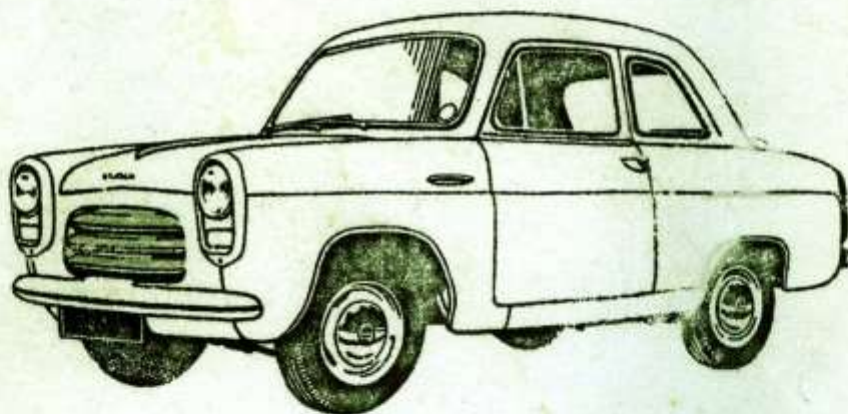


# **SIDE VALVE**



**The Magazine of the**

**FORD 100E OWNERS**

**CLUB**

**price 5p**  
TO NON-MEMBERS

Ford 100E Owners' Club

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IN THIS ISSUE:-

Editorial	2
Thoughts of Chairman Roger	3
Exhausting Legalities	4
Sacrilegious Pop	6
Subject : Sidevalves	8
Elite 100E's	10
Technical Teasers	13
Letters to- the Editor	14
The 100E That Made it Back II	20
In the Next Issue	22
CLASSIFIED ADS	15

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to anyone else who turned up

HON PRESIDENT : Bill Cooper -

HON VICE-PRESIDENTS: Tony Bostock  
Tony Spalding

Why a 100E? For some of us because they're reliable little workhorses; for others because they're likeable (loveable?) little cars; for many because they're cheap to buy and comparatively cheap to run. Whatever the reason, it's good that so many people are 100E owners.

But a disturbing facet of 100E ownership amongst certain people is that they dispose of their faithful flathead and replace it with Something Else (usually a Spridget). This is presumably because they have won a premium bond draw, or that Aunt Edna has remembered them in her will. It's disturbing because the money could be better spent.

How? By improving what's there already. Glassfibre wings to replace those grotting ones; a new carpet; a respray ....; all will add value and interest to the car. And make no mistake about it; a really outstanding 100E attracts much more interest than an common or garden Spridget.

Moral : keep it. IT WILL BE VALUABLE IN A FEW YEARS' TIME. And that's more than can be said about a lot of cars. I'd like to put on record my gratitude to Liz Goldsmith who typed a fair proportion of the stencils for this issue. Her help has been invaluable (long may it continue!) and your Editor's fingers are feeling considerably less sore than usual.

Roger

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#### ANNUAL GENERAL MEETING

If you haven't already thrown the enclosed bits of paper away, you will see that the second Annual General Meeting of the Club will be held on Saturday 18 March 1972 at 6.15pm at the Price of Wales public house, Hampton Road, Twickenham. THIS is your chance to have a say in running the Club; and we hope that as many of you will turn up as possible. Members may bring one guest with them (though paid-up Members only may participate in the proceedings); but the Club reserves the right to exclude non-members should there be insufficient room for Members.

To add to the attraction Kev Saradjian's long-awaited film THE LIFE AND SOUL OF THE 100E (rave notices in Sidevalve!) will be shown immediately after the AGM. We're making a nominal charge of 10p per person for this (including light refreshment) and to be sure of getting in book NOW - send cheques & PO's to the General Secretary, 2 Popes Grove, Twickenham for your tickets. Space limited!

## THOUGHTS OF CHAIRMAN ROGER

Sidevalve This will be the last issue of Sidevalve to appear on a two-monthly basis. The vast majority of those returning their membership-renewal forms voted in favour of quarterly Sidevalves - so this is what will happen. There were also a lot of very enthusiastic comments about the last issue; glad you liked it. And we hope you'll agree that, if the quantity of pictures in this issue has decreased, the quality has certainly improved! Keep on sending photographs. In this issue you will find pictures of the production of this magazine - just to give you some idea of what goes on. Any more volunteers to help?

Christmas Contest On January 7th, as promised in the last issue, the membership cards of all those who had already paid their subscriptions were put into a container - and the luck card drawn belonged to Bob Austin. Bob wins an LP. of his choice or a subscription to his favourite monthly motoring magazine.

Rejoining Members At the time of writing the response has not been good - under 100 so far. We want to swell our numbers, not diminish them. 100 people out of all the 100E owners in the country is very small; if you know of any member who has not yet returned his form and cheque please jog them up. We'll be sending out reminders soon.

Badges We're sorry that some of you are being kept waiting rather a long time for your badges; but we're getting towards the required number for a re-order. Anybody not yet got one? Everybody agrees they're great - so hurry up and order while they're still £1.25.

Sidevalve Day, 1972 A most important date for your diary; the Second National Sidevalve day. This year we're holding it at Beaulieu on Saturday 27 May. We hope that the weather will be better than last year and that more people will be able to come. If anybody has any brilliant ideas for new events etc. will they please contact the organiser, Nigel Hay (████████████████████); and we'd also be pleased to have some sort of local liason - so anyone living around the Beaulieu area and willing to devote a bit of time to the Sidevalve Day please contact Nigel too. Book the date now. Details in the next issue.

Arthur West Your Committee has invited Arthur to become an ex-officio member of the Committee, and we are delighted that he has accepted. Arthur (who, you'll remember, is our new Competitions Secretary), is already busy and has plenty of ideas for events. Now he wants your help; so please complete and return the enclosed form. We like to know what you like!

Fordsport A great article about the Club appeared in the Fordsport magazine, illustrated by a photograph which they'd taken the trouble to dig out. It's bringing in enquiries from Fordsporting types.

The Grotty My usual request; don't forget our regular monthly meeting at the Pope's Grotto, Twickenham. First Saturday of every month, from around 8.00 pm. Response to the Christmas meeting was great; if you came then come again!

(continued page 5)

High flying big-bore exhaust devotees could well take note of a legal anachronism which could land them in court with little hope of defence.

