Oct. The August issue missed out on airmail postage. That is not a complaint, purely a record of fact.

Trials cars get a mention in both the Aug (page 20) and Oct (page 17) issues. I had trouble with my 2 door mud sprint Anglia (no

reggo) on steep descents to level areas and kept damaging the base of the nose shell until I shortened it to chassis level. SHW-538 has done the same worthwhile mod.

PKV-434 once had two gearboxes fitted. I have done the same with the Tow Motor (FORDY*8) I built out of the mechanical bits of the mudsprint Anglia. It went too fast with a single gearbox so I fitted another. The only "non Ford" bits in the conversion were a large washer and a piece of exhaust pipe. I always claimed 10 forward speeds and reverse. I load the Tow Motor onto a trailer with reverse and reverse, the slowest forward gear! I always set the road speed with the rear box and drive with the front box.

Willment OHIV heads get a mention. I have a Willment Garages Price list and information sheet from about the time they moved from High Street Brentford Middx to Chertsy Road Twickenham Middx. A basic Ford 100E engine produces 36 BHP. A Willment head and standard valves and carby produced 48 BHP at 5,000 RPM and did 0 to 50 MPH in 11 seconds. Willment head, twin Solex 32PBI carbs and O/size exhaust valves produced 63 BHP at 6,000 RPM. A full competition set up would produce 70 BHP at 6,500 RPM. Bill Cooper with a full race flat head was getting 80 BHP at 8,000 RPM by comparison.

They also sold Murray 100E overdrive kits for 29 pounds and Handa overdrive kits for 42 pounds. These were both clutch change boxes. The "sustained change" electric Laycock overdrive kit cost 66.5 pounds. The Laycock that I have is number 23, so not many were produced.

The exhaust pipe on the Fieldmouse (Oct page 22) looks a bit suspect to damage as it comes out under and close to the radius rod.

On the next page is a light yellow Super Two 147 ABY. I quite surprised the occupants of this car in the public car Park at the Great Dorset Steam Fair in 2002 because I asked them if their car was a Super Two. I had to check my photos for the reggo number so perhaps there is a need for all vehicles mentioned in the mag to get a reggo.

Yvon (Oct page 14) is indeed precious, he gives Stan Bilous a "bit of stick" but is highly entertaining.

Gordon Cowley Member Number 257

Well it's good to see that BB is earning his keep and stirring up the juices of the sidevalvers so keep them coming. Despite this being a perennial issue of how we keep our cars on the road whether original spec or not it's good to air views. Ed.

Sidevalve E-mail Ping Pong!

Fred,
I thought I would send you a copy of this inquiry as well as to Robert Daniels as you might deem it more appropriate to publish it as a Letter to the Editor. In any case, I hope that you and Robert can coordinate an airing and, hopefully, an answer to the

Continued on next page...

question about E83W axles, which I am asking. Thanks, Les Foster.

Robert:

Greetings and my compliments on your excellent efforts with the Sidevalve News Specials Register!

I am a frequent contributor to the E83W Register but I enjoy reading all the articles in the Sidevalve. In the April 2002 Specials Register (page 22, Malcolm McKay's last column) I spotted a reference to E83W axles that tweaked my interest. I contacted Malcolm but my email got mistakenly deleted and no further information was forthcoming, unfortunately. The item that caught my attention was "Trials Axles" and said, "Thanks2, to Nigel Hilling for clarifying my question on the Pops used in the Exeter Trial: Nigel confirms that both use E83W axles (with 5.5:1 CWP's for more relaxed cruising between hills).

As an E83W owner I am anxious to learn how the rear axle ratio can be altered for a higher cruising speed as the original 6.83:1 ratio restricts top speed to about 40mph and as I no longer use the trucks to haul loads a better ratio would increase road speed for safety and extend the engine life, too. Could you elaborate on the details of how these axles are altered or pass this request on to someone who can contact me with the information? It would be great to see the explanation published in one of the Sidevalve columns so that all members could share the knowledge.

Thanks and keep up the good work!
Les Foster FSOC member 8427
Canada

From: Ken Green

Reply-Les Foster

Subject: Re: modification of E83W axles for trials cars

Date: Wed, 30 Oct 2002 18:56:45 -0000

Hi Les,

Yeh, it is expensive that is why I did not go for one, Nigel and his friend David Child have them on their cars and they are working well under competition stresses. Try Nigel at work

From: Les Foster >To: Ken Green<

Date: 30 October 2002 17:55

Subject: Re: modification of E83W axles for trials cars.

Ken:

Thanks so much for your information! The cost is too much for me at present but if a group order was made then perhaps the things would be more affordable. I tried to contact Nigel but got a "delivery failure" notice back. Can you confirm the email address you sent or a snailmail one?

Thanks again, Les Foster

From: Ken Green

Hi Les,

I have a E83W axle for use in my Trials Buckler and Pop but it is still 6.8 ratio. However recently there have been a couple of 5.5 CWP specially made to fit the E83W

axle. As the drawings now exist these could be manufactured again, they do however cost about £700 a set - less if more than one are ordered, perhaps you could get a batch made if other owners are interested?

You need to speak to Nigel Hilling who organised the re-manufacture A5.5 will reduce the rpm of your engine, give you relaxed 50mph cruising and help with fuel economy. When the axle is fitted into a Pop you have to use two short half's of the axle to reduce the track and put the diff back on the centre line of the axle, the brakes are modified to cable/rod operation as the Pop. Hope this helps.

Ken

I'm now very confused but I'm sure all you E83W owners understand the problem fully and will be able to add your own opinions.

Tearful Demise of Sidevalve due to love for a Motorcycle

Dear Fred,

I should just like to thank all of those associated with the FSOC for the pleasure I have had over my years of membership, both for an excellent magazine and the various club events I have attended with 103E RN42.

I will not be renewing my membership next year in preference to my other love "Motorcycles". I have joined the throngs of the Vintage Motorcycle Club with my old BSA, and in addition on nice days you may see me out on a more recent Yamaha 1300 which is proudly displaying RN42, I was pleased that the new owner felt the original number was not so attractive to him so we negotiated.

I recently sold the car to one of the motor vehicle tutors at Abingdon College, the car is re-registered as GAS 502. I passed on a number of Sidevalve back issues and hope he joined the Club.

I had advertised it on several occasions for what I thought a very fair price and suffered the same fate as many others, namely the odd tyre kicker, very little serious interest. Eventually it

was advertised in Classic Ford FOC and raised one good enquiry, the purchaser exclaimed that he had come along to look, not really expecting to commit, but being pleasantly surprised by the condition agreed to conclude the deal on a £20 deposit.

A date was made to deliver to Abingdon, a nice Sunday back in the summer, and guess what, for the first time in at least ten years after stopping at the college car park to ascertain where to go, Yes Vaporisation! (or was it sadness) actually I feel a tear welling up in my eyes now! The first real occasion I feel a pang of regret. I did suffer the dreaded problem a few years back and my solution which stood me in good stead was to replace the fuel lift pump diaphragm and spring, I concluded weakness of the spring causing lower fuel pressure and a lower boiling point.

Kind regards to all Sidevalvers, who knows I feel a special coming on, and if so I shall re join your ranks.

Clive Mant.P1805.

PS. I would be obliged if you would pass this on to Andy Main.

I'm sure once bitten you'll be back Clive - even if it's in a Special and thank you for your comments about the officers and Club! Ed.

Out of Sri Lanka

Mr.Pardy, Membership Secretary of the FSOC

Dear Sir,

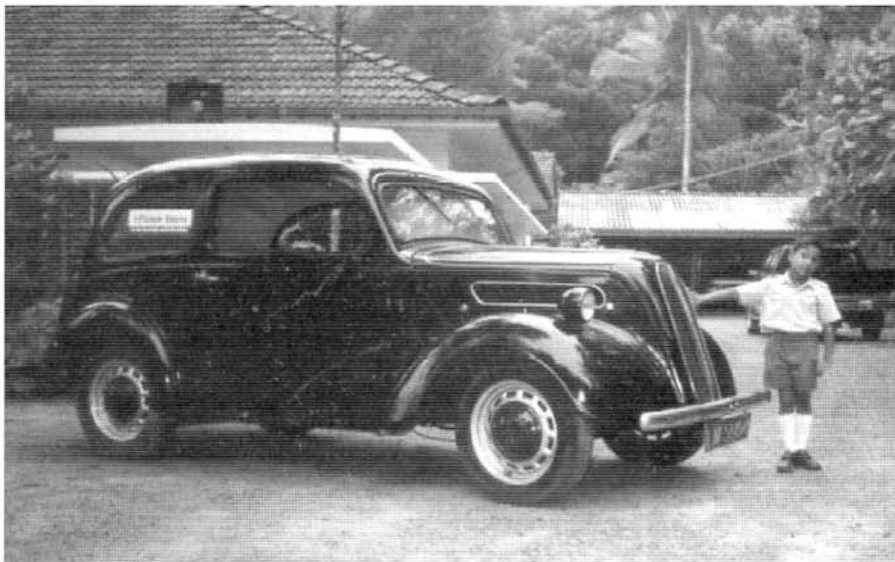
I received your letter-dated 30.09.2002. Thank You very much for that you have performed it so soon.

I have no doubt that I will receive magazines on time in future. I am sending here with few photographs of my vehicle if you can please put them in your magazine.

Thank You.

Yours Faithfully, L.P..Dela Bandara
2002, No. 10402

Some of our far flung members received their August Issues rather late. This problem has now been sorted but Rod received this delightful letter above from our
Continued next page...



Continued from previous page...

member in Sri Lanka with some excellent photos, another of which can be found on page 16. Ed.

Disappointed Daughter Delighted with Pop

Dear Fred.

When we bought our 1958 Ford Popular 103E, last November from club member John Thorpe, his daughter was upset because ever since she was little, her Dad had promised the car as her wedding car.

We could not disappoint Caroline and Stephen and were delighted to loan the car for the wedding day in Stowmanrket.

Please see attached photo taken (Photo No 3 on page 16) 28/9/02.

Regards Tony Hipperson
Member No 10535

Breathe in, it's tight in a Model Y

Dear Fred.

May I first thank you, as a reasonably new member, for your excellent magazine. The best thing I ever did was joining the club, you all do such a lot of work for us, and keep us well informed. Thanks.

You asked for topical stories, this one is true, and took place about 1947. My father, who had gone away on business, left his pride and joy, a Model Y ford 8 with my uncle for safe keeping. It's funny how some numbers stick it was HG 4165.

Anyway my uncle decided to take his family, and me, to Blackpool for the day, we lived in Burnley at the time.

What turned out to be the family was, my uncle and aunt, their 3 children, myself, and a friend of his children, that really is seven people in the old Ford. I say children we were all hefty teenagers. It was a bit of a squash, but I was not objecting, I was next to the friend who was a rather nice female.

