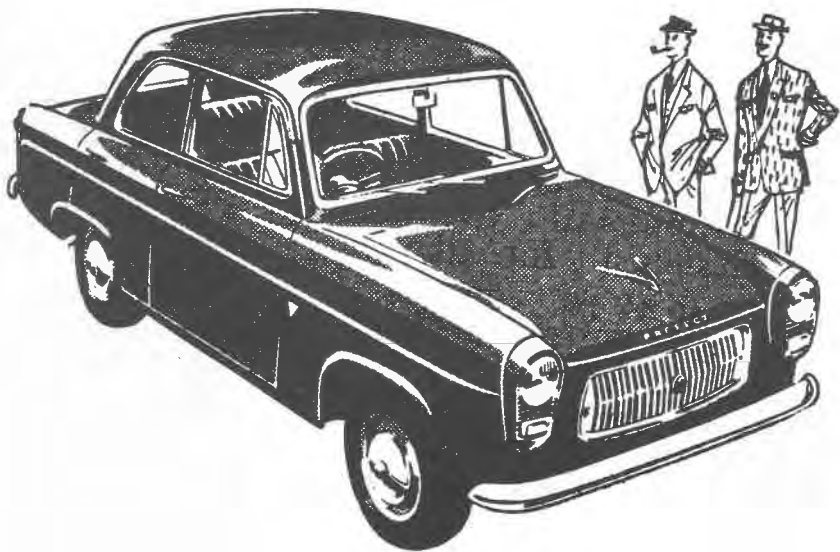


FORD SIDEVALVE OWNERS CLUB

(inc. Ford 100E Owners Club)



CLUB

NEWS

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"CLUB NEWS" - APRIL 1979

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EDITORIAL

Such is life! - whenever something important is to be done, 101 other things crop up which delay the completing of the original job. This is certainly true in 'Club News' - land, especially this month. First of all my wife was taken into hospital rather unexpectedly for a few days, and then my company decided to send me to America for a week (not the sort of trip one turns down in a hurry!). The point of me telling you this is that these created havoc with my preparations for this magazine. I am therefore very grateful to Mike Dawes for stepping in and putting the whole thing together for me. I am also very pleased that Ian Rendle has agreed to assist me with the depatch of the publication, which should go a long way to speeding up the whole operation. If anyone else is feeling keen and would like to help the Club, then the Committee would be very pleased to hear from you. Have a good summer.

A handwritten signature in dark ink, appearing to be 'John', written in a cursive style with a long, sweeping underline.

A.G.M.REPORT - 31st March 1979

Only 21 members came to the meeting this year. The Chairman (Paul Romano) made a review of the year's activities, and this was followed by a discussion of the accounts which were duly approved. Dave Watson then gave his final report as membership secretary. A vote of thanks was recorded for all his hard work on the Committee. Steve Waldenberg gave a report on the activities of the Northern Region.

The Committee for 1979/80 was elected in accordance with the nominations on the agenda. This meant that at the moment we do not have a General Secretary. The work is currently being spread amongst other members of the Committee, though it does show that we still need members to come forward and help with the running of the Club.

It was agreed at the meeting that details of the committee meetings should be reported in each Club News/Sidevalve. The 1980 AGM was discussed and details of the provisional arrangements are included elsewhere in this issue. The question of new legislation affecting our vehicles was discussed; nothing currently planned will prevent or restrict our use of Sidevalves, though the Committee is keeping a check on planned legislation all the time.

1980, 10 years of the Ford Sidevalve Owners Club (Inc. Ford 100E O/C). To mark this occasion we are planning a weekend gathering next May in the Peak District. Thoughts are for our AGM to be held the Saturday afternoon, followed by a civic reception, dinner & dance in a large hotel in Matlock. A block booking is envisaged so that members can stay overnight in the same hotel. Facilities will be made for children to be entertained during dinner. On the Sunday after a leisurely morning there will be a scenic drive to Crich Tramway museum - with a concours event for good measure. Further details in June Sidevalve with an idea on costs. Members living locally who would be able to help as marshalls etc. should please contact Steve Waldenberg. (In the meantime it will be necessary to change our Rules for the AGM to take place after 31st March; it is intended that this will be done at one of the Sidevalve Days this year)