This is the section of the Road Traffic Act dealing with the sound escaping from the exhaust system, which leaves all measurement and assessment of the row to the unaided ear of a policeman. Normally excessive noise can be traced to a broken fitting somewhere, or a silencer box which saw better days a long time ago. These faults themselves constitute an offence, so your chances of avoiding prosecution are pretty well nil.

But what happens if you've just fitted a hefty drainpipe affair which makes your car sound like a dragster, but which the manufacturers say is O.K. for the car? You are driving away from the workshop, everything is tightened up so there is no gas escape, you may even have a guarantee in your pocket to say that the silencer box is in perfect order and is of the right model for the car. Then as you round Druids Corner (Popes Grove) you pass a jittery pc who has just failed his sergeant's exam, drowned his sorrows too deeply, and has come on duty with a splitting hangover.

He doesn't share your enthusiasm for your new thunder box.

When you face the magistrate, you can expound to your heart's content on exhaust velocities, big bores, back-pressure, baffles and anything else that comes to mind, You can call in the firm that made the silencer and the mechanic who fitted it to testify that it's mechanically sound. But you can't argue with a policeman who says that in his opinion your car was excessively noisy.

Now you may think it wise, if your car does sound a bit Formula one-ish, to get some legal advice. Forget it. Hear my experience.

Having choked to death long enough in my Sprite (who said heretic?) I ran it into my friendly neighbourhood exhaust merchant for new pipework. I drove out an hour later with gleaming new box and pipe, definite improvement in performance, and a deafening roar.

A quick trot down the A4 showed that at 4000 revs I was waiting for lift off, and a gear change was accompanied by a loud sniff and the sound of tearing calico. Not right I thought. So after a check that everything was done up and nothing blowing, I phoned the fitting station. Their explanation was that I had got what I asked for, a Mk 1 exhaust system. The change in exhaust sound was because the box they took off was from a later Sprite. So in fact in legal terms, the noisy exhaust was closer to the definition of being 'suitable for the vehicle' than its predecessor.

My next step was to ring my friendly neighbourhood bobby-shop and ask if I could get the sound measured. They were very sympathetic and pored over the rules and regulations, satisfying themselves that if it was a new system, fitted correctly to manufacturer's specifications, I was not breaking the law. But, if I were to be stopped, I would have to accept the policeman's personal opinion about the sound. At some time legislation was likely to be

brought in setting a definite decibel level, but no date has been set for this move. Consequently they had no equipment for measuring the sound, 'and even if they had, by the current wording and practice of the Act, it would be no more than an academic point. (One man's decibels are another man's ... etc.). But they suggested the Ministry of Transport.

So being a trifle more up to date than my friendly local bobby shop I rang the Department of the Environment. They had no equipment, could suggest no course of action, and didn't seem to want to get involved. In fact they said: "We don't want to get involved." So I asked if their vehicle testing station at Hendon had equipment for measuring the sound output of an exhaust system. "Don't know."

Next phone call, the vehicle testing station at Hendon. "Have you equipment for testing the sound output of a motor vehicle's exhaust system?" "No." Wanting a little bit more for my phone call I asked if they had any suggestions. "Try the Department of the Environment." Back to square 2.

So there it is. If you've got an exhaust system correctly fitted, but noisy, you have to chance its legality, not on the sort of the technical know-how that has brought us radar speed traps, sophisticated goods vehicle spot checks, and other road-side microscope examinations, but the policeman's ear.

An if you want to get a decibel rating from the community, so that you can drive your car with a clear conscience that you are not a noise menace to the community as a whole, no chance.

#### THOUGHTS OF CHAIRMAN ROGER (continued)

Membership List We were intending to produce the Membership List ultra-fast this year; but in view of the fact that so few members have rejoined it didn't seem worth it. We're hoping that the reminders will remedy this and that you'll have the lists with the next issue.

Discontinued Parts Ford Motor Company Limited have advised us that part number 100E 5560C is being discontinued. This part is the 8-leaf rear spring assembly for the estate cars and 7 cwt van. We are grateful to Fords for keeping us up to date with changes like this.

Mercury Motors May I remind Members that they can obtain a discount of 10% off genuine Ford parts and spares from Mercury Motors of Strawberry Vale, Twickenham, on production of the current membership card. This valuable discount service can save you several times the annual subscription to the Club in one year. Take advantage of it!

Roger

## SACRILEGIOUS POP : or how Paul Romano slotted (sic) the OHV engine in his 100E

The insertion of a later Ford OHV engine and gearbox unit in a 100E shell provides a reasonably cheap and comparatively easy method of upgrading your car. Although a sidevalve engine can be made to give up to 70 - 75 b.h.p. it is highly stressed at these outputs and it is better and cheaper to obtain such power from an OHV unit such as the 1500 GT which is rated as 78 b.h.p. in standard form.

If you put in a standard 997 c.c. engine you will not gain much in performance except for a few m.p.h. in top gear and better acceleration by virtue of the four-speed box which is of course an asset in itself. In fact the 997 c.c. engine has fractionally less torque than the 1172 c.c. sidevalve unit.

First things first; and before you look for your engine you should find a garage preferably with an electricity supply for light and tools. This is definitely not a job to do in the open! A good hoist and gantry is also a necessity. If you don't have one these can be hired cheaply from one of the many hire shops (around London, anyway).

Main essentials apart from the engine and gearbox are a 107E engine crossmember and propshaft. A 107E is, of course, the 100E bodyshell with 105E OHV engine manufactured from 1959 - 1961. A 100E crossmember with 105E brackets welded on can be used but this is skilled and expensive work. The crossmember from a breakers and the welding (unless you are handy with a torch) will come to more than the price of a new crossmember from Fords. This is still available under part number 107E 5019C (price £10.75). Order it V.O.R. (vehicle off road) and you should have it in a week.

Don't attempt to shorten the propshaft yourself. Use the genuine article as an unbalanced shaft breaking up underneath you can be lethal. Any other parts necessary will be mentioned in the text.

Down to work. First remove your bonnet then your engine, gearbox and propshaft all as per the workshop manual (Autobooks 100E or 107E manual £2.00 post free from the Club - Ed.). Just remember to keep any anti-freeze in a clean container and while you are about it drain the petrol tank.

The next stage can be really awkward depending on the age of the car. The four bolts at either end of the crossmember have to be removed. Get a good wire brush on these with plenty of penetrating oil before any spanner work. When the crossmember is removed the new one bolts straight in. Don't forget to replace the track-control arms and be careful you don't fracture the transverse brake pipe.

It is best if the engine and gearbox are put in as one unit, although if you have a small hoist it might not take the weight. This leaves you with several hours' work underneath the car trying to fit the gearbox separately and is the best way to catch 'flu.