We eventually got to Blackpool, where Uncle, not really looking where he was going, landed on the tramlines, we all dutifully decamped and pushed him off.

We had a good day in Blackpool and managed to get home unscathed. The really funny thing was when my father asked what I had been doing whilst he was away. I told him I had been to Blackpool with my uncle in the car. "Oh good" said dad, "And who came with you?" When I told him, his jaw dropped. "What, all that lot in my car, get me your uncle on the phone!"

What transpired cannot be put into print, suffice to say, uncle did not get the car again. Seven hefty people in an 8hp, Model Y is this a record?

Yours sincerely

Ken Frost. No: 10303

Welcome to the Club Ken. Thanks for the story and it'll be good to hear if any other member can beat this number of people in a Model Y!

Continued from page 9...

Club News Continued:

You will find some radical changes to this issue of the magazine firstly:

2ND AND FINAL MEMBERSHIP RENEWAL FORM (PINK) FOR 2003

It should be included with your magazine this issue.

Please send your Subscription and form back NOW!

THANK YOU

If the form is missing please contact Rod Pardy, Membership Secretary; his address is on page 2.

Spares List Missing?

I've already mentioned that this is the first issue to have a full colour section in the middle but you will notice that the Spares Lists are missing from this issue and this was done as much a plea from me as anyone else because I have had to leave so many items out of each issue due to the shortage of space.

There seemed to be many more excellent photos arriving by e-mail or by snail mail that to have extra space means that we can have larger more informative photographs.

You will have noticed that sometimes the photos seem no larger than the proverbial postage stamp, so to satisfy those of you who do prefer to have more pictorial copy I hope the inclusion of larger photos will be appreciated.

Our Spares Secretaries have suggested that they only occasionally have to change items and so we should only need to have three sets of Spares Lists each year. We will try this for a few issues so if you object or approve let me know.

NVSAs

"What on earth are these?" I hear you say! Well it's not JP's new secret Siva weapon when he's playing JB 007 in the latest blockbuster but a new purpose Register for Non Vehicle Sidevalve Appliances such as boats, railway, standing engines, rollers and possibly including 'Ford Tugs' within its remit and run by our hard-working Anglia, Popular and Prefect Registrar Andy Main.

He is still working on a suitable title for the register so if you come up with any suggestions please let him know.

This would have a dual purpose of including many engines that are used, often daily, or at least at shows and might generate a few interested 'sidevalvers' who own engines out there.

With more space in some issues of the magazine this could provide us with another view of the use and working life of the Ford sidevalve engine.

Strangely enough I received an item from The Mechanical Horse Club News Letter this week and I hope to replicate the relevant Ford Tug page in a later issue of Sidevalve News.

Publicity Progress

At the last committee meeting our new publicity Officer Geoff Hammond showed us a draft of the revised publicity material which has not been updated for some time (see foot of this column).

This will be used to publicise the Club's activities to prospective new sidevalve members/enthusiasts wishing to join the Club.

The format has been devised to provide information about the FSOC and what it provides with such headings as:

*Hello Sidevalve Enthusiasts
Services offered to members
Aims and Activities
Social events
Vehicles covered by the Club
Photos of the more popular cars
covered by the Club
Application Form.*

The A5 sized leaflet succinctly provides an excellent outline of the Club and has been designed to be both attractive and 'user friendly'.

A big thanks to Geoff for getting this update under way. Already Geoff is showing his worth as an active member of the 'Dream Team'.


Web Site

Half of our Pop Shoppers come via the Club's website: www.FSOC.co.uk, which was set up by our former editor Laurie Meneer.

This is an important means of encouraging new members and it is hoped that the many changes we have made in the Club will be also updated and appear on the web site as soon as possible.

Treasurer Moves About:

Our treasurer Tony has moved and we wish him and his family every happiness in the new home.



FORD SIDEVALVE OWNERS' CLUB

Hello Sidevalve Enthusiast

The Ford Sidevalve Owners Club (FSOC) is the country's largest club for Ford Sidevalves catering for cars from the 1930's model Y to the 1960's 100E's.

The Club was originally formed in 1969 as the Ford 100E Owners' Club catering for 100E and 107E models. In 1971 membership was extended to all 8 and 10hp Ford Sidevalve powered vehicles ranging from the 1930's Model Y's to the 1960's 107E's, including specials and sports cars.

The Club offers the following services to members

1. Club magazine published 6 times a year
2. Active local groups throughout the country
3. The largest selection of spares in the UK
4. Access to Technical advisors for your model of vehicle
5. Social events calendar
6. Nominated DVLA club for registration of Ford Sidevalve vehicle
7. Ford Sidevalve Regalia
8. POP Shopper for your "For Sale and Wanted Items"
9. Web site WWW.FSOC.CO.UK

The FSOC has a membership of nearly 1,500 members and is run entirely by a volunteer committee, elected by the membership.

Whatever your requirements, whether they be spare parts, advice on a restoration project, interesting magazines or meeting fellow Sidevalve owners at one of our local meetings.

We have something to offer you.

FSOC

E83W Register

Glen Bubb

Another Sidevalve year has passed, they are no different from normal years except you seem to get less done.

Following mention of a rather nice pick up seen at the Onslow Park Steam Rally in Shrewsbury in the last edition of Sidevalve News I have received a picture of it (photo 1) by e-mail from its proud owner member Eric Lloyd Pritchard from Brynteg Anglesey. Thank you for that Eric.

I have recently had a number of enquiries with regards to drawings for various parts of van bodywork. We as a club do not possess such things so if anyone out there does have such drawings we would like to borrow them for copying, please let me know if you have. There are some fairly complex parts to an E83W body frame which are not easy to reproduce from a pile of dust.

Much of my summer has been spent relocating a large amount of all things Sidevalve from my parents' former home in Kent to

their new residence just inside the Shropshire Borders about two miles from Wales.

After a number of runs with spares in two large vans and a long drive on a wet day with the E83W van PKP404 there was one major problem still left. The removal of E83W pick up FJG965. Initially I volunteered to drive the pick up if the M.O.T. man could be satisfied but as things got nearer to the moving



Photo 1



Photo 3

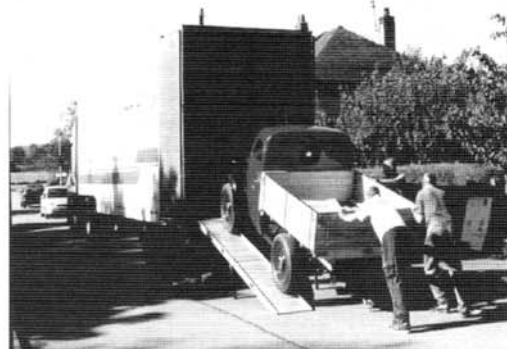


Photo 2

Photo 4 below

day the available time for doing those little jobs like getting the lights working etc. was rapidly disappearing.

I had already borrowed a friend's trailer and the services of another good friend to move my partially restored 1962 Consul Capri plus filling his garage with Sidevalve and Capri spares. He had his own problems preparing his Mk11 Cortina Savage for the Cortinas to Cortina 40th Anniversary celebrations, so his good office was not an option this time. What could we do?

The team from Webbs Removals in Broadstairs came to the rescue, they could supply a drop frame removal van that the pick up could be loaded into along with furniture and effects, plus a 7½ tonne box van to complete the move. The only questions remaining were would FJG start on the day? Would it get up the steep ramps into the trailer? And would its not quite correctly adjusted or bedded in brakes stop it from flattening the furniture in front of it?

On all these accounts there was no worry. FJG was securely loaded into the van (Photo 2) and transported the 250 miles to Shropshire and unloaded at the new abode (Photo 3) where it settled in to its new rural surroundings (photo 4).

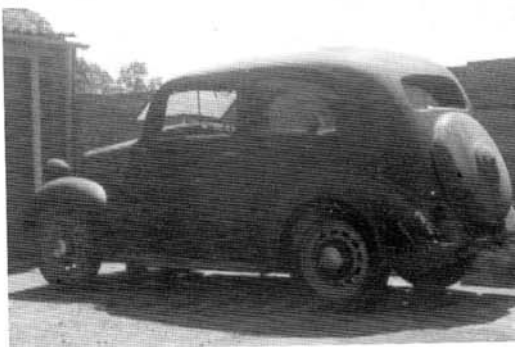
Hopefully there should be time to complete those few little items required and FJG965 should be hitting the Shropshire Rally circuit next year along with PKP, E493A NXB602 and regular Midlands rally attendee E93A HPJ702 which should all be in residence for next season.

A Happy New Year to all fellow E83Wers and other Sidevalve Owners.



Pre-War Register

Yvon Precieux



Photos 1, 2 & 3

Registrar's Comments:-

This is the time of the year when I give you feedback on your contributions. A fair year with a number of new members and letters and articles from others. A thank you to those of you who contributed to the copy material for the magazine during the year, your efforts were much appreciated.

To everyone a Merry Xmas and a happy sidevalve New Year and don't forget to renew your membership. The FSOC is now making it easier for you so no excuses. I'm still halfway through a 6th month secondment so drop me a line at Cliff Lodge, Cliff Terrace Road, Weymss Bay PA18 6AP.

Bits and Pieces

On the spare parts side I really haven't had that much correspondence. Are Model Ys and Cs really fully accommodated, the Club stores have a fair collection of parts, new and second hand for the Model Y and C and Pre-war uprights and don't forget postage and packing are included which brings me to a member who went outside the club and found that the postage and packing plus VAT pushed the price of a very small item to double what the FSOC sold the part for and took an appreciable time to arrive.

Vehicles Found

7Ys were once upon a time a rare find. Going back twenty years when I first restored my Ford 103E the only one around was a beige coloured model. Since then 7Ws and 7Ys have accumulated to well into double figures in all shapes and sizes including disrepair. The vehicle pictured (Photos 1, 2 & 3 above) is a deluxe model owned by a Mr. Ruler who is based in Maidstone Kent. As most of you know the red badge is the giveaway. The red badge denoting a deluxe model and the blue badge a standard model. There is indeed quite a variation in spec between the two and similarly with the Model Y a vast number of changes in reference to the mechanicals during the period 1937-1939. The deluxe model had the luxury

of a spare wheel cover, a better instrument panel and even a bonnet prop against that of the standard 7Y which had none. The vehicle pictured is not identified with a number plate and looks remarkably sound with surface rust and the need for a darn good clean up underneath. The photos show the vehicle to be a blue paintwork possibly coronation Blue. It comes complete with its bulbous headlamps. A peculiar item specific to just the 7Y and 7W.