COMMITTEE NEWS

Following Dave's retirement (sorry Dave that makes you sound old!) Karen Waddington is now our Membership Secretary. Any correspondence concerning membership should now please be sent to her at [REDACTED]

Mark Jackson, [REDACTED] is now dealing with 100E spares + 107E and 300E. He's planning to get suspension top plates (part E516-AR-1 & E517-AR-1) made up, but needs an order of 200 pairs to make it worthwhile. The cost should be around £12 per pair. Price for the filler panel (part E55-AR-1 & E56-AR-1) will be around £6 per pair. In addition he's also looking at inner rear wing panels and the possibility of sections to replace the usual rusted areas at the bottom of the front wings. If you're interested in any of these, or want us to obtain quotes on any other body sections please contact Mark. (SAE please).

One item agreed at the AGM was the purchase of a Club vehicle. We now have an ex-army E83W Utilicon; it's in a reasonable condition but needs a paint job and the steering box is worn. Members in the Leeds area are restoring it and if you live in the area and want to join in contact Steve Waldenberg. A progress report should be appearing in the next issue. When the work is complete it is intended to use the vehicle for rallies and general Club publicity.

Mike Dawes, [REDACTED] now has in stock E93A - 103E etc. Workshop Manuals at £8.50 (incl. post); sorry the price has gone up, but printing's expensive these days. He also has 100E Tuning Books at £1.75 (plus 11p post) and metal lapel badges at 75p (plus SAE).

The next Committee meeting will be held on 11th May at Mike Dawes' home; please contact him if there's anything you want discussed - or if you want to come along.

Enclosed with this issue are some cards giving details about us. Please put them under the wipers of any Sidevalves you see that don't belong to members. Further supplies can be obtained from Karen Waddington. Also, if you want any publicity material for local newspapers etc. please let us know.

THE ANSWERS:-

from Dave Watson.

In the last edition of Club News I wrote a few lines asking questions which I've been asked and unable to answer. Thanks to Dave Turner and Dave Bridgland for their information, here are the answers to my queries:

1. The short chrome strips along the front wings of early 100Es. The side decoration on 100Es and its proliferation over the years is quite a study in itself! The pictures published in October 1953 on the announcement of the car, were 3 Pre-production cars; Anglia NXF 597, Prefect VVW 458 and Prefect NXF 598. These had the short chrome strips on the front of the front wings. As far as I know none of these cars are in the Club. Does anyone know of their whereabouts? You will have noticed that the MK1 Consul/Zephyr range also have a heavy chrome strip at this point and the 100E was no doubt intended to fall into this pattern. At the same time the same cars were also seen with the chrome strip moved rearwards to just in front of the front edge of the front door, still on the wing panel. Still in October 1953; the first production models appeared and of course these had the Ford Motor Co. badge in the same position as the latter, evidently it was decided it looked better with an embellishment just before the doors, as it broke the large expanse of side panels up, (Anglia XEV 858 is an example). In October 1954 the front and rear windows were given chrome surrounds on the Anglia (the Prefect had them to start with). In October 1955 the De-Luxe versions came out, and these had the full length chrome strips. The basic ones had none. The 'Ford Motor Co.' badge was on them all, up to chassis no. 433498 (Anglia) and 449407 (Prefect) when the triangular badge was fitted along with the modified grille (Anglia) larger rear window (Both) and modified rear lamps (Both). All this happened in October 1957.

2. The 103E Popular/E494A Anglia rear lights. When the 103E Popular was introduced in October 1953 it only had the one rear light above the number plate, just as the E494A had all its production run. In 1954 it became law to have twin rear lights within certain specific positions in relation to the sides of the vehicle. i.e. one on each rear wing. Therefore owners of the early 103E Pops. had to

fit lamps to comply with the law. As can be imagined, most of the lamps fitted would have been Ford kits, but some people no doubt had odd lamps in their possession so fitted these. The correct rear lamps for the 103E is the all plastic square type, although some, from 1954 possibly has glass domed lamps fitted from new. Of course no upright Fords had flashing trafficators as new, you either had idiot sticks (semaphore arms) or you used hand signals.

3. as above.

4. The air louvre/trap door on the sides of 103E/E494A models. The air louvre disappeared on the change over from E04A to E494A in October 1948, chassis no. Y369250. When the 103E Popular was introduced in October 1953 this had the trap door. Somewhere along the 103Es run it changed back to the air louvre, possibly about 1957. Then after a year or so back again to the trap door - most confusing!