The gearbox mounting plate in the chassis crossmember has to be cut out completely to take the 105E extension housing - easily done with a padsaw. Inside

## SACRILEGIOUS POP (continued)

the car you will have removed the parcel shelf, heater and carpets etc in preparation to cut the bulkhead. I managed with two slots cut roughly 13" apart from the gearbox aperture up to where the bulkhead stops sloping. This can be bent up out of the way to clear the, new bellhousing. A hole has to be cut also to allow the gear turret to poke through. Both these can be done with a cold chisel.

Inside the engine compartment two slots are cut in the horizontal flange, again at 13", and this portion hammered back to clear the block. This is not a strengthener but just allows the two panels to be welded together. Lastly a hole has to be cut to clear the rocker cover. Use the speedo cable and heater pipe holes as starting points. '

The engine can now be lowered into position, the cutouts checked and if OK the mountings can be bolted into place. Bolt on the gearbox crossmember (I used a 105E one), raise the gearbox with a jack and drill and bolt up the four holes. Make up some simple tab washers for these and while you're underneath bolt up the propshaft. It is advisable to use new nuts here especially with larger engines.

Exhaust pipe is 107E (which should be in stock) and is fitted into the 100E silencer box. If yours in ropey take the opportunity to fit a complete new system. Use new clamps any way. Try going to an exhaust stockist rather than your local Ford dealer, one that usually deals with the trade

Connect up the clutch piping. The flexible tube used on 105E's after is ideal and a 105E speedo cable is also used, drilling a hole 5" directly in line with the speedo head. Pass the cable through the grommet and connect up. Choke cable fits perfectly, but the throttle rod has to be bent slightly. Check that it opens and shuts properly. The petrol pipe is re-routed across the chassis crossmember using flexible tubing as for motorbikes - connect with jubilee clips,

I used genuine 107E radiator hose's with a 107E thermostat cover. These only cost 31p and the hoses should be cheaper than the alternatives which are cross flow Cortina ones. Check the fan-belt tension and then connect the generator using extended wires, colour coded please. Note the Popular generator (1959 - 62) is a 105E one if you are missing one from your new engine. The oil-pressure warning light cable rerouted does not need extension although you may need to make up new H.T. leads from the coil to the distributor. A longer starter lead is needed, but a spare battery one filled the gap.

Fill up with water and petrol, check the oil and replace the battery. Start the engine and check the operation of controls, throttle, clutch, instruments etc. If all is OK all that remains is inside, making plates pop-riveted on to the bulkhead holes, replacing the interior trim and cutting the floor covering where necessary to clear the gearlever.

Then finally clean yourself up and enjoy some happier motoring.



SUBJECT: SIDEVALVES

Reflections on the 100E by Brian Barnett

Underseal Efficiency Talking to a few enthusiasts recently on the subject of underseal indicated that in many instances, owners with cars so treated were anything but happy and this included both professional and do-it-yourself applications. The general area of disapproval is that after several years the protective coating tends to lose its adherence to the metal, "bubbles" and/or peels away exposing rust, which undoubtedly has been forming for some time but hidden from view. What is wrong? Is it lack of initial preparation before applying the underseal, slipshod workmanship, or that a lasting bond, of the coating to metal is just not on? With my own 100E I have tackled the problem in a different manner. Shaping a 3" wide piece of wood to a chisel profile made a suitable tool to remove most of the residual road filth; I merely 'painted' the complete underside with grease ( a messy tedious job carried out last summer, so time has not yet proven its worth). Without question it was much cheaper and I hope in the long run more effective. I shall have to wait and see.

Ophthalmic Disagreement Had an interesting discussion with Denis Jenkinson the Continental Correspondent of "Motor Sport" at the vintage meeting at Prescott a few months ago. It concerned his comments in one of his many books on motoring regarding sight and mirrors. Reference was made to the assumed ability of top line Grand-Prix drivers to so quickly change focus of sight from their normal 'front driving' vision and then change to the mirror image and then back to 'forward' again. (We must assume here a normal 1 : 1 ratio mirror, not the diminishing type). My belief, confirmed by two opticians, is that with your sight focused, say, 20. - 300 yards ahead of your car, you do NOT change the focus of the eye when checking mirror image, only the angle. Think about it on your next trip and write in and let us know YOUR opinion.

Dual Depression An old, immediately post-war Ford V8 caught my eye sadly rotting in a scrap yard. On delving under the bonnet, I was surprised to see two vacuum reservoirs for the windscreen wipers. Apparently coupled in tandem (or would 'series' be a better word?) the purpose one imagined would be to double the length of time before that snag of the system occurs - slowing and eventual stopping of the blades. As far as I could see it was an original manufacturers installation, not a "tweek" by the vehicle's previous owners. Could not this method be applied to the 100E? Most certainly there is room, unquestionably it would be beneficial, or is there some hidden problem that has escaped my reasoning.

Pump Demobilization I suppose I have been lucky .... very lucky, in just over 186,000 miles in various Ford 100Es; only once have I had the misfortune to have to resort to other transport, due to the dreaded total immobilisation of the car. Returning from a September holiday on a cold, damp, cloud laden day, the water pump decided to seize solid. First indication of trouble was a loud screeching noise, due to the fan belt being pulled round a stationary pulley and the smell of burning rubber. The desirability of a water temperature gauge was now immediately apparent as the needle soared beyond the 200F mark. Having pulled off the highway the first job was to remove the fan belt; the fact of the dynamo not charging was of no

consequence as the battery capacity was adequate. My intention was to drive the remaining 20 miles or so to home, stopping occasionally to cool; a degree of thermo-syphon action would, I thought, carry me through. I was wrong - abysmally wrong. For a reason that surprises me to this day, it just does not work. Seemingly the 100E will not travel very far without the water pump turning. That September evening I was annoyed and amazed. I am no longer annoyed, but remain amazed!

A.QUA-E? There used to be a company in Norfolk that listed a marine version of the E93A motor, and I understand for the 100E. Whether they converted customers' own engines or converted new ones I do not know. It would appear the aim of the exercise was to provide an inexpensive, economical and reliable propellant for the small inshore watercraft. Is there a Member with any experience of these engines, or know if one is still in use today? Some bright little fellow peering over my shoulder as I type these "Reflections" expounds with a very serious face, "You know there was aero conversation for light aircraft as well." Excuse me - would you please pass the salt?