Yet another 7Y, again Coronation Blue, owned by Raymond Steel, Barrow in Furness, Cumbria. Registered ELD 698. It is a standard model with blue badge. A request was made for the registration number but further detail on the vehicle is required, so I'm still waiting (Photos 4&5 Below).

Letters

Earlier during the year Ian Emery wrote about a 1939 E93A Prefect tourer that had been stored for a great many years but was or looked in very original condition. Before purchase advice was sought re information about the model and although details were provided it would seem that the price asked for was possibly too high. Any further news about this vehicle would be appreciated as a photo was unavailable. Maybe the new owner would like to get in touch.

At the one but last Committee meeting John Porter provided a copy of a Prefect Drophead Coupe which may be the one described as a Prefect tourer by Ian Emery. Again the car is painted blue but of a lighter shade with the lower door outline and the lower

Photos 4 & 5 (These were from photo copies. Ed.)



boot valance painted black, a weird colouring scheme. Owned by Robert Johnson the registration number FYW 53 has been retained. History identifies the car to have been in one family for over 50 years since new, being off the road since 1952.

It had formed part of the former owner's father's stock when he owned a garage L. E. Taylor (1933) Ltd. of Eastfield road, Peterborough. When the garage closed down in 1952 the car was still unsold. It was passed into the hands of his mother and was put into store. The car is in good condition with somewhat jaded paint work, with the odd grille piece missing and tired interior. If Robert has become a member, further detail for the next issue would be worthwhile and appreciated.

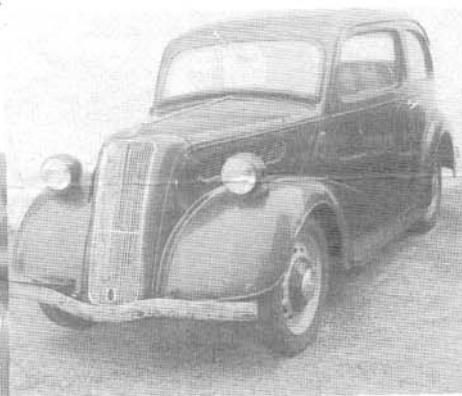
Member's Profile

George Herbert wrote in August about his 7Y Ford 8 registration number BDP 238 (Photo 6 next pagebelow). His letter is a follows:-

'After two years four months "Lucy" was ready for our daughter's wedding on Friday 14th June 2002. (Readers note this refers to the car not the wife.) It was a close run epic with the first drive to the MOT station on Friday 14th June, the day before the wedding. An all satisfactory pass at the garage and it is was on to Exeter to obtain the licence. The next day to the church to be in the line up with some large vintage Buicks etc. (Photo 7 top next page).

Thanks go out to the Sidevalve Club for the supply of many Parts, Shirley/Steve and also yourself, Stan (old timer Stan Bilous) and other members for the odd phone call and chat

Continued on next page...



which keeps the enthusiasm of such projects alive. (It's always nice for the FSOC to receive some appreciationYvon).

Lucy has undergone a complete and thorough rebuild. The seized engine was rebored and the gearbox rebuilt. New brakes, front spring, shackles, kingpins and shock absorbers were purchased including new track rod ends and draglink plus a new nut for the steering box, your modification to take up the end float was included with my brother Ted remanufacturing the bush and oil seal end. Hammerite, some welded plates, waxoil and plenty of understanding from the wife who is still waiting for that new kitchen added further to the list... I wouldn't keep her waiting too long, Yvon! All this, followed by a new interior, roof, bare metal respray, tyres tubes, windscreen, chrome plating, carpets, wiringharness and numerous other additions, ending in a new yet 63 year old Ford 7Y called Lucy.

Lucy has already attended shows, one in particular at Wroughton Airfield where I enjoyed a good chat with Mick Crouch and Steve, Shirley's brother. Many thanks once again Please add to your Pre-war register BDP 238 as a runner.'

From Argentina

Back in 1999 a Hugo Cordoba dropped me a line on a made up vehicle owned by his father. From the pictures a spare wheel appears to be mounted on either side of the body. Hugo maintains that some body panels and mechanicals came from a small Ford, how small is the question. Does anyone out there want to make comment (Photos 8 , below and 9 on page 17 Photo 1).

Sidevalve Waffle

Small sidevalve Fords appear to be in all corners of the world, Some have even been up to the Arctic circle, in countries ranging from the Ukraine to South Africa from South America to places such as Ceylon and the Indian continent. Where has your Sidevalve been this year? Maybe we can have a competition for the most unusual history/or unusual place it was found/been or intends to go to?

Where are they now?

Photo 6 (Before)

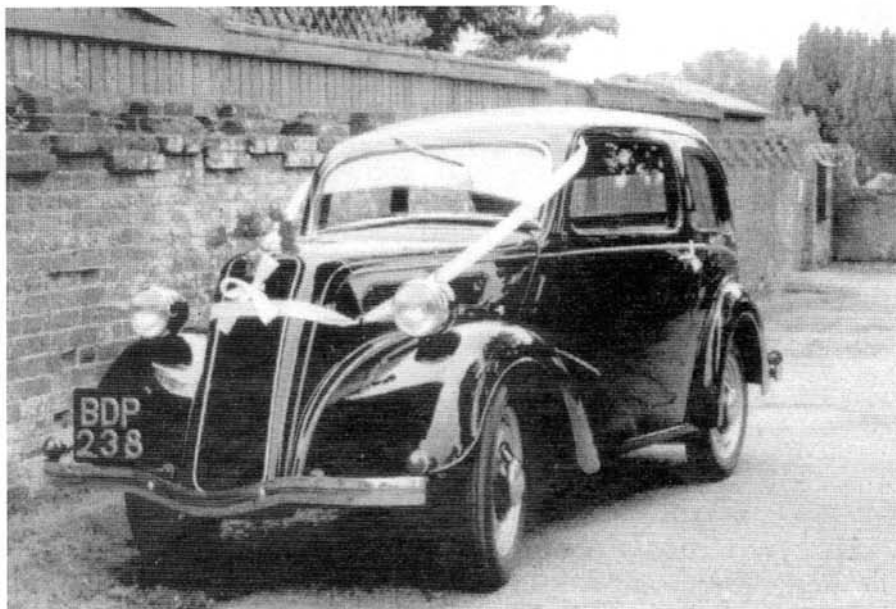


Photo 7 (After)

I remember a dilapidated Model CX woody advertised many years ago together with two Prefect Brakenvans. If the owners of these vehicles are reading this page, a short note on their restoration and photos for next year's issue would be appreciated.

Schoolboys' Own Exhibition

Open from Boxing day to 5th January when everyone had got tired of the Christmas pud and hugs and kisses from visits over Christmas by Auntie Ethel and Auntie Maud, Boys and I would guess a fair number of Girls would journey down to the Horticultural Hall in Westminster, London where the Ford Motor Company provided a stand for many young enthusiasts to see for themselves how an engine, gearbox and electrical and other mechanical components work.

The Horticultural Hall is still around and is still used for exhibitions although I do believe it may form part of Westminster College. A cutaway chassis formed the basis of the stand to show the functions and actual workings of the engine parts, which also included the engagement of the synchromesh gear pinions,

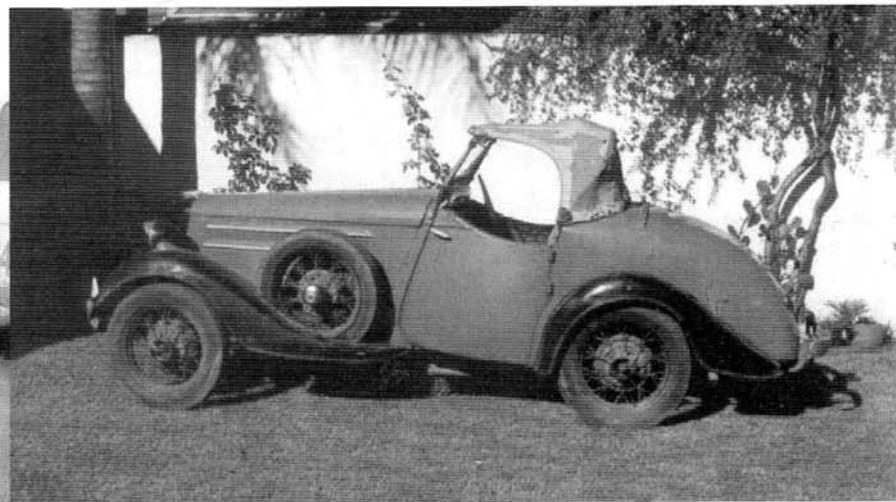
the operation of the back axle and other components making up certain parts of the chassis.

These cutaway chassis were mostly based on the Model Y although prewar models such as the 10 hp 7W, 7' 6" wheelbase and E93A 7' 10" wheelbase models were also exhibited. For closer inspection there was also available individual cutaway models of the gearbox fitted to three different models, the mechanism of the mechanical braking system and internals of a battery.

From 12 -1pm and 4 - 5pm, the exhibition cinema provided a series of films identifying every phase of a vehicle's production after which details were given out to everyone re the facilities available to conduct special tours around the Ford factory at Dageham. Even up to the fifties schools were provided with chassis and vehicles to conduct simple driving tests usually only at 6th form level available to grammar schools for boys and girls as a prelude to technical college.

A further Pre-War letter can be found on page 23...

Photo 8, photo 9 in colour on next page 17 as Photo 1...



Sidevalve Colour Pictures Galore



Marge Perrin in charge of the gazebo at Bishop's Stortford, North London Group '02 Area News, page 6.

Photo 3: below, Caroline's promise comes true in Stowemarket. Pop provides Pop. Letters, page 12.



Photo 2: All the way from Sri Lanka a proud future owner. Page 27

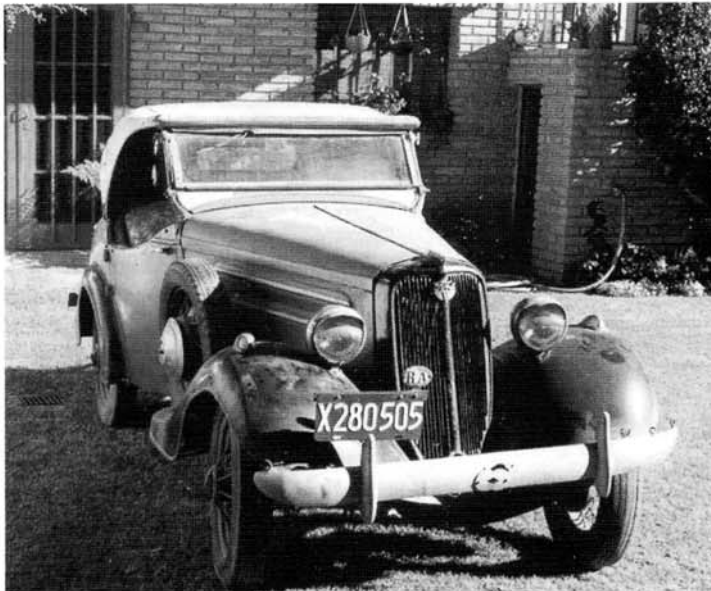
Photo 4: Tim Bubb's 1939 E93A Prefect HPJ702 as aquired after 27 years stored in a barn and below , Photo 5: the same car after an extensive restoration



Photo 6, left is Kevin Thornton's Grey 100E - page 19, 100E Register

Photo 7, right, JN's former 107E, from the 107E Register.