5. According to most people I've spoken to about the 103E chrome bumpers/hub caps, they say that no 103Es had the chrome finish, they were all painted silver. All 103Es with chrome bumpers and hub caps have been taken from old/scrap E494A/E493As. I must admit I find this hard to believe as there are so many about with the chrome finish. Has anyone anymore information on this ?

Thanks again to the two Daves for helping answer my quiries, also to any other Members I've left out. Lastly, does anyone know the whereabouts of the following 100Es: 100E Prefect chassis no 49360 NUK 268. 100E Prefect 58081 LAK 35. 100E Prefect de-luxe YMA 224 312666. 100E Anglia UWW 447 483666. 107E Prefect 1954 BT 105E97776. These cars have belonged to Dave Turner and if you know anything of their history, drop him a line at: [REDACTED]

[REDACTED] He'll be more than pleased to hear from you!

AREA NEWS - What's happening in the Club around the country
***** and overseas

More and more members are beginning to organise meetings and events in their own areas; none of these can survive without the support of local members, so if there's a group in your area why not join in? If nobody is doing anything in your part then it's time to get started - contact John Renouf or Steve Waldenberg with details of a suitable venue for publication in the next issue.

LEEDS AREA (Steve Waldenberg, [REDACTED])
In addition to restoring the Club van, the group also has lined up a number of events. To start with there's Bob Chesterman's gathering at the BARC Hill Climb at Harewood on 13th May. Then on 17th June there's a social at Otley Market Square from 11am. Details of the One-Make rally at Donnington on August 11/12th are included on the separate events sheet, but members interested in travelling there in convoy from Leeds can do so. September 9th is of course the Northern Sidevalve Day - more details to follow.

TWICKENHAM AREA (Mike Dawes, [REDACTED])
Molesey)
We meet at the 'Popes Grotto', Twickenham on the second Thursday of each month from 8pm onwards. All members are welcome for an informal pint and chat; the group's growing but we still need more people. By the time this issue is published we will have visited the Steam Pumping Station at Kew and further trips are being planned. We intend to have a combined meeting with the East Sussex group in the near future.

EAST SUSSEX AREA (John Norris, [REDACTED])
[REDACTED]
We have been in existence since last October. At present we're quite a small group, all of us being quite new to the Club. The March group meeting was held as usual at the White Hart pub at Catsfield. We had a first class turnout including one member who came all the way from Worthing. Quite a number of spares changed hands plus a lot of advice from an engineer brought along by our member, Ann. Well done Ann.

The following would like to start meetings in their own areas; any members interested in taking part should please contact them:

BRISTOL AREA

Dave Mockford, [REDACTED]

TAUNTON AREA

Steve Trott, [REDACTED]

EDINBURGH AREA

Norrie Maver, [REDACTED]

OVERSEAS NEWS - Despite being faced with competition from an
***** Anglia and Prefect Club in Sydney, our
AUSTRALIAN BRANCH really seems to be progressing well. The
first Australian News Letter was produced in February by
Gordon Cowley [REDACTED] An annual Ford Day
- their first - took place in Adelaide in March, and hopefully
a report will appear in the next issue.
Meanwhile any members in Australia who are not yet in contact
with Gordon should please contact him.

EVENTS: Enclosed with this issue is a list of events for which
we have received details. Please let us know if there's any
interesting events in your area which we have missed out so
that they can be included in the next issue.
In particular we should mention the Mk.II Consul/Zephyr/Zodiac
Club's Day at Knoxbridge Inn, Frittenden (1 mile south of
Staplehurst), Kent, on 8th July. They have invited us as well
as the Mk.I's and the Metropolitans for a concours, inter-club
knockout (no driving competitions) etc. Entry is 40p. each.
Paul Romano ([REDACTED])
is still collecting names of people interested in going to Ford
at Dagenham. To see the plant working (we hope!) it will be
necessary to make the trip on a weekday; probably a Monday.

SPARES ETC.

We have been recommended Northallerton Tyre & Battery Co, of 55 High St, Northallerton for gaskets etc for early cars (contact Ken Blake, Director - [REDACTED]) Also recommended is T.J.Davies, [REDACTED] for 103E kingpin bushes etc. off the shelf at £8 per set.