FOR WHOM THE BELL TOLD He was a short stocky little man ~ about 5'1" without socks, completely intoxicated by the exuberance of his own verbosity. He talked loudly, he talked fast; he cared not at all for your feelings or opinions. He had self-confidence; I did not like the man - but I did admire his self-confidence. We worked at the time for the same company, and he learned of my dabbling in Autocross and Hill-climbs. He was soon to point out that he had already forgotten more about motoring as I was ever to know,, But we had something in common - he had a 100E. It was firmly implanted in me that the thing was below his dignity: "Doesn't reflect the precision of my driving, sonny." He called all males 'sonny'. Our conversations in time lead me to suspect a modicum of bull in his deliberations. There was little doubt he really did decarbonise his own Suffolk lawn mower, but I had qualms about his claim that, given time ("just a few months sonny"), he could design a Grand-Prix car to oust Colin Chapman.

'Twas of a Monday tea break he delivered the diatribe: "The 100E is only good for 20,000; this week-end I changed the oil in the gearbox - it whines like old boots. I tell you it's clapped .... (sonny)". Tentative questioning conveyed that the whine was not apparent before his change of oil. Tact was the order of the day; a wrong word was as a match to petrol. Yes, I could run it round the block "Just to confirm what crap they are," (He referred to the 100E). In five minutes I was back and handed over the keys. "I th- think you may find it better now." The stutter a counter reaction of his self-confidence.

I heard nothing for a week. A friend then told me he saw his lordship in the bar the night before pronouncing, "That pale looking chap whatshisname? Barnett? Only had the little Ford a couple of minutes and now it's quieter than it's ever been; must be a bloody genius." Which absolutely violates any credibility of the fellow's comments! By now for certain none of our readers would not have rumbled his simple error - he just omitted to refit the bell-shaped rubber gear-lever flange in the transmission tunnel - we've all be caught at some time on that one. Makes a hell of a difference doesn't it?

### WHY 80?

Still on the subject of oil, although in a different context, why is it that Ford, the oil

### WHY 90?

companies, and every manual on the 100E I read stipulate the lubricating viscosity of SAE 80 for the gear-box but SAE 90 for the rear axle? In practice is there any discernible difference? Personally I have always used 90 in both cases; but what dreadful plight should befall me in the error of my ways? But seriously there must be some tangible reason.

### ELITE 100E's

#### Dorothy's Prefect

Once in a while one comes across a really good example of a standard 100E -and it's a joy to behold, at any rate for purists like me. Dorothy Brown's 1958 de-luxe Prefect is such a car. She bought it in 1961 and it had been fitted with a heater and had tubeless tyres. The chrome and bodywork are as good as new and Dorothy has the car regularly serviced by Invicta Motors of Canterbury - a service every 1000 miles with a major service every 5000 is the car's recipe for longevity. Since she has owned the car she has had one set of new tyres, one next exhaust pipe - and the mileage to date is 59,000. Petrol consumption is about 30 m.p.g. for short journeys and around 35 m.p.g. on longer ones. Dorothy used to take 'Jenny' (the car has been christened!) to Worthing twice a year but now uses her for shopping and once a week takes her to Margate which is 28 miles return. Dorothy looks after Jenny herself and says that even today, when she (Jenny) is parked-outside shops she (Dorothy) finds people looking at her (Jenny) and quite a few offers have been made. We're delighted to hear that Dorothy and Jenny refuse to be parted!

#### Edwin's 200,000

Another success story, this time in terms of mileage. Edwin Maskell's 1956 100E Prefect, which he bought new in May of that year, has covered no less than 209,000 miles to date without any trouble. Edwin uses it for work (average 75 miles. a day) and the original engine has been reconditioned twice and is now .040" oversize on bore. He has fitted a reconditioned gearbox at 103,000 miles but the rear axle is original although he has now fitted new axle bearings (Assiduous Engineers Ltd) which are extremely good (available to Members at a discount - Ed). He has all supplementary instruments fitted and apart from spot and fog lamps and additional chrome the car is perfectly standard and is exceptional condition. Edwin also says that he would be reluctant to part with it.

#### Mike's Ubble

'Ubble' (from the registration number - UBL 506, 107E Prefect) was given-her birth certificate in January 1960. Mike Dawes has known her since the summer of 1968 when his brother bought her with her virgin white paintwork and unmodified specifications. Two years later Mike's name was added to the bottom of the log book list and Ubble was his. In addition to the two fog lamps and mirrors fitted to the car earlier, the exterior alterations 'have included the addition of two spot lamps, a reversing light and repeater flashers. The lower half of the car is now green. Inside, the car has been



Splendid standard specimen : Dorothy Brown's  
1958 Prefect

Right : not-so-standard - James di Carlo's 100E  
at the Sidevalve Day

Below : lunchtime stopping place on the last  
Treasure Hunt



photos : Ford Motor Co Ltd



photo : Kenneth Collier



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extensively revised. Mike's brother, being something of an electronics whizz-kid, had fitted a centre console which has an ammeter, oil pressure gauge and switches, with warning lights for the heater, spot, reversing and fog lights. Other additions include map light, radio and electric clock. On top the dash has been covered in leathercloth, as has the glovebox between the seats. The seats are pale blue and started life in a Morris 1100. The door panels and rear seat have been painted black with upholstery paint and the headlining has also been painted (white). A spare piece of the red carpet from Mike's bedroom made a good covering from the floor and the boot. Other accessories fitted include cigarette lighter, electric screenwasher, headlamp flasher, built-in parking light and sockets for an inspection lamp. Seat belts and a larger rearview mirror are fitted for safety. Mike reports that he has been very pleased with Ubble's performance. Apart from a Stromberg carb the 72,000 miles old engine is unmodified; yet he has no trouble in out-dragging Minis, 105E's and the like at traffic lights - providing they aren't new or modified.

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## TECHNICAL TEASERS

A selection from the many problems answered by our Technical Expert, Carl Everard

Q:  
I'm installing an OHV mill in my '62 Pop, but as I wish to tune the engine at a later stage I would like to mod the bottom end now to save removing the engine again. Also, which G T pistons can I use?