From Argentina - does anyone know what type of charming small Ford it is? (page 15)
Below Photo 3 A unique advert for a Second Hand business in Wickford (Tim Bubbs)



Photo 2 E83W Ice Cream van owned by the Doriano's of Lewis in Scotland
Below photo 3 The Herberts' 7Y, BDP 238 with the Great and Mighty. Page 23



Photo 6 above, A Ford Sidevalve powered rotovator at a sale on a farm near Maidstone (Photo Tim Bubbs)



Photo 7 Below, We have seen this vehicle a 103E with its distinctive 'POP' plate from Malta. It is here pictured with the Malta Old Motor Club run to Gozo. The car which is owned by an FSOC member Enzo on Malta and whom Glen Bubbs has visited and written about in past issues of Sidevalve News.



More Colour photos page 32...

100E Register

Tony Lloyd



FAT GEESSE?

Are your geese fat? They ought to be for it is that time of year again. The deep mid-winter, when the sights, sounds and aromas of the most noble of Christian festivals assail the senses. Carol singers, children's squeals of delight, roasting turkeys, Christmas trees, presents, baking mince pies, holly, mistletoe, empty wallets and good cheer.

It is easy, amongst all the festivities, to forget the faithful 100E resting in the garage. The summer fun seems a distant memory but this year remember one extra Christmas present. Don't be a fat goose, work off that Christmas dinner and give the trusty steed a clean and polish. Start it up. Go for a drive on those empty Christmas roads. I am sure that you and your 100E will both feel much better for it.

YOU DID WHAT?

There comes a time in the life of every car when they are unloved and unfashionable. Even the 100E went through this stage and, strange though it may seem today, it was sometimes necessary to give your 100E away, just to get rid of it. Many a good car has found itself in the hands of the local scrap yard awaiting its doom in the crusher merely because of this fact.

I had a letter from a Mr. P Harper the

other day, who gave a 100E away for a very different reason. Mr Harper's father owned a 1955/6 white 100E Anglia NBL551.

He thought the world of it and Mr Harper did all the maintenance on it. When his father died the family felt that they could not make money from the car and so gave it away to the then 100E Owners Club.

After all these years they are wondering if the car is still around and asked me if I had any information on the car. There is no record of the car on the register under that registration and without the chassis number I can go no further.

When contacting me, or indeed any other registrar or club official, PLEASE, PLEASE, PLEASE INCLUDE THE CHASSIS NUMBER IN YOUR COMMUNICATION. You will then be surprised at the speed and skill of the recipient!

There is nothing more time consuming than having to trawl through pages and pages of records looking for a car with only a registration number to go by. These are the jobs that tend to get left because what would be a five minute job turns into half an hour or more with little hope of success as registration numbers tend to get changed.

RALLYING 100ES

It seems strange today but when the 100E was first introduced it was, for its size, a fast car. The combination of speed and handling made them an ideal choice. The 100E's debut

on the international rallying scene was in the 1954 RAC rally, where the cars of Robin Richards and Norman Quick gained first and second places in the up to 1300cc touring car class. Ford also gained the Manufacturers Team Prize which consisted of the Anglias of Nancy Richards and Jack Reece together with the Zephyr of T.C Harrison.

These early successes spurred Ford to enter two teams for the Dutch International Tulip rally of the same year. One team was provided with cars modified by Fords, the other was standard. Each consisted of an Anglia, a Consul, and a Zephyr. As there were not yet any tuning 'goodies' available from the recognised tuning equipment manufacturers the engine of the modified Anglia was produced by Fords own experimental department. This modified engine was said to be as good as Fords could get it. The drivers were to be Maurice Gatsonides and T St John Foster. The suspension was modified by binding the rear springs very tightly with string, in order to prevent the leaves separating under violent cornering manoeuvres. All this seemed to work when the Anglia was driven to first place in the up to 1300cc GT Class. The standard Anglia did not fair so well, gaining seventh place in the up to 1300cc Touring Car Class.

Over the years the 100E proved itself to be a rugged and reliable performer, non-more so than the Small Car Class victory of Peter Hughes and T. Brooke with their Anglia in the grueling 2,900 mile 1958 East African Safari.

Does anybody have any memories or photos of these rally or race cars? Do you know what happened to that specially modified engine? If you do, why not write down your memories or send in your photographs. I am sure they will be of great interest to today's 100E owners.

FROM THE ARCHIVES

October 1984 and this edition of Sidevalve News begins with an appeal from the editor for more contributions to the magazine.

For the 100E enthusiast there are two contributions of note. The first one is from Martyn Babb and tells the story of his Squire and its mini-camper trailer. The 100,000 mile Squire was bought for the princely sum of £10 and in Martyn's own words it was a basket case. As he worked his way through more and more rust he began to doubt his own sanity but eventually he managed to get the bodywork up to scratch and was painted chocolate and cream in honour of a well known railway. The interior was completely changed with reclining seats, carpets, stereo radio, and new dash crafted out of aluminum. The bonnet was louvred and a highly tuned engine was fitted along with a four-speed gearbox and 105E rear axle. Disc brakes were fitted to the front to improve stopping and electric wipers to improve visibility. The result was a fairly quick and reliable car, which looked remarkably standard. The mini-camper was crafted from two 300E vans joined back to back so as to provide a matching companion to the

Squire. This provided sleeping accommodation for two and also storage for cooking facilities.

The second piece of 100E interest was in the 100E Register where South African member, John Hampson, describes his interest in small sidevalve Fords and his 100E in particular. Although described as a 1955 model it has several features that make it an earlier late 1954 car. The brakes were 7-inch diameter (changed to 8 inch January 1955), the engine number was 65205, which was a December 1954 engine, and an accelerator footrest was fitted (introduced October 1954). John says that it was a South African built car. It probably was, but not manufactured in South Africa. This accounts for the disparity in dates. At the time 100E's were exported in 'knocked down' form, i.e. a kit of parts, and it would have taken time to arrive in South Africa and be built up to a car.

In the small ads the cheapest 100E was a 1961 Pop complete with 2000-mile recon engine at £75. The dearest was a 1959 Anglia, one lady owner almost concurs at £1200. Best buy was probably a 1962 Pop, garaged and unused most of its life, 10464 miles on the clock at £700.

REGISTER NEWCOMERS

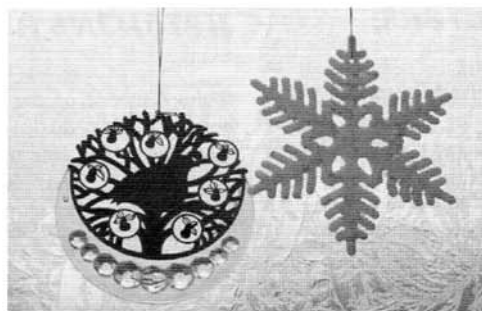
Blue Popular MZA 566 (Photo right) is owned by Dominic Treacy of Co Limerick, Eire. First registered on 28th May 1960 this car has covered 58,000 odd miles to date and had been stored for 12 years before Dominic bought it

1955 Prefect CSJ 569 hails from Lymington where Andrew Coombe is its owner. With 55,000 miles on the clock it was first registered



in June 1955 and is green in colour. Andrew says that he has replaced the battery, regulator, dynamo and fuel pump and in the near future hopes to replace the engine.

First registered in August 1961 grey Pop USL 854 (Photo 6, in colour, page 16) is owned by Kevin Thornton of Benenden, Kent. It has covered 42,000 miles and has had 3 previous owners. It was first registered as XTG 869 and was bought by Kevin on April Fool's Day 2001.



***The Committee of the FSOC
wish all our Members and Contributors
a very Happy Christmas and Peaceful
New Year.***

107E Register

Tony Lloyd

SO WHAT?

I would like to take this opportunity to wish every 107E owner a Very Happy Christmas and a Very Prosperous New Year. May all your motoring problems in 2003 be little ones!

Christmas comes but once a year and so do the New Year celebrations. Part of this is the traditional making of resolutions on New Year's Eve. Why not this year throw off that cloak of apathy that surrounds you and make a resolution to contribute to the register in some way. This might be the story of your restoration or how you came to buy your car, or it might be some criticism of the club or me.

You might think so what? There is always somebody else that will make the effort. This might be true, but unless I get some sort of reaction from 107E owners I am inclined to combine the 107E with the 100E Register in the

magazine. There is only so much that you can write about a particular model of car. This is especially true when you do not own one. If you want a separate identity in the magazine it is up to you, the 107E owners, to come up with the goods and provide some copy for the register column. You cannot rely on me or Jim Norman to continually come up with something new every issue. Talking of Jim, here is the next instalment in the 'Tales of BOA' saga and also a couple of photos of a 107E that was in Jim's family during the early 1990s. Anyone know where it is now?



Photo of rear view of 107E owned by Jim Norman 1990s - front view on page 16

Tales of BOA - BOA has a Holiday

It had been about six years since we had last been to Scotland, and even longer since we had visited one of our favourite areas, the Isle of Skye, so a return during the half-term break (2nd June until 8th June) was decided. BOA was to provide the transport,

Continued on page 22...

'Upright' Technical Notes and Queries

Bryan Baker

Feedback:

ENGINE MATTERS:

The general feeling I have from correspondence received regarding the feasibility of modifying Upright engine connecting rods to accept shell bearings is that it is not, feasible. The source of suitable shell bearings has dried up and, to my knowledge, no-one is now offering this service. I should point out that I'm writing this just before visiting the restoration show at the NEC this weekend and probably I shall soon be eating my words. But some of you will be aware of the Editor's deadlines and the penalties for not meeting them. Ouch! Again.

An alternative to installing bearing shells is getting the 'rods re-metalled. This service is still available from engine specialists but doesn't come cheap, does anything? The one I spoke to quoted £75/rod but then, to be fair, there is quite an amount of labour time involved and, we all know even if we try to ignore it, that professional time costs money. So, to re-metal all four rods plus all the other items that are almost certain to be required is going to make that engine quite an expensive one by the time its done.