Bruce Palmer [REDACTED] has recently bought a tailor-made car cover for his 103E. He says it's of better quality than the usual 'plastic mac' affair. We should be able to get a discount on the basic price of £35 if more than ten are ordered; contact Bruce if you're interested.

Members with 103Es may like to have 1:43 scale models of their cars. A company has just started manufacturing these (though all their adverts describe it as a Popular E93A), retailing at £7.95 (kit) or £14.49 (made up). On an order of 50 or more we can get a discount, so if you're interested contact Mike Dawes for further details.

Member Kevin Gildert has written in to say that all his tools were stolen from his car. The insured value was £70 though when he came to replace the individual items the cost was much greater. Most times it's not necessary to carry a full kit around, but if you have to make sure it's covered by insurance at the current replacement cost. It's also worthwhile to keep a full list of the tools at home.

Steve Waldenberg has quantities of Club spares for E93A/103E types; the king pin sets for 93A types should now be available together with 100E clutch & pressure plates. He has rotor arms & CB points for £1 each and plenty of gasket sets. Can't get Silentbloc bushes for 93A types - anybody any ideas? 100E brake cylinders still obtainable, but getting harder; suggest members get a spare set into stock now. Also some V8 Pilot valves, springs & guides £12 the lot.

John Russell, [REDACTED] has in stock various parts for 'Y' models - contact him if you need bits or information.

If you know of any suppliers in your area of parts for our vehicles, or can recommend any garage or person to work on Sidevalves please let us know. Our Spares Secretaries have a difficult job in trying to get parts for members - if you can please help to make life easier for them by sharing information lets hear from you.

FOR SALE: Model 'Y' radiator, top & bottom caps missing, reasonable condition, £10. A. Brown, [REDACTED]

weekdays - ask for Andy in Chauffers' Room.

FOR SALE: 'Y' engine & gearbox. M. Littlewood, [REDACTED]

FOR SALE: 107E rear axle, with or without 3.7 diff. 107E propshaft. 2 4½J welded steel 100E wheels, one with tyre. 2 155x13 steel radials with fair tread left, on 100E wheels. 100E gearbox. 100E handbrake cable, complete, used but good. Offers. Buyer collects.

WANTED: 100E bonnet & boot. T. Methven. [REDACTED]

WANTED: Original valve radio and antenna for '59 103E, and any other original accessories ie. heater second window wiper, tools etc. J.G. Law, [REDACTED]

FOR SALE: 1961 Popular 100E. 59600 miles on original engine, but recently honed & new pistons fitted. Bodywork exceptional for year. New exhaust & starter MoT Dec '79. All reasonable offers considered. M.W.A. Green, [REDACTED]

WANTED: Spares as follows for 1936 Model 'Y' 8hp: 6v horn, front windscreen frame, speedo chrome bezel, pair exterior door handles, ign/light switch, choke cable. J.C. Poyzer, [REDACTED]

WANTED: 103E Popular side-screen holders with or without glass, also internal sun visors. Will collect. Contact Ian on [REDACTED]

FOR SALE OR EXCHANGE: E93A brake cables, some nearly new, c1960 Escort fuel tank, fully overhauled by Serk, new ring gear for 'Y' or '8'. Will exchange for 1937 Austin 7 or 1935 Morris 8 parts. J. Gardner, [REDACTED]

FOR SALE: 1963 (B) Consul Capri, red, no tax or MoT but no problem in getting it through. Body v. good except for one or two isolated spots. Engine needs another head, one may be supplied. A good example of rare Classic/Capri series, which puts most others on the road to shame even without any work. An easy restoration project for £350 ono. Write to

[REDACTED]

FOR SALE: 100E spares:- gearbox, £5; heater £4; fuel tank, £4; radiator, £5; winscreen, £5; etc. For 107E - starter motor, generator, fuel pump, distributor, etc. Send SAE for complete list. J. Skinner, [REDACTED]

[REDACTED]

FOR SALE: Used '39 Prefect dash board, complete with gauges, knobs and cables, 4 unused '39 Pref. brake linings, two used painted headlamps approx. 6" dia - one curved glas, the other flat glass. Used Consul Mk1 waterpump with fan blade & pulley. One '28-32 14.9hp 4-cyl Ford Gasket. All offers to N. Bugess, [REDACTED]