A:  
Rebore the engine 10 thou oversize, fit 1500 GT Cortina pistons as these can be purchased in oversizes. Get the crankshaft pulley, crankshaft flywheel and clutch pressure plate balanced all as one unit. If the crankshaft is in need of grinding it should be re-ground to a maximum of .020" if revs are to exceed 7500 r.p.m. In all cases use Powermax heavy duty bearings. This is also a good time to fit a decent camshaft. Always use new nuts or studs on conrods, also get rods and pistons balanced. Gap rings to .008" compression .010 o/control. As main bearing caps are not man enough to stand up to the high revs and torque of tuned mills these should be strengthened by using main bearing cap supports or a more expensive method is to use steel main bearing caps. Steel caps must be bored in line. To sum up: we have a block with new bores, pistons, bearings, decent camshaft and a balanced bottom end assembly. Also if required the block should be surface ground by 10 thou. If using a 1500 GT cam on a 3 main engine Taurus short push rods will be required.

Q:  
I plan to tweak the sidevalve engine, but before I do this I wish to improve road holding and braking. I do not wish to fit disc brakes at present.

A:  
Road holding can be improved by lowering by ½" - 2". This is attained by changing springs at the front for shorter uprated ones. The rear is lowered by blocks between the axle and the spring. Body roll can be reduced by clamping a second anti-roll bar on the existing stabiliser. Rear axle tramp can be overcome by fitting anti-tramp bars between the spring shackle and axle/shocker mounting bracket. Rear shockers should be changed for Konis or Spax adjustables. Braking can be improved by fitting a Girling servo in the system and changing the brake linings for Ferodo D540 anti-fade competition linings. Bigger wheels can be

TECHNICAL TEASERS (continued)

fitted : 5½J's with 165 or 175 radials or 185 low profiles are the ones to use. Spacers could be used to increase the track but I would not recommend these as they put unnecessary stress on the wheel bearings.

Q:

I have fitted Classic struts to my 1960 107E and am having to use two different types of wheels because of the stud spacing. As I do not wish to change the rear axle, is there anything I can do so as only to use one type of wheel?

A:

As the 107E axle is the same as the 105E you can, change the hubs over and use 123E brake drums.

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LETTERS TO THE EDITOR

Sir,

Among the membership of the Club there must be many who, like myself, are non-technical and who would be grateful if the Club could put such Members in touch with garages, or individuals, who can be depended upon to do conscientious repair work. As a recent victim of 'botched repair work I should be glad to hear from any Member who knows of, and can recommend, good repair service.

Yours sincerely

John Sansum [REDACTED]

(Editor's note : it is the Club's policy not to recommend repairers; we can, however, often put members in touch with repairers in their areas. These may or may not be suitable

Sir,

I read on my membership-renewal form that there is a possibility that Sidevalve will be made bigger and of better quality at the expense of the number of issues per year. Surely this is a great step backward as it defeats the object of Sidevalve - to keep in constant touch with all Members and to remind the absent minded that they are Members. It is often the only contact with distant members. There is also a danger in enlarging the magazine, that people will not have time to read it throughout and merely skim through it - if that. I think the size of the last one is just about ideal. Why should one increase the quality - it's readable isn't it, and that's the most important consideration. The inclusion of pictures, pleasant though it is, would no doubt increase greatly the production cost, which would I suppose be counteracted by having fewer issues. Why not, instead of reducing the number of issues, sell a few pages to advertisers. I am sure there are many firms willing to pay say £10 per year for a regular page in it and their money could enable us to have the best of both worlds - and one could always ignore the adverts.

Yours,

Roger I Munro, [REDACTED].

(Editor's note: the thought of reducing the number of issues was not prompted primarily by considerations of expense - though this does;, of course enter into

(contd. page 16)

CLASSIFIED ADVERTS

Classified ads are free to Members and Non-Members (except 'wanted' for which non-members are charged 1p per word, minimum 12 words; non-members also pay for the use of box numbers). Please send your advertisement, clearly written, to the Editor, Sidevalve, [REDACTED].  
Ads. must be written on separate pieces of paper from any other correspondence.

FOR SALE

1 100E Engine, clutch, gearbox, complete with carb, distributor etc £12. 1 -back axle (less shoes) £2. 1 100E wheel & tyre (new) £2. 2 100E wheels & tyres, used £2. 3 100E wide 5½J G800 wheels (new) £7 each. 2 100E wide 5½J half-worn G800's £3 each. 100E seat (v.g.c.) £1. 1 100E wiper motor vacuum tank, pipes complete 50p. 2 100E front bumpers 50p. 2 round wing mirrors 50p. 4 100E hub caps (clean) 25p each. 2 sets (4 each) 100E 1½" spacers £4. 1 Cortina 110 mph- speedo;. (fits 100E) £2. Apply Kev Saradjian, [REDACTED] evenings).

1 100E Engine, 1 Crankshaft, 1 Propshaft, 1 Rear Axle (complete), 1 Front Bumper. £5 the lot. Apply Mr G Knowles - [REDACTED]

100E SPEED EQUIPMENT: Aquaplane alloy head £3; Buckler 4-branch tuned exhaust/ inlet manifold complete with twin 1¼" SUs and linkage, £7; Buckler close-ratio gears (suit saloon or special) £4; or £12 the lot. All in excellent condition and carefully stored last 8 years. Carriage extra if required. Apply [REDACTED].

2 100E Armstrong Roadholders, first class condition; offers. Also pancake-type air filter, fits 100E/107E - [REDACTED]

1 100E suspension complete. 9 months old (springs, hubs, skimmed drums, new shoes) £7. 1 100E suspension leg as above (used) complete £4. 1 Cortina Mk II 1500 cc gearbox £10. 2 rear shock absorbers, new (heavy duty) £5. Apply Kev Saradjian, [REDACTED]

WOOLER remote gearchange for 100E - £5; 100E cylinder head £2; manifolds £1.50; carburettors (2) 50p; dynamo £1,50; also the following for 105E - dynamo £2; gearbox £5; propshaft 75p; flywheel & cover plate £1; air filter 50p. Apply Paul Romano, [REDACTED]

FORD 100E OWNERS' CLUB offers a good selection of used parts at reasonable prices. Write, stating requirements, to Michael Weller, [REDACTED] ENCLOSING S.A.E. PLEASE or phone him at [REDACTED]

\* \* \* \* \*

THE PRICE TO US HAS GONE UP - the price to you hasn't! Ford 100E Owners' Club slashes your motoring costs again. Top quality PAL spark plugs now cost us more; but we've managed to hold our price to you at the special pre-Christmas offer of 75p per set, including postage. How long can we do it? Don't wait to find out: ORDER NOW, Available for SV and OHV (L10 and N5 equivalents). State which.