ENGINE SWAPS:

Thanks for the 'yes you can do it' letters that were received encouraging PW to install a 100E motor into his E83W. Fortunately PW was not deterred by my tongue in cheek comments about the resultant desecration of his van, but I was somewhat taken aback to receive an admonishment from overseas about my comments. Fortunately for me PW took them in the manner that they were intended and so there will be no bailiffs knocking on the door - this time!

Whilst discussing engine matters, MGMP made the point that the 8 engine cylinder block is better than the 10 in as much as it has water passages all around the cylinder bores whereas the 10's bores are siamesed, there being too little space between the complete water jackets. True enough. But so many folk have used the 10 engine to gain the extra torque it's cc's give that I think we can take it as read that, for all practical purposes, it'll do the job.

TOOLS:

Had a letter from our bigger brothers, i.e., the UK Region of 'The Early Ford V-8 Club of America'. Apparently the 40E, 68E and 01A prefixes that I didn't recognise refer to the 1933/4 Ford V-8 (40E), the 1936 Ford V-8 (60E) and the 1940 Ford V-8 (01A). Thank you. I was interested to see, from the information kindly sent, that they (the V-8 lot) are even more interested in such mundane matters than I am. CS mentioned that tool kits seemed to be supplied 'free' until about 1955 and after that they became an after sale accessory. I see in 'our' parts list that kit (tool) 204E 17018 is offered as an accessory but, unfortunately, doesn't show a year range.

HETCHINS BIKES:

Please excuse me for this but I recently found someone on the web thingy who was able to confirm that my Hetchins (the frame that is) was first sold on the 20th April 1946 and cost £19.19.6d. So its not as old as I thought it was. But an impressive information service nonetheless.

WHAT'S NEW?

WING RETENTION:

New member MO has acquired a 103 and finds that there is some rust between the rear wings and the body, and that there is something between the wing and the body. Well the first thing is to decide just how far you want to go. Once you run to the cliff edge and jump there is no turning back. For sure when you apply the tools to the apparent rust.....well you've heard about the tip of the rustberg, haven't you?

Fortunately the Parts List available from the Regalia Secretary gives a pretty good illustration of what is supposed to be there. Further, there is a pretty good photo in Dave Turner's book "Ford Popular" of what the car looks like without it's wings so there are some good references.

The wing retaining bolts screw into caged nuts (should that be in the past tense?) and what you might find is any bodies guess. The principle is simple it's just doing it that takes the time and patience, especially the latter.

Just think about the implications before you take the leap is my advice.

SHOULD IT LEAN LIKE THIS?

We all know they lean when cornering but this '52 Prefect leans to the offside when stationary. JF has only just acquired this car, the previous owner a Ford Director has gone to America - is this indicative of the severity of the concern? Well, since JF is new to the FSOC I had to be sure to warn him about

the potential dangers of automotive suspension springs.

Apparently the previous owner had mentioned that steel wedges were available to insert under the anchorage points. Well that's a new one on me. I wish I could ask him for details. The design of the suspension is pretty basic and is well covered in both the Parts List and the Repair Manual so my advice is to obtain both of these invaluable publications, clean the suspension components up 'in situ' as best you can and then to make a detailed inspection of the area. Using the manual illustrations as a reference the fault(s) will probably be apparent - let's hope that the resolution is neither complex or costly, I don't like to think of an introduction to the Sidevalving experience as being negative. Please let me know what you find, JF.

That's all for now except for a gentle hint not to neglect preparation for winter. Make sure you have either sufficient concentration of anti freeze or drain the cooling system. Ensure the tyre pressures are at least normal or a little higher if you're not going to use the car. Fully charge the battery and, preferably remove it and store it in a dry, ventilated area. Clean and wax the body and, most importantly, make sure that no little furry creatures can get into the interior and eat the trim or make a home inside the car. Plenty to do but, next spring you'll wish you had. That's all for now,

Bryan Baker.

Change of Address?

Have you changed your address recently? Please remember to let Rod Pardy know and not the editor;

Rod's address:

Rod Pardy, Membership Sec. FSOC Ltd.

PO Box 5009

Poole BH14 0WD

E-mail:



Maude Who?

No not a sidevalve but despite having extra pages I've run out of space! Next issue you can find out about Maude's owner who owned a Del Boy like 'PP' soft-top version pictured above. Bryan Baker has also been digging into his own archives and we'll be hearing about GV 3162 a '34 Model Y...and much more...! Keep sending in your articles PLEASE. Ed.

100E Brakes Part 2

Jim Norman

Replacing Rear Brakes.

In some ways, the rear conversion is simpler than the front since fewer parts need be changed. The complication is that a puller must be used to free the rear drums. If you do not own a puller or know a member who does, you might be able to hire a Sykes Pickavant's universal one from one of the various tool hire shops that now exist. But whatever, you will need a hub puller to do this job.

We start as we did at the front with the wheels clear of the ground and the car secured on axle stands. As you will be wielding a big hammer here, the stands are even more essential, not only from a Health and Safety viewpoint but also to ensure that the vehicle doesn't rock under the hammer's blows, thus reducing their effectiveness.

With the road wheel removed, back off the brake adjuster as far as it will go so there is no contact between the shoes and drum. The split pin and 15/16" AF castellated nut securing the drum is removed, the nut being replaced the other way around and screwed on until its end is flush with that of the half shaft. The puller is now attached, the genuine Ford type clipping over the collar machined into the drum's centre while the Sykes item attaches by its legs to the wheel studs. The puller's centre bolt is then tightened up hard against the end of the half shaft, when the bolt's head is given a heavy blow with a large hammer. It is the shock of this blow which breaks the seal between the drum's and shaft's tapers but several such blows might be needed to free the drum, with further tightening of the bolt between blows.

When the drum comes loose (you'll hear the change in the hammer's noise), remove the castellated nut and pull off the drum. The shoes are levered clear of the cylinder and adjuster then pulled away from the car. Place them nearby, the right way up, with the pull-off springs still attached as a reminder for reassembly.

Although not part of the job, it might be an idea to check the condition of the bearing surface on the underside of the now exposed axle casing for wear and pitting, and clean and to re-grease the roller bearings in the hub itself.

The single flexible hose near the centre of the axle is now clamped to prevent fluid loss and the steel or copper brake pipe is detached

from the cylinder using a 7/16" AF open ended spanner or, preferably, a flare spanner. Again, this can be problematical due to the union nuts seizing to the cylinders and/or the pipe itself so a trip to the accessory shop might be needed.

The handbrake clevis pin needs to be removed to release the cable; it is retained by a split pin which will probably refuse to come out. Cut the pins' heads and legs as short as possible then file the remains until the clevis pin can be extracted. This is an awkward, time consuming and frustrating job.

The rubber dust boot behind the cylinder can now be taken off to reveal the two horseshoe-shaped retaining clips. Note the order and direction in which they are fitted. After levering these clear, the old cylinder can be pulled out and it and the handbrake lever discarded, after noting which way around the lever fits.

The new cylinder is pushed through the backplate's hole after the new handbrake lever (see Fig. 3) has been located in position. **FAILURE TO USE THE NEW LEVER COULD RESULT IN A TOTAL FAILURE OF BOTH HAND AND FOOT BRAKES.** A good smear of copper based grease on the cylinder's rear, sliding face and the lever's pivot is a good idea. The horseshoe clips are slid into position, again after a smear of grease, and the dust cover added over the top. The brake pipe union nut is screwed into the cylinder, being very careful not to cross the threads, and the bleed valve entered into the remaining orifice.

The shoes are now fitted complete with the pull off springs (see the workshop manual). At approximately half way up the rear shoe is a hole through the web; there should be a corresponding hole in the backplate behind it. If there is, push through the hold down pin from behind the backplate and attach two cup washers and one spring, as at the front. If there is no hole in the backplate, you will need to drill the backplate, something we will leave for now but come back to. It is essential that the hold down pin and spring are in position before use on the road; failure to fit these to the rearmost shoes could lead to a **TOTAL FAILURE OF BOTH HAND AND FOOT BRAKE** (see Fig. 4). There is no requirement to hold down the forward shoe as slots are provided. As an additional safeguard, a pair of 1/4" flat washers and 1/16" split pins should be fitted. The washers should be positioned over the inboard end of the handbrake lever and a split pin secured through the lever's hole (see Fig. 4), so ensuring that the shoe cannot slide off the lever when the handbrake is applied.

If the hole is to be drilled, adjust the brakes until the drum is locked, then back off the adjuster about three full turns, then again remove the drum. Using a 3/16" (4.75 mm) drill bit through the brake shoe hole, drill through the backplate keeping the drill straight and level, then fit the hold down pin, spring, etc. as above.

The drum is now refitted to the half shaft followed by the washer and castellated nut. Tighten this to a torque of 30 lb.ft. If a hole is not visible through one of the castellations,

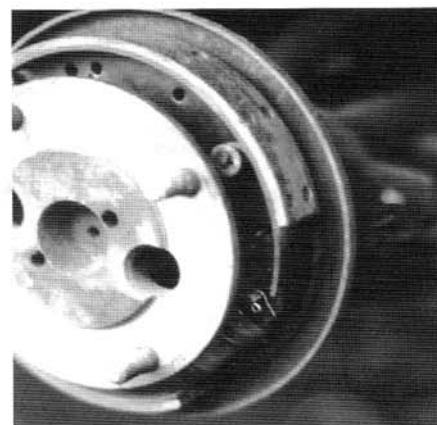


Figure 4

TIGHTEN the nut until one is, then retain with the 1/8" split pin provided. The shoes are adjusted so that the drum locks up, then backed off until it can rotate freely. The holes in the new handbrake lever and original clevis are aligned and the new clevis pin is dropped through. Use the supplied split pin to secure it.

Brake Bleeding.

This is fully covered in 'Technical Tips for the 100E' (page 35).

The front adjusters should be fully retracted (i.e: wheel spins freely) while the rear adjusters should be adjusted normally or even have the brake locked. 'Start at the left-hand rear, though this is not critical, and open the valve two full turns. With somebody armed with a tin of brake fluid standing by the reservoir to keep it topped up, pump the pedal as hard and quickly as possible. This gets the fluid moving so rapidly that everything gets dragged along with it. I find that 16 to 20 pumps is required for the left-hand rear (to clear the long front-to-rear pipe), five for the right-hand rear, eight to ten for the left-hand front and five again for the right-hand front. It may be necessary to give the left-hand rear a couple more goes, but if the pedal is still poor, I would suspect a fault in the system which would have to be looked for.'

Finishing Off.

Readjust all brakes as required so the wheels are locked, then back off until they can be rotated without binding. Refit the road wheels and fully tighten the wheel nuts. Ensure that there is only slight play in the front wheel bearings by gripping the tyre at top and bottom and rocking. If the play is excessive, tighten the bearing nut; if there is none at all, slacken it off until it is just perceptible. Once you are satisfied that the bearing is correctly adjusted, align a castellation with one of the stub axle's holes, **UNSCREWING** the nut to the next castellation if necessary, then insert the supplied 1/8" split pin. Fit the front dust caps. Lower the car to the ground, then make a final check that all wheel nuts are fully tightened before road testing.