WANTED: Any spares (or information of whereabouts), literature etc for Humber Super Snipe Mk IV, made between Dec '52 - '57. Replies to N. Burgess, [REDACTED]

FOR SALE: 1961 100E Popular d/1. Grey with red interior. Low mileage, taxed & MoT'd. Good runner, good condition. Reg no 56 KCU. £100 Mrs. Jones, [REDACTED]

FOR SALE; 1956 Squire. All original except front seats. Runs well, some rust, no MoT. Offers around £200. R. Malone, [REDACTED]

[REDACTED]

FOR SALE: 1962 (one of the last) 100E Popular. 1 owner til last year. 30000 miles, genuine. All rust eradicated professionally, therefore immaculate. £600. Phil Stiller, [REDACTED]

[REDACTED]

FOR SALE: E493A Prefect spares:- 2x 6V dynamos, one recon'd, £5 pair. Grill, vgc, £10, bonnet £5. M. Herd, [REDACTED]

WANTED: 6v radio for sidevalve, in working order. M. McPhun, [REDACTED]

FOR SALE: 1963 Popular, immaculate, fitted brake servo..No tax or MoT, not running. 25000 miles. Brake valve compensator, electronic ignition, new brake system, lt. wt. flywheel, balanced crank, shot rods, Aquaplane head, 100E supercharger (needs overhaul), gas-flowed block. Body as new, 4-speed box, needs work on engine. £400 without engine or offers complete. D.A. Pugh, [REDACTED]

WANTED: Shock absorbers for 1935 Model 'Y', also luggage rack. P.R. Kitching, [REDACTED]

WANTED: Running boards for E493A, also bonnet catch. J. Noordermeer, [REDACTED]

FOR SALE: 1959 Popular, Monza red, reg.no. 350 LTD. All original, excellent condition. 12 months MoT. Enquiries: Miss C. Travis, [REDACTED]

FOR DISPOSAL: 100E Prefect body shell in good condition, complete with all doors, bonnet & front panel, all interior upholstery in two-tone green (seats nearly mint condition), headlining, all door windows & rear window. Minus both front wings and all mechanical & electrical items. Any offers? Will deliver on trailer within reasonable distance of London for price of petrol. Ideal for someone with rough bodyshell to transfer all their running gear onto. R.F. Fowler, [REDACTED]

FOR SALE: 1958 Anglia 100E. MoT. Stored for 3yrs. Metal plates over rust areas. Flat battery. £170 spent on car. £200. Mrs. Montifiore, [REDACTED]

FOR SALE: 100E parts:- Willment OHIV conversion complete with new carbs, valves, valve springs, valve guides, cam. Also 4-branch exhaust, Aquaplane cylinder head, twin SU carbs, 4-branch exhaust, Aquaplane oil cooler complete, full flow type. Wooler remote control gear lever 21½" extension. Good cylinder block + set of shelled rods. Wood rim steering wheel. Koni steering stabiliser kit. Rear lowering kit.

103E parts:- Wade supercharger to fit 10hp Ford, dismantled, new bearings, rotors & pulleys. Aquaplane twin carb manifold & Zenith carbs (tatty). Front axle beam with drums & brake plates. Propshaft & tube. Few gearbox odds & ends.

107E front pipe & silencer (new). Pair of light grey reclining seats, origin unknown.

Offers to Dave Arkley. [REDACTED]

FOR SALE: 1955 Popular. Black, engine free, good brakes. Body fairly sound, wings like new. Would make a lovely car with a little time spent on it. £230, no offers. ALSO:

New Wipac wiper motors for various models inc. vans £5 each. Good Pop rad. shell £8. Some wheels, car & van sizes. Neil Stronach. [REDACTED]

FOR SALE: 1951 Anglia. Excellent black body, engine in good working order. Heater & radio. MoT May '79. Collectors item. Viewing welcome. £550 ono. Many spares included. Mrs. D. Pilkington, [REDACTED]

WANTED: Aquaplane alloy super head for 1172cc S/V, also Aquaplane inlet manifold for same. D. Manning [REDACTED]

WANTED: Squire estate. Engine & mechanics unimportant but body preferred good and towable. G. Dixon, [REDACTED]