PAL PLUGS OFFER, FORE 100E OWNERS' CLUB [REDACTED]



it - out rather by lack of copy for the existing number of issues. The situation was that the (present) Editor was writing almost all the magazine - a ridiculous state of affairs. But it is now becoming much more of a general forum for a cross-section of the Club; and this is what we hoped to encourage. More care can be put into each issue. As you will already have read, a vast majority of Members agreed with our thinking. But the adverts are a good idea; any volunteers for advertisement manager?)

Sir,

I'm writing in reference to your request about spares in the last edition of Sidevalve. Apart from the track rods and the track control arms 105E parts are the same as 100E. The track rod ball-joint ends are the same 100E/105E, the 105E draglink duplicates the 100E (I bought a draglink for my 100E with part number prefixed 105E) and the screw-type joint on the idler arm and the idler arm end of the drag link are replaced easily by what appears to be a standard unit from 100E up to Mk III Cortina.

Brake hoses are replaced by 105E parts, also brake adjusters front and probably rear, brake cylinders front, ditto rear. Later 100E/107E roller-bearings, inner and outer; oil seals on front drums are replaced by 105E parts and, of course, brake shoes.

As I explained in a letter to you (published in the last issue of Sidevalve) 105E front legs with classic track control arms will fit 100E body with the aid of the bearings at the top of the struts; so if the worst ever came the worst all 100E steering and suspension parts could be replaced by other Ford parts, mainly 105E - apart from the box, though I have a feeling that the 100E peg and bearings are also 105E replaceable.

Before you take my word for anything I would prefer confirmation from other sources; I would hate to waste other people's money for them due to slight year-by-year variations in the 100E.

Yours faithfully,

T W Methven, [REDACTED]

(a quick glance at the OS I list indicates that Trevor is almost certainly correct in what he says above; however it should be pointed out that if a 100E part becomes obsolete and can be replaced by a part from another model your Ford dealer will substitute such a part as a matter of course - Ed).

Sir, -

I am writing to you telling you about my experience with 100E's . The first car I had was on the 3rd of January 1971- I'm sorry to say I had to scrap it, but it started my whole 100E career off and from then to this day I have owned 15 100E's:-

- |            |                          |       |
|------------|--------------------------|-------|
| 1. SMT 44  | Pink Anglia 1958         | Scrap |
| 2. YPB 29  | Black Prefect 1955       | Sold  |
| 3. VOW 60  | Grey Prefect 1958        | Sold  |
| 4. 740 PVX | Green/White Anglia 1959  | Sold  |
| 5. WBO 479 | Green Popular 1960       | Sold  |
| 6. 4773 TR | Green/Grey 7cwt van 1961 | Scrap |
| 7. OCR 187 | Grey Prefect 1955        | Scrap |
| 8. WTE 132 | Grey/Red Anglia 1958     | Sold  |
| 9. YYW 535 | Blue Thames 7cwt 1960    | Sold  |

10. NW 661 Black Thames 5cwt 1956	Scrap
11. YPC 832 Yellow/White Prefect 1955	Sold
12. 911 EWL Blue/White Anglia 1959	Sold
13 BOS 998 Grey Anglia 1958	Scrap
14. YYK 713 Blue Popular 1960	Sold
15. UNE 169 Blue Prefect 1957	Sold
16. 7934 MT Green Popular 1962	Sold

All the cars which have been scrapped were unable to have anything done to save them. All the cars which have been sold have gone on the road. Altogether I have owned 8 100E's which were sold for scrap and subsequently put on the road. Most of these cars had their engines clapped and in most cases I had to fit new rings and big ends. So far Fords have supplied me with 8 sets of big ends, 6 sets of rings, 8 sets of sump gaskets and side plate gaskets, numerous head gaskets and 2 tins of grinding paste. All the cars which were sold are still going strong and only one buyer has not been satisfied with his car. Incidentally WBO 479 has been to Spain (4,000 miles) with only a dynamo bracket breaking. I did some investigation some time back into why people scrap their cars - and it's bearily always because of engine failure.

During the last year I have been going to Malhams Park (where stock cars, hot rods etc are raced) and taking many photos of Hot Rods (100E's of course) and some 100E Stock cars which were competing against MG's, Wolseleys and Rileys all with 1500 cc engines. Also I took a very good picture of Barry Lee's famous Escort (he's hot rod champ) being beaten by a 100E - I'm hoping to get it framed. I have a scrap album nearly full of 100E pictures and photos. There is also another good picture of a saloon 100S at Thruxton which goes like the clappers. And I've been chuffed to see various 100S's on TV programmes recently.

Having talked about other 100E's I'm going to tell you about mine. I bought a car, badly in need of a doctor, from a local scrapyard. A friend made up a set of 6½J wheels for it and they are fitted with 175 x 13 Town and Country tyres. The wheels and tyres were fitted to the car after I had cut the rear wings back. Then I obtained a set of lowering blocks and uprated and lowered by 1½" front springs (from Jeff Howe) and also, after months of hunting through Hot Car managed to obtain an Aquaplane head, four-branch, 28/36 DCD Weber, shell bearings, racing steering wheel, close-ratio gears and remote control gearlever. I fitted all these; the gas flowed round the block - and it goes like the clappers. All I have to do now is to spray it - and I hope to send you a photo of it after ^that.

I have enjoyed 1971 with the Club and hope it will continue for many years to come.

Yours faithfully,

Richard Pybus, [REDACTED]s

(and he's, a Junior Member, dammit,, - Ed)

Sir,

In case you are interested in the welfare of my own captive beast, she has undergone many mods in the last 6 months. The engine and box are now ex-105E (I didn't realise that the front bulkhead was so tough.). While I was about it I came across an instrument panel from an 1964- Cortina. In it went, somewhat reluctantly. The mods to the gearbox cover made the dipswitch somewhat inaccessible and so a column-mounted switch (ex-Viva) was installed. The flashers were also connected to this -greatly superior. As winter approaches (sic) and the old 100E heater wasn't heating, I fitted one from a Cortina. It doesn't heat, it cooks. Gorgeous) Next year I'm determined to fit a 1500 cc engine and several mods are planned for

the rear axle - but I don't know if they're possible yet. Doubtless I'll find out.

Cheers,

Jim Norman, [REDACTED]

And ... a report on an Absent Friend (Dennis Jacklin) and the fate of his car.

Sir,

I am very surprised to hear that you knew nothing about Mr Jacklin 's escapade to Zambia. As you know, he sold his car (58 EJF) to me. About one month afterwards he took delivery of a new GT Cortina Mk III 1971, quite a nice machine. Soon afterwards he had it undersealed by a process called Ziebart. A firm near Leicester does it for about £34 and they spray everywhere with the stuff.