Part List Continued next page

List of Parts

For the front (8" -> 8"):

1 x Backplate RH (used)	107E 2012 / 100E 2012C
1 x Backplate LH (used)	107E 2013 / 100E 2013C
2 x Wheel cylinder RH	100E 2061B
2 x Wheel cylinder LH	100E 2062 B
1 x Brake shoe set	100E 2018 C
1 x Adjuster kit	
2 x Brake pipe	E52-FF-1
4 x Hold Down Pin	204E 2069
4 x Hold Down Spring	204E 2068 B
4 x Cup Washer	204E 2071
8 x 1/4" x 9/16" UNF Setscrew	115980-ES
8 x 1/4" Shakeproof Washer	34905-ES
8 x 5/16" UNF Nylock Nut	
2 x Bleed Valve	100E 2208
2 x 1/8" Split Pin	
Additional for 7" -> 8":	
2 x Brake drum	100E 1105 B
2 x Grease seal	Y 1202

For the rear:

2 x Wheel cylinder	100E 2261 D
1 x Brake shoe set	100E 2220 C
2 x 1/8" Split pin	
2 x 1/4" Flat washer	73870-S
2 x 1/4" x 3/4" Clevis Pin	72003-S
4 x 1/16" x 1/2" Split Pin	100E 2208.
2 x Bleed Valve	204E 2069
2 x Hold Down Pin	204E 2068 B
2 x Hold Down Spring	204E 2071
4 x Cup Washer	100E 2103 C
2 x Handbrake lever	E15-FB-1
2 x Horseshoe clip	E14-FB-1
2 x Horseshoe clip	100E 2663 C
2 x Dust shield	

N.B. Parts in italics are optional.

Editor's Note: Please check with current Parts List (last Issue) for availability of parts as this article has been held over for a number of issues due to lack of space. However, this article, I am sure will be of interest to all our 100E members and a thank you to Jim for his time in writing it for us.

Continued from page 19...

but before embarking on what was to prove a 1249 mile journey in a 42 year old car, I felt that a careful check-over and preparation was called for. So, in my usual way...

Having checked the oil and water levels, tyre pressures and filled the tank, we set off. We travelled up the M6, A74/M74 and M8 to Dunbarton where fuel was taken; I was a little surprised to find that fuel consumption was no more than 41 1/2 mpg and was to vary between the high thirties/low forties all week. With the tank replenished, we carried on to an overnight stop at Arrochar. The next day saw us traverse Rannoch Moor and Glencoe, making a slight detour to Loch Etive, before arriving at the next stop, Dornie, near the Kyle of Lochalsh. The following day's trip to Skye was postponed for one day as we explored the locality around the Kyle. The postponed itinerary was resumed on the Wednesday with us going over the bridge (as opposed to the sea) to Skye. While far more convenient than the old ferries which we had always used before, it is at £5.70 a little on the expensive side.

We had so far discovered that accommodation was quite scarce so booked two nights in an excellent B&B near Broadford first thing. We then went into Broadford itself where we contributed heavily to the local economy before going down to Armadale Castle in the south west corner of the island. The "Castle" is a ruin set in beautiful gardens stocked with trees from all over the world. Very relaxing, we passed the entire afternoon here, bathed in glorious sunshine, while the rest of the UK suffered the inevitable bank

holiday drizzle! The following day was more adventurous with BOA taking us first to Dunvegan Castle, then a run up to the ruined church at Trumpan (all single track roads with passing places, but we weren't in a hurry with such beautiful scenery around), then finally past Uig and across the northern tip of the island before returning via Portree to the B&B. Once again, glorious weather was the order of the day.

The following day saw us start the long trek homewards following the same route as before, and again stopping at Arrochar. The final leg on the next day (Saturday) was very cloudy with some torrential showers but the holiday was over; it no longer mattered.

Old cars seemed to be rather rare but we managed to see a few. A 105E with Irish plates overtook us northbound at Lancaster (he was doing a good 65 mph!) and others seen included an MGB and Midget, Morris 1100, Citroen Safari and a Bedford CA van towing a caravan at Crianlarich. Oldest of all (by a long way!) was a very early Austin Seven, brush painted

in yellow and "ripe for restoration", but nevertheless sporting a current tax disc, at Uig on Skye. BOA herself drew many favourable comments and friendly waves from other drivers and even pedestrians, which was rather pleasing.

So how did BOA perform? Did my meticulous preparation payoff or did she require any attention? Well, yes. ...On the first day, it became apparent that no sound was coming from the right hand speaker. I had to reconnect a wire...



Loch Etive: After about 24 miles of single-track road, we reached the dead-end at Loch Etive (we did know this; we'd been there before). My "meticulous preparation" had not included washing the car which was actually a lot dirtier than she looks in the photograph. Another photo page 32 Photo 6.



More letters...

Dear Mr. Fielder,

In the June 2002 Sidevalve News journal (front cover), we were very interested to see the photo of the Ford Prefect registration number WVX 51. We own a Ford Prefect with registration number WVX 39 (photo enclosed).

We do not know any history relating to our vehicle and it would be of interest to know if any readers have any knowledge of WVX 39. The history so far is:

In early 19-2 we saw 'Arthur' as we have now called her sitting in a scrap yard in Hailsham. We purchased the vehicle for £250 with the intention of 'doing 'it up' sometime. The years went by and Arthur sat in our garage under cover for many years, 17 in actual fact. Every time we went to our local Festival of Transport we said it would be nice to get the car going and put it on display but we never did. However, in 1999 a friend of ours who builds replica vehicles, offered to try and get Arthur going and through the MOT. So, Arthur

was started up coughing and spluttering at first but then began to run 'sweetly'. The car was in a reasonable condition and with a bit of work on the engine, checking lights, tyres, knocking some dents out and re-painting some areas, it passed its MOT! Ever since then we have attended the Festival of Transport and local shows.

It still needs work doing to it of course but at least it now sees the outside world! We don't go out in it much at all but a couple of years ago we went on a Treasure Hunt organised by our local area group which was quite an experience but that is another story. We did have to push the car at one stage to get it going again!

If any readers know anything about this vehicle, it would be great to hear from them.

J. D. Cottingham



Yvon Precieux

Pre War Registra FSOC

Dear Yvon,

I am not sure if I should be writing to the editor or your good self? However, after reading the October issue of Sidevalve news and the reports of this year's activities etc, I felt it appropriate to support the Pre-War page.

With (B D P 238, Ford 8 7Y) operational we have been busy on the Show front and have enjoyed many hours, at small and large shows in the southwest.

On the 3 & 4 Aug '02 we were attending The GREAT WEST JAGUAR AND CLASSIC CAR SHOW. We were showing with the Crash Box Club and Classic Car Club along with other local groups.

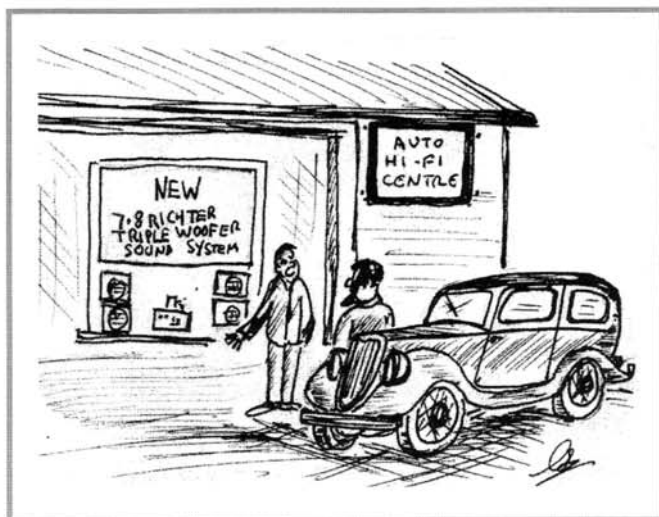
I am pleased to say that Lucy was awarded Best PRE WAR Closed and gained her first trophy. Enclosed photo shows the prize giving line up at Killerton House Devon, a National Trust Venue.

Regards George and Jean Herbert.

A 7Y Joins the Great and Mighty...



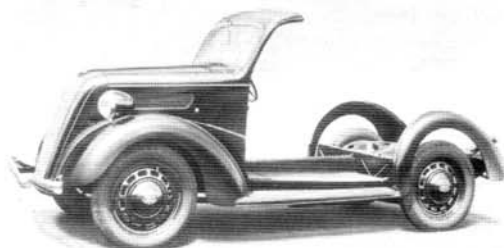
BDP obviously has an 'open door policy' especially when its owner's back is turned - another colour photo on page 17 showing the Killerton House line up!



Kartoon Korner Chris Smith - another gem from his pen!

"I'm sorry sir, It's simply not available in six-volt!"

Santa's 7Y open air sledge?



Pop Shopper

Advice from DVLA: The DVLA may refuse to register vehicles without a vehicle identification number (VIN) and/or engine number and may ask the police to inspect them. Readers are advised to think carefully before purchasing such vehicles.