Anyway, he tinkered about with it for a few weeks and then it was time for him to go. He sailed from Southampton after taking his car down 3 days beforehand. The boat journey took about 14 days and he arrived at Capetown on 1 December. The rest of his journey, as you can imagine, was to be by car. Altogether the mileage was about 2000 to Zambia. Dennis is staying in a small town called Kabwe. From what he has told me he is working for a firm that mines copper as an accountant and his contract lasts for about 3 years. With a nice bonus at the end.

Well, enough of mud huts and witchdoctors. I shall relate the life story of 58 EJF. She started life in 1962 as a driving school car (standard) and was purchased approximately 3 years ago by Dennis, soon after I acquired 2 written-off 105E Anglias, both of which were broken up and kept for spare- parts. Dennis had one engine and gearbox and a rear axle and also the front struts. The engine was the first thing to take shape, rebored at + 020" and 1200 cc rods and crank. An ordinary cam was put in first just for running in with a standard 105E head.

T

here is however a time lapse because of certain disagreements between Dennis and myself, We finally sorted out our disagreements after about 6 months and I found that the car had undergone even greater developments. The engine had become quite a go mill with a Nikki carb and branch exhaust manifold. A competition oil pump and Mocol 5 row oil cooler, Mini Cooper 'S' points and Lucas sports coil coupled with Champion ' N7Ys with a gap of .035" provided the oiling and sparks. The engine was quite potent at this stage with also a good deal of low torque.

But now to bring the mods up to date. We decided as now this was quite a potential gain the engine was removed and as some tappet noise had been heard, dollies and pushrods were renewed together with rocker arm posts and a new rocker shaft. This was put together with one of Piper's hairy camshafts (Piper 2 FY Stage 1 Cortina 1500 cc). It was also decided that a greater improvement could be made in redesigning the cylinder head. At first 1500 cc Cortina big valves were purchased but it was thought that due to time coupled with machining problems this would be held up; so a re-worked 1500 cc Cortina head with enlarged ports etc was purchased, Due to the machining of the cylinder head for higher compression ratio it was found that the rocker posts had to be shortened too because of the angle of the arms on the valve stems. This is now the stage of engine tune to date, complete with oil-cooler, high output oil pump to transmit this power and Mkl pre-diaphragm GT Cortina clutch used, with a standard Anglia gearbox (alas) is still in use. I feel that close ratio gears would be a great advantage. Rear axle is a 107E purchased complete from a breakers in Winsford; a 105E 4.125 diff was used instead of the lower ratio 107E.

Now come the funny parts. The rear springs were removed and a leaf taken out to lower the car. Woohead Monroe rear shockers were fitted at the rear and because of the go potential it was thought that disc brakes would come in very handy. These we bought from our local vehicle hospital from an old Classic, 9.5" discs and front struts were used together with (Classic GT Cortina) track control arms. These are heavier than standard. 100E top mountings are used to fit the underside of the wings (box section). It was also found that the Classic wheels had to be used because of clearance between the calliper and road wheel. And as an added extra so as not to have to carry 2 spare wheels the rear axle off a 105E (shafts) were fitted because stud spacing on 105E and 113E are the same, whereas the 107E axle casing is slightly shorter and the shafts had to be cut at the spline end approximately 1/2" to 3/4". So now a complete set of Classic (113E) road wheels are now in use. Tyres now are Goodyear Rallye 180 and Mintex M20 linings are used on the rear brakes with standard Classic disc pads as used on Mk I and II GT Cortina.

That takes care of the main mechanical units and so now for the accessories. Because the car had a slight accident it was decided that glassfibre wings would be fitted - also lessening the weight of the car. Although a fair amount of work is needed they are well worthwhile. Other refinements include electric wipers, an electric washer kit, an instrument pod containing an oil pressure and water temperature gauge and in the centre a Moon tachometer; the driver's seat is a rally type with a Karobes cover and a thick grip leather spoked steering wheel installed. Also included are General Motors seatbelts and a home-made throttle with a cable from a Vauxhall Ventora.

Because the engine has not been balanced it was decided that a rotor arm off a Lotus Cortina with a centrifugal cut-out should be fitted. Tickover is very rough due to the Piper camshaft; and below 1500 rpm the engine is very woolly. An electric fan was made from a 100E heater motor and together with Kenlowe blades and an automatic thermostat switch this makes a useful accessory. Soon to be fitted are a servo for the disc brakes and a 15 ACR Lucas Alternator. I will also add that a Lotus Cortina crankshaft pulley is fitted because on a journey down the M1 at considerable speed the two halves of the 105E pulley parted company across the central reservation.

I think that this completes the life of 58 EJM to date and I am really pleased with the way she runs, On a recent journey down to London we cruised her at 75 -85 mph all the way from Leicester and the oil pressure stayed at a constant 55 p.s.i. which is a great achievement.

Yours sincerely,

Peter Sarson, XXXXXXXXXX

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HOW CAN YOU SAVE EVEN MORE MONEY?

By doing even more yourself - and having the satisfaction of knowing the job is properly.

HOW CAN YOU KNOW THE JOB IS DONE PROPERLY?

By knowing before you start it exactly what to do - and what problems you'll have to face. YOU WOULDN'T DRIVE WITHOUT A CAR; DON'T DO REPAIRS WITHOUT AN AUTOBOOKS MANUAL, They're the best available to the public - complete with photos, exploded drawings and diagrams (including wiring diagrams). Order yours now -- available for ANY car - from the Club. Price £2.00, post free.

## THE 100E THAT MADE IT BACK by Kev Saradjian (Concluded)

The next morning we woke up to the sounds of music - the local taxis hooting their way through traffic, and the locals doing their business (loudly). By this time the golden sun had already pierced its rays through the curtains of our balcony and was asking us to get up and pay the bill. We paid-£2.50 for two beds, etc. and shower. Very reasonable .indeed.

After packing our belongings and checking the car we were on the road again; but this time we took it easy as the boat, from Pireous to Cyprus was going . to dock at. 5.30 p.m. so we had plenty of time to get there. One thing that could have caught us out was the time if we were pressed, because when you enter Greece you have to put your Greenwich Mean Time ahead by one hour. The roads were very smooth and wide but Petrol in Greece was very expensive - 45p per gallon. That is why we had filled up our twin 100E tanks at the Yugoslavian border - 14 gallons of Petrol - and we covered the whole of Greece (over 400 miles of highway) with one filling.

We reached Pireous, the main port of Greece, at 3 p.m. after battling through the hot Greek midday rush. The speedometer had recorded 2,180 miles as we parked the car at a tourist parking zone and started enquiring for our ship. Here we met an English family with a daughter and a fantastic transit caravan. They were going to Cyprus to live. As we waited for our boat together in that scorching heat, three bottles of coke each went down our drain and we waited and waited. Two ice creams also went down our Brands Hatch (Oops, sorry!) and we were fed up with waiting. We also met many other English families who were going to Cyprus too. Eventually the ship did arrive, at 10 p.m. Some cars were hoisted up onto the deck and others, including us, drove into the hold at the side of the ship. I must have been dreaming because we left Pireous at about 3 o'clock in the morning.

During our voyage the sea was calm, the sky blue and everybody was happy. We passed many beautiful Greek islands including Kos and Rhodes. After two glorious restful days on the Greek liner we reached Limassol Harbour on the island of Cyprus on Wednesday afternoon. The ship did not anchor next to the quay but half a mile out; so the cars had to be driven out of the side of the ship (in the middle of the Mediterranean sea) and onto a giant raft, which was able to carry 15 cars, and the lot was towed by a tug to the quay side.

After the preliminaries of embarkation, two custom car enthusiasts, Customs Officers would be believe, came up to the car to inspect it. When the bonnet was opened they looked puzzled; and I overheard them saying that they did not make cars like this and that there were no spares available for the model. Eventually I got through to them explaining that there was no problem with spares - I carried them in the boot,- After checking chassis and engine numbers, they hosed the car with freshwater to clean the salty sea off and we were let loose again to continue our last 70 miles to our Grandparent's home in Famagusta.

While we were there we drove over all the roads and covered as much land as possible within the two weeks that we stayed. We went swimming for hours each day; then glorious food - like Kebabs, watermelons, great big black grapes like plums, peaches and figs. The days seemed short. In the evenings there was three hours of T.V. and the first half hour was our favourite - Micky Mouse,

Roadrunner Beep I Beep! and Charley 'the Aligator.

Cyprus has two mountain ranges; Trodos is the highest peak, 3,000 ft. up surrounded by fir trees and winding roads snaking up and down the range. Here we had some chancy rally type drives and one instance of almost taking to flying! Many fresh sparkling water springs were seen on the way and, boy, they sure were cold and refreshing and seemed to flow forever. Actually they did.

Another day, on the way to Paphos, southwest of the Island, we were cheekily passed-by a local Datsun car with four passengers crammed inside. I put my foot down to catch up with him and as I almost reached him he must have put his foot down and he was shifting. So with both our feet hard on the pedals I was chasing him through bends and straights at 85mph. He certainly was motoring. After 8-10 miles of chasing we and the Datsun stopped at a high point overlooking the sea. I was disgusted when I found out the Datsun car was only a 1200 cc Japanese Powerpak. Vely Intelesting.

While motoring around the island we discovered that Cyprus had also many historic buildings and castles, most of them still in a very good condition. One famous castle, St. Helarion, was built on top of a rocky mountain in the 14th Century - it is still in one piece and King Richard the Lion Heart also battled there with the Turks. As we had almost covered the island, 500 miles long and 300 miles broad, we had some fun there.

If you would like to know how the return journey was, you can read this script backwards. Oh! One more thing. On our return, as we were cruising in Germany, at 90 mph, I smelt burning - then I realised my Navigator was smoking a great big cigar - then clattering noises came from the engine, getting louder and louder. Fumes and smoke had filled the car now, and we pulled off onto the hard shoulder and opened the bonnet. Steam and fumes poured out everywhere. I was scared. When the fumes cleared there it was; I could see the engine oil everywhere. "That's it; I did it. I blew up the engine," I said to myself. At that speed things happen ultra-fast. Three hours later, after having filled the radiator with seven pints of water and tightened the water house clips, we cranked the pistons up and down. They moved. We filled the engine with fresh oil and started' the car. It fired, but tickover was not smooth. We drove off, increasing our speed gradually to not more than 60 mph. We were motoring for survival now; and that's it! We made it safely to France and home. We completed the return journey in just over two days and if we hadn't broken down and missed the Hovercraft, we would have reached London from Athens in 40 hours.

Conquering Europe was something but the island of Cyprus was a paradise. We walked over its soil, drank its fresh sweet waters, ate its delicious fruit and breathed its clean air; and I can say here and now that we had one of the happiest and richest in experience times of our lives - thanks to the 100E' Sprint.

THE END

\* \* \* \* \*

CONTRIBUTIONS FOR THE NEXT ISSUE (letters, articles, Elite 100E's etc) should reach the Editor, Roger Palmer, Ford 100E Owners' Club, [REDACTED], not later than 11 March 1972. Next issue published March 31. Photographs are welcome.

IN THE NEXT ISSUE

- \* More information about the second fantastic National Ford Sidevalve Day
- \* Want to re-wire your car? Read how the Chairman did it
- \* Want to fit a new gearbox? Read how he did this too!
- \* Randle M Hamilton's back again (he apologises for missing this issue)
- \* plus all your-regular favourite features:

YOU'D LIKE MORE? The remedy is in your own hands. Our skilful Editor (modesty is his second name) can bash even the most illiterate prose into a script, which is a credit to the English language. What a pity he doesn't do it.

DON'T FORGET :-

To put the date of the Sidevalve Day in your diary (May 27)

To come to the next meeting at the Pope's Grotto (first Saturday every month)

To come to the AGM (March 18)

To write an article for Sidevalve

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THE LIFE AND SOUL OF THE 100E

A spectacularly good film which received rave notices from the Committee. Made and presented by your own (your very own) Kev Saradjian. The film took a year to make and lasts approximately one hour. Laugh - cry - and identify - with THE LIFE AND SOUL OF THE 100E

Premier performance at the 'Prince of Wales', Hampton Road, Twickenham, Middlesex on Saturday 18 March 1972 immediately following the Annual General Meeting. Seating strictly limited. Please apply for tickets in advance to the General Secretary, Ford 100E Owners' Club, [REDACTED] enclosing cheque or postal order for 10p per person (which includes light refreshment). BOOK NOW TO MAKE SURE- YOU MUSTIF'T MISS IT.

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STUCK FOR TECHNICAL ADVICE? Your friendly Technical Expert, Carl Everard, is waiting to help you. Write to him with any technical problems you may have, c/o Ford 100E Owners' Club, [REDACTED], enclosing s.a.e. please.

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