Pre-War for Sale

1935 Model C Fordor. Believed oldest surviving example of this rare model. Restoration started. Many new parts, including wings and sills. £900. South Lincs. Telephone [REDACTED] E-mail [REDACTED]

Post-War Upright for Sale

1949 E493A Prefect in vgc. Honey Beige. Restored couple years ago. Sadly, garage space now needed. Inspection invited. £2,400. Cambridgeshire. Telephone [REDACTED]

1949 E493A Prefect. Complete vehicle. All welding carried out. Needs full restoration or to be broken for spares. Moving house. £200 ono. Herts. Telephone [REDACTED] E-mail [REDACTED]

1951 493A Prefect. Green. Good original condition. Original log book. Owned 22 years. MOT/Tax. £2,000. Kent. Telephone [REDACTED] E-mail [REDACTED]

1954 103E Popular. Black. In regular use until garaged eight years ago. Minor MOT failure. Buyer to collect. Also, radio, 6V. £500. London. Telephone [REDACTED] E-mail [REDACTED]

1956 103E Popular. Black. Good original condition. Needs some restoration for MOT and to be roadworthy. Owner/SVOC member for last 10 years. Number plate valued £2,000. Offers circa £1,500. Surrey. Telephone [REDACTED] E-mail [REDACTED]

1957 103E Popular Rolling Chassis, including doors, glass, seats, wheels, bumpers, grille, bonnet, inner/outer wings, log book and number plate. £200 ono. York. Telephone [REDACTED]

1959 103E stripped Rolling Chassis with much work done. New A post sections to be fitted. Many spares. Owned 30 years. £350. Sheffield. Telephone [REDACTED] E-mail [REDACTED]

100E/107E for Sale

1956 100E four door de-luxe. Blue. New seats and carpet, plus paintwork. Clean. No rust. 25,000 miles from new. Southend. Telephone [REDACTED] Mobile [REDACTED] E-mail [REDACTED]

1957 100E Prefect. Complete. Some spares. Used daily to June 2002. No MOT. Suitable for breaking. £250 ono. Northampton. Telephone [REDACTED] E-mail [REDACTED]

1957 Squire. Original registration. Family owned since new. Last used 1980 when stored. Ideal restoration project. £700 ono. Cambridgeshire. Telephone [REDACTED] E-mail [REDACTED]

1958 100E Anglia. £750. Colchester. Telephone [REDACTED]

1958 100E Anglia. Non-runner. Garaged 15 years. Complete with exception exhaust. Two dismantled engines. Space needed. No time available for further work. £250 ono. North Hertfordshire. Telephone [REDACTED] after 6 pm. E-mail [REDACTED]

1959 Anglia. White. 80,000 miles. Original condition. Not garaged last two years, hence now needing tlc. Cumbria. Telephone [REDACTED]

1959 100E Escort Estate. Original registration. Good condition. Heater. Tax/MOT September 2003. New parts. Ring for details. Also, parts for conversion to four-speed gearbox. £1,650 ono. Somerset. Telephone [REDACTED]

1959 100E Prefect. Four door. White. 21,000 miles. Present, second, owner 12 years. Original condition from new. Purchase invoice. Tax/MOT. Trial. £2,200. Coventry. Telephone [REDACTED]

1960 107E Prefect. Two-tone Blue. Regular use. MOT July 2003. £1,000 ono. Norfolk. Telephone [REDACTED] E-mail [REDACTED]

1960 107E Prefect. Re-trimmed. Good mechanics. Bodywork required some attention. £300. Also, many spares for sale. Essex. Telephone for details, [REDACTED]

1961 (1960 model) 100E Popular. 38,000 genuine miles. One owner. Kept throughout dry garage. Last ran 1992. Work needed, but eminently restorable. Key documents available. £300. Hampshire/Surrey border. Telephone [REDACTED] E-mail [REDACTED]

1961 Popular. Spares or repair. Includes many additional spares, or for sale separately, gearboxes, blocks, cranks, body panels and other. Sandhurst. Telephone for information, 01344 466799. Mobile [REDACTED] E-mail [REDACTED]

100E Popular. Original. One, family, owner from new. All receipts. Full MOT. Hampshire. Telephone [REDACTED] E-mail [REDACTED]

Special for Sale

Siva. Superb condition. New tyres, original hood. Used weddings and other. MOT June 2003. Offers in excess £2,000. Kent. Telephone [REDACTED]

Commercial for Sale

1956 300E Thames Van. Sound running condition. Unused two years. Some paint needed. Reluctant sale. Sensible offers only please. Midlands. Telephone [REDACTED] Mobile [REDACTED] E-mail [REDACTED]

Publication for Sale

Books, £10 each including carriage. Cassell New Anglia 1953-1959. New Prefect 1953-1958. Popular Upright. Staton Abbey Popular Handbook 1953-1959. The Car Restorers Workshop Companion, new. Cambridgeshire. Telephone [REDACTED]

Genuine Ford factory Repair Manual for 100E and 300E range. 276 pp. Mint condition. £27. Hamlyn Workshop Manual for 100E range. 95 pp. Vgc. £8. Including p&p. Norfolk. Telephone [REDACTED] E-mail [REDACTED]

Wanted

Model Y two-door Running Boards. Bottom front wing to running board Repair Panels. Spare Wheel Well. Teesside. Telephone [REDACTED]

Model 8/10 7Y or 7W Bumpers or Model Y Steel Bumpers. Front and rear required, also brackets to chassis. 7W/Y nearside Door Handle. Early T-bar type, any condition, to be re-chromed. Cambridge. Telephone [REDACTED] Mobile [REDACTED] E-mail [REDACTED]

Front and back Bumpers, also any other spares suitable for rebuild. 1948 E493A Anglia. Wales. Telephone [REDACTED]

Vehicle. 1949-1953 E493A Prefect. Black. With red interior if possible. Enthusiast seeking specimen model in concours/showroom condition. Please send details, history, photograph/s, price and other to Bob Cleary. [REDACTED] Cheshire. [REDACTED] E-mail [REDACTED] All replies acknowledged.

Any parts for 1950 E493A. Malta. Telephone [REDACTED]

Rear Wings, Front/Back Bumpers for 1949 E494. Must be good condition. South Wales. Telephone [REDACTED]

103E Sidevalve Engine and Gearbox, also

Interior. Will travel and buy complete car if necessary. Cash waiting. Central Scotland. Telephone [redacted] E-mail [redacted]

Vehicle. 100E. Preferably two-door, T & Td. Original as possible. On road and running for winter running restoration. No 'sheds' please, but good cars. Cash purchase under £1,000. South-East. Telephone [redacted] E-mail [redacted]

Aluminium Pedal Carrier Bracket for 100E. Part, or information re source of supply. Cheshire. Telephone Bob, [redacted] (evenings).

Vehicle. Prefect. Four-door. For spares to assist with restoration of 1954 100E Prefect de-luxe. Any help most welcome. Newcastle-upon-Tyne. Telephone [redacted] Mobile [redacted]

Cab and spares, good/reasonable condition, for 1953 Pick-up. South-East Ireland. Telephone [redacted] Mobile 00 [redacted]

Spares for Sale

1937 Model Y Engine/Gearbox and other, including some brake parts. All low cost. Teesside. Telephone [redacted] E-mail [redacted]

Model Y Front Axle with wheels. Mechanically sound. Regularly, but little used with folding caravan over last 50 years. £25 ono. Cheshire. Telephone [redacted] E-mail [redacted]

Y-type Radiator Cowel. Some slats missing. Free to person collecting. Many other Y-type, also 'Pop' parts. Wokingham. Telephone [redacted] E-mail [redacted]

Model Y short Radiator Grille, new. Engines, 8/10 HP. 103E R/H Door Glass and channel. L/H Window Regulator. Some glass. Suffolk. Telephone [redacted]

Headlinings for Sidevalves. Correct fabrics. Model Y Tudor £120, E93A £115, 103E £105. Norfolk. Telephone [redacted] E-mail [redacted]

Large quantity E93A spares. No body parts. Preference for selling as single lot. Colchester. Telephone/Fax [redacted] E-mail [redacted]

Parts for Uprights. All types, many scarce. Also tools, literature, technical advice or just a chat. South London. Telephone [redacted]

For E493A. Full set front and rear Bakelite Door Trim. Excellent condition. £40. Set four Doors. Good condition, surface rust

only, no rot. £60. Grille Shell. £10.

Peterborough. Telephone [redacted]
Mobile [redacted] E-mail [redacted]

Many E493A parts surplus to previous restoration projects. Many body panels, gearboxes and other. Regret, no bumpers. Cambridgeshire. Telephone [redacted]

103E front Axle Hubs and Wishbone complete. Fuel Tank. Rear Axle. All low cost. Possibility of 'no charge' to caring enthusiast. Hertfordshire. Telephone [redacted] E-mail [redacted]

Fully tuned 100E Engine, with much money spent. Worth telephoning Ian Rooke on [redacted]

Wooler Remote Gear Change, three-speed plus reverse. Believed Ford 100E. Four bolt fixing. £50 ono. London, south east. Telephone [redacted] E-mail [redacted]

Over 200 different parts and spares for 100E/107E Popular/Prefect. Some still boxed. Bedfordshire. Telephone [redacted] Mobile [redacted]

1959 107E Prefect. Dismantled for spares. Rust-free Wings and Front Panel, Gearbox, Rear Axle. Many other parts. Northants. Telephone [redacted]

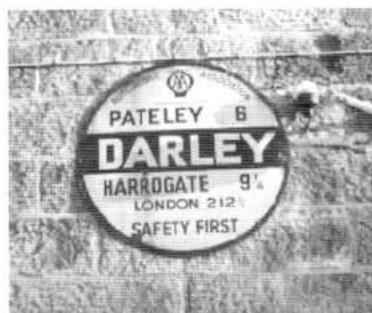
Anglia/Prefect Engine. Set up as power unit. New rings, but not yet running. \$100. Belleville, between TO and Ottawa. Telephone [redacted] E-mail [redacted]

Aquaplane 10 HP, Cylinder Head, Exhaust, Inlet Manifolds with twin Solex (new jets). Also, professional IFS Axle with split A-Frame. £275. Gloucestershire. Telephone [redacted]

Deadline for Next Issue
10 January 2003
(E-mails 9 January)

Anglia, Prefect and Popular Register

Andy Main



Whilst on holiday in Yorkshire I noticed the occasional old style road sign. I assume that during the change over to the current style which have been around for many years now, the workman must have run out of that particular sign, or perhaps run out of time with the intention of returning another day to complete the change over? Across the road from our B&B was this enamel AA mileage sign now re-sighted higher up the building wall to avoid collectors and vandals.

When our vehicles were new owners would have

passed this and other roadside furniture as everyday motoring, now classified as historic or heritage, and now mostly found in motor museum displays.

Later in the summer whilst driving along the A591 between Grasmere and Keswick I passed an AA wooden telephone sentry box, one of the smaller type introduced in 1947. Later the RAC introduced them and after the war the AA and RAC had a reciprocal arrangement with a common key. Since then the AA have announced that due to use of mobile phones and the cost of providing roadside phones, the vast majority being post type, similar to motorway hard shoulder phones, the facility would cease. None of the original Super Telephone Boxes survive, and only eight of the smaller 1947 design is listed buildings. The remaining other ones I expect will appear in museums plus the odd post type. I cannot remember seeing a RAC box for a number of years, apart from in museums, do any exist roadside?

When the day comes when no vehicle can exceed the speed limit due to roadside transponders adjusting the vehicle engine management system and controlled by satellite, the Gatso speed camera will become outdated too. Will they remain in situ as reminder (listed) of when drivers had control over what speed they chose to drive at or join other likewise historic, heritage roadside furniture in museums?

This year we celebrated the Queen's Golden Jubilee with many various events and a number of buses appeared in special gold liveries throughout the country. In London the London Transport Museum painted their 1950s RT 4712 in a brighter shade of gold, and it

Continued on page 27...

Sidevalve

News



Sidevalve News is published bi-monthly on the fifteenth of the month, commencing February.

Return this form to:

FRED FIELDER
EDITOR, SIDEVALVE NEWS



DO NOT TELEPHONE THE EDITOR

Classified advertisements appear at the editor's discretion, and are subject to submission to the editor by the tenth of the month preceding publication. **This is a free service** for both members and non-members, although an individual may not normally have more than two advertisements in any one issue.

Please complete this form in BLOCK CAPITALS, and include your area and phone number.

The FSOC's status as a mutual trading company precludes the acceptance of paid advertising from third parties who are not fully paid-up FSOC members.

Trade advertisements from members whose income derives in whole or part from the sale of spares or vehicles must be pre-paid, at £5 for each 28 word insertion. Please make cheques payable to 'Ford Sidevalve Owners' Club Limited'.

Advertisements must be with the Editor by first post on the 10th of the month preceding publication.

If Vehicle For Sale or Wanted
eg. 1961 100E

Prefect

Year	Model No.	Model Type				
				Area	STD Code	Phone

PLEASE INDICATE HEADING:

e-mail address _____

☐ Pre-War

☐ Post-War Upright

☐ 100E/107E

☐ Special

☐ Spares

☐ Wanted

☐ Miscellaneous

☐ Other (Please state):

Name

Address

FSOC Membership No.

You may photocopy this page if you wish.



Photo 2 (Another colour photo on page 16)

worked various bus routes from a number of garages. This time next year we celebrate the Golden Jubilee of the introduction of the last upright sidevalve model, the 103E Popular. Whilst this will not receive the same sort of celebrations as experienced this year, will we see a "gold" Popular on the show/rally scene or will Dave Turner produce one for his model collection?

I have made it a tradition to use the December edition to feature overseas member's vehicles that have joined the register during the year. This year has been the lowest with only one and no photograph was enclosed. After last years edition went to print I received the following.

SRJ LANKA POPULAR

Mr. Lankananda Dela Bandara is the owner of this 1955 built and 3rd May 1956 registered 103E Popular. (Photo 2 above).

The first owner was Mr. Veluthakkal Nair, afterwards being transferred to Mrs. Viswantha Nair. Mr. Ramakrishnan who was the Chief Accountant of Ford Motor Company in Ceylon at the time became the third owner. On 11th June 1973 Lankanandas father purchased it from the Ford Motor Company, Colombo, and gave it to him so as to learn to drive.

Lankananda has since undertaken repairs to the original engine, which has included fitting bearings from an Austin 8! The Popular is in regular use and standing beside it is the future owner Master Ashmika Wasitha Guruluwana. Ashmika is holding up a copy of Sidevalve News, which features Brian Alfords 103E Popular Utility in Australia.

From another Continent I would like to thank Elaine Jones from the USA for her continued supply of gems during the year.

2002 PROJECTS, WAITING, UNDERWAY, COMPLETE.

Featured are three vehicles, which have joined the register this year, which between them have been stored for 84 years.

With the continued need for younger enthusiasts for our type of classic vehicles its good to know that sidevalve interest is at the forefront in the Pardy family. Whilst Rod assisted by his wife Carole deal with membership matters and enjoy classic motoring too, son Justin has added to the fleet.

Justin purchased his blue Fordson 5cwt van (Photo 3) in January from Exeter, following it being advertised in a hot rod magazine, the owner could not bring himself to hot rod it. First registered on 7th May 1949 in Plymouth where it stayed for many years. The last MOT was on 4th November 1970 when owned by a farmer, then stored in a barn for 30 years and covered in tractor oil. Justin will restore the van when his other projects are finished. I am sure Justin will keep us informed as the



Photo 3

restoration progresses.

Glyn Daniel from Llanelli, Carmarthenshire purchased his E494A Anglia in August following long-term storage. FBX 110 was first registered in Carmarthenshire in 1949. Owned by a District Nurse in the 1960's it was sold to Mr. S Donoghue, Glyn's Solicitor who garaged it for the last 27 years. Now under restoration the bolted panels have been removed as illustrated, and the engine has now been reconditioned.

Brian Spencer from Colchester, Essex purchased his light blue 103E Popular (Page 32 Photos 1 & 2) back in February 1998, after it was stored in a barn in Sudbury, Suffolk since 1971. Belonging to a friend, Brian having always liked Pops purchased it for £150, it was complete apart from the engine, which was in the boot, which Brian thought was not its original location!

Brian has carried out a full body off restoration, panels have been repaired, mechanical items checked and replaced as necessary. The interior is still original with some small repairs, but new headlining and rubber seals. Did you keep the flower power dash? Brian needed to complete the restoration by May, as his future wife would arrive at their wedding in it, which Brian subsequently confirmed had happened, and enclosed the featured photograph, on completion of many hours of work. Did you go away in it for the honeymoon?

613 FMC is only vehicle on the register with these initials (Ford Motor Company). The MC series was a Middlesex County Council index mark. The FMC combination was first issued in November 1936, therefore too early for vehicles on this register, and issued in reverse in June 1955. The FMC combination has been issued since but would be too modern for our vehicles.

Don Orchard from Stalbridge, Dorset purchased his Grey 103E Popular in June 2001, having saved it from scrap. From the photographs supplied the chassis and other internal metal work is very heavily rusted (Photo 5). The bottom n/s 'A' doorpost is in need of new sections and I would think that new wooden flooring is needed too. Don hopes to have it on the road in 2003, so little rest this winter for you.

2001 PROJECT, UNDERWAY

When purchased it carried a club sticker in the windscreen, however 597 UMG was unknown to the register until November 2001, whoever the previous club owner was, and when a member is unknown.

Stuart Knox from York has written to me as he has decided to buy a 103E Popular. Stuart's family once owned one and wondered if 579 BUA has survived, as he would love to buy their old one back. Whilst investigating this vehicle the BUA index mark is a Leeds issue from March 1962? The last 103E Populars were built in 1959, so either it laid around for three years before being sold, imported back into the country, or it was in fact a 100E?

IS IT AT THE BOTTOM OF YOUR GARDEN?

579 BUA is unknown to this register, but do you survive even as a 100E? (I am unable to investigate this further due to the short time left before editor deadline and I am not on e-mail.)

The DVLA appear to be making it more difficult to re-claim an original registration mark if you don't have an original logbook,

DVLA

Continued on next page...



Photo 4



Photo 5

Continued from previous page...

certified registration office copy or signed statement from previous owners. It may be to combat fraud, but recent experience to support a claim with other evidence has been returned now as not sufficient evidence. If you are restoring a vehicle without the above evidence, you may only be able to obtain a non-transferable age related registration.

As I type this in early November, the shops are full of fancy

wrapping, inflated price Christmas gifts, television adverts are full of CDs with whoever's greatest hits, and shoppers are stocking up with supplies as if shops are closing forever. If Santa doesn't deliver to you that wanted manual, exhaust system or whatever your sidevalve needs, you always know that club regalia, and spares are good value as prices include postage and packing.

Whatever you do at Christmas and however you celebrate it, I hope you have an enjoyable time and a happy New Year too.

Specials Register

Robert Daniels



Photo 1

The post bag and email inbox has brought in some interesting letters and photos this month with cars from across most of the range catered for by the register. Thanks to all who have been in touch and keep them coming.

Next year will be the 50th anniversary of the formation of the 1172cc racing formula and the 750 MC are going to celebrate it in style at Silverstone on the 23-24 August 2003. They are having a display in the McLaren garage and also a larger display in the paddock, plus a track demonstration at around 11.00am on the Sunday. All 1172cc powered sports and racing cars are invited plus anyone who was connected with the 1172 formula through the 50s & 60s. So the chance to take your car around the track at Silverstone is a good a reason as any to make a serious attempt to finish the restoration of your pride and joy. Can anybody who is interested in taking part please contact me and I will pass on the names to the organiser.

Photo 1 (above left) This picture was taken at Silverstone in 1960 and shows John Moore in the Warwick, followed by Gordon Rae in the RAE and John Lancaster No. 38.

One item from the last edition of SV News. In Ivan's Pre War column he featured the photo of a Model Y Woody asking the question of what happened to it. Well the remains of it are still in the possession of the same owner, John Porter. The shooting brake body was written off many years ago, but the chassis will soon be back on the road again beneath this very rare Nickri Spyder bodysell (Photo 2 top right). No more sedate driving speeds for the chairman.

Talking of Siva's, which we nearly were; David Montgomery emailed with news that he had spotted one in a farm building. He has put a note and a membership form through the letterbox of the nearest house and kindly sent me a few pictures. If a club member owns or knows who owns this Edwardian could they

please let me know. Photo 3 is shown in colour on page 32 and Photo 4 below



Photo 4

Mr. R. Garrard from Dagenham, has also sent me pictures of his Siva Edwardian. He has owned it since August and although it had been off the road for a year, it passed its MOT first time after a thorough clean and polish. He has registered it with a couple of film companies and is looking forward to taking it to the classic shows next year (Photo 5 below).

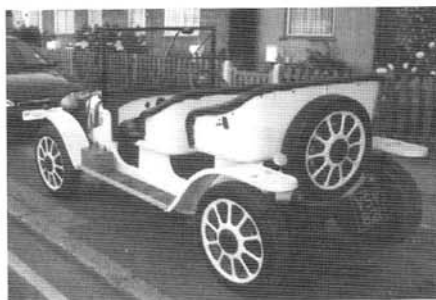


Photo 5

Ken Green has been campaigning his trusty Mk5 Buckler over the summer and here is his account of his latest trial.

'Hi.
Just got back from the Edinburgh Trial.



Photo 2

Three Bucklers - one Mk6 and two Mk5 cars all 1172 Sidevalve powered -started and all three finished. Brian Malin / David Malin in BLY 618 and myself with Mark Smith in DFB 140 were "clear" and Gary Booth / Roger Hill in the Mk6 JVS 347 failed one hill when the clutch slipped. They fixed that and they cleared everything else.

All the cars suffered various problems on the event, but the crews with the tools fixed these and spares carried on the vehicles. This is in the true spirit of the MCC Trials, where no service crews or outside assistance is allowed - unlike modern rallies where the cars seem to have a total rebuild at the end of every stage!

We started at 01-00 Saturday morning and finished at 18-00, I drove the Buckler home afterwards getting in at 20-00 about 300 miles in all. It is a nice way to celebrate DFB 140s 50th Birthday 1952 - 2002.

It was not too cold, down to 5c during the night and 15c in the day, it was however very "Damp" with a heavy wet mist all day but we did the whole event without putting up the hood!

The Photo (Photo 6), at the top of the next page, is a picture of my Buckler Mk5 DFB 140 in the re-start at Calton Hill he got away OK and was clean for the whole trial. The intrepid passenger is Mark Smith who's claim to fame is that he can go to sleep in the Buckler whilst being driven at 50 M.P.H. in the rain with the hood down!

There were also several Pops and a 100E on the event as well

Cheers
Ken'

Eric Martin worked for Bill Woodhouse and Tony Bullen as works manager at Tornado Cars during the specials era and to Eric's