

SIDEVALVE

News

JUNE 1985



PUBLISHED BY THE FORD SIDEVALVE OWNERS CLUB



FORD SIDEVALVE OWNERS' CLUB

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[REDACTED]

POPULAR PREFECT - Bruce Palmer,

[REDACTED]

"SPECIAL" - Martin Ortell-Shaw,

[REDACTED]

[REDACTED]

[REDACTED]

100E - Mel Smith,

[REDACTED]

107E - Dave Simpson,

[REDACTED]

[REDACTED]

PRE-WAR - Yvon Precieux,

[REDACTED]

[REDACTED]

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[REDACTED]

FORD SIDEVALVE SPARES LTD., Reg.No. 1647548.
Secretary - Eileen Saunders.

ENQUIRIES - When writing to the club please quote your membership number, and enclose a stamped addressed envelope (International Reply Coupon for overseas members) if you would like a reply.

HAVE YOU MOVED? PLEASE INFORM THE MEMBERSHIP SECRETARY.

MONTHLY LOCAL GROUP MEETINGS

AVON & SOMERSET - Meetings underway again - 3rd Thursday every month at The Pelican, Chew Magna also 2nd Monday, White Horse, Bedminster. [REDACTED]

BERKSHIRE - [REDACTED]

DEVON - Neil Crook, [REDACTED]

ESSEX - Dave Simpson [REDACTED] 1st Wednesday 7.30pm, Plough Pub, A129 opp Hutton Garages

GREATER LONDON - SOUTH EAST - Yvon Precieux [REDACTED] Plough P/H, Barry Rd Dulwich

GREATER MANCHESTER - Bill Ballard [REDACTED] Every 1st Wednesday 8pm at the Tame Valley Hotel, Park Rd, Dukinfield, Cheshire.

HAMPSHIRE - Mick Crouch, [REDACTED] Every 3rd Wednesday 8pm at the Village Inn, Swanwick (on A3051).

ISLE OF WIGHT - Ian White, [REDACTED] Every 1st Wednesday, 8.30pm at the Star Inn, Wroxall, Nr Ventnor

KENT - Ron Butcher, [REDACTED] 2nd Friday, see Area News.

MERSEYSIDE - Mark Prescott, [REDACTED] Every 3rd Monday, 8pm, at La Barbacoa, Mersey View, Waterloo, Liverpool.

NORTH YORKSHIRE - Martin Hatfield,

[REDACTED]

NORTHAMPTONSHIRE - Danny Moody, [REDACTED]

[REDACTED] Every 1st Thursday, at the Griffins Head, Mears Ashby.

Notts & District - various meets, contact Paul Bainbridge, [REDACTED]

[REDACTED]

OXFORDSHIRE GROUP - Every first Wednesday 8pm, The Lamb, Little Milton

PETERBOROUGH - Rod Boulton on [REDACTED]

[REDACTED]

SOUTH YORKSHIRE - A Rastrick, [REDACTED]

[REDACTED]

SURREY - Tony Russell, [REDACTED] 2nd Tuesday every month, 8.30 at the Parrot Inn, Shalford (on A248 near Guildford).

WEST MIDLANDS-COVENTRY - Steve Hancock, [REDACTED] Meetings 2nd Tuesdays, 8pm, Queens Head, Meriden.

WOLVERHAMPTON - Kevin Sharman, [REDACTED]

The Sir Robert Peel, Bell Lane, Bloxwich

WEST SUSSEX - John Skinner, [REDACTED] 3rd Tuesday, 8pm, Red Lion, Ashington, (A24).

WEST YORKSHIRE - Steve Waldenberg, [REDACTED]

[REDACTED] FSOC members welcome to meetings of the Thoroughbred Car Club, every 2nd Monday, at the Grove Inn, Wakefield.

INTERNATIONAL CONTACTS

AUSTRALIA - Gordon Cowley, [REDACTED]

[REDACTED]

CANADA - Ed Ingold, [REDACTED]

[REDACTED]

[REDACTED]

IRELAND - Colm O'Neill, [REDACTED]

[REDACTED] 3rd Tuesday at

RIAC, 34 Dawson Street, Dublin.

[REDACTED]

NEW ZEALAND - David Green, [REDACTED]

[REDACTED]

[REDACTED]

USA - Hayden Shepley, [REDACTED]

[REDACTED]

PAUL AND LYNNE EDWARDS



SIDEVALVE NEWS, Vol. 2, No. 3, JUNE 1985

EDITORIAL

Ever get the feeling that things are never going to go right? Having thought every thing was under control when I sent off April's issue to the printer, guess where the Post Office strike started? You guessed, his local office refused to accept mail from the 15th to the 23rd of April! As Editor I'm responsible for the magazine appearing on time, obviously we have had problems which I am now sure are sorted out. However, though I still enjoy the magazine and will continue as Editor, I am prepared to stand down if anyone else feels that they could do a better job. I emphasize that I am quite happy to continue, but feel somewhat embarrassed by recent events.

Thanks to those of you who took the trouble to comment on the condensed print I tried out in the last issue. Only one problem, since then I have been offered a printer at a not to be missed price! So this issue has been done on my own printer, the problem is that it has a different type face to the one I was using at work! So this whole issue becomes an experiment, let me know what you think.

DEADLINES - COPY TO ME BY JULY 15TH
NEXT ISSUE OUT AUGUST 15TH

FRONT COVER - We have already been represented at 2 Classic Car Shows. Maurice Butcher did the honours at Bristol, and Steve Hancock at the NEC. Steve got in before Maurice with the photos, so we feature the Club stand at the National Classic Car Show on the cover. Thanks to both organisers.

AREA NEWS

BRISTOL AREA NEWS

As well as FSOC members being invited to club nights with the Classic & Historic Motor Club at The Pelican Chew Magna, we have received another invite. This is from the Standard Motor Club, local branch members have invited us to their meetings at The White Horse, West St., Bedminster. Small rallies, barbeques and camping weekends are all in the offing. Details of both meets are inside the front cover.

Maurice Butcher.

MANCHESTER BRANCH NEWS

Our meeting on the 3rd April was devoted to the branch AGM, attended by 13 members and 2 guests, with apologies from 2 members. Gareth Logan (Treasurer), Harry Wheeldon (General Secretary), and myself (Chairman) were re-elected into our respective posts unopposed; Joe Sambrook and Tony Williamson were also elected onto the Committee. Four motions were raised for submission to the Club's AGM, which were later to cause some excitement at Steventon, as no doubt reported elsewhere!

On April 15th we joined forces with our friends from the Merseyside Branch to visit Lark Lane Motor Museum in Liverpool. We were served supper in the most romantic of settings - on the balcony overlooking the exhibits! The general conclusion was that the whole evening had been worth much more than the modest £2 charged by the Museum (which included admission). Unfortunately, some of the glitter was taken off the occasion when a guest's A35 shed its core plug on the M62 only a few miles from the museum, preventing two of our party from participating in the visit.

A technical hitch prevented us from continuing with the Ford video films we'd first shown in February at the meeting on 1st May. As it happens we had so much to say on the events at Steventon (particularly the bargains we'd bought there) that, with other branch business, we had little time to spare for anything else!

Finally I must turn to the Spring Fair & Preserved Vehicle gathering at Lyndhurst School, Oldham, on the 12th May. I would like to thank all those members who brought their cars along, helping to make it such a huge success. Out of over 100 vehicles present, 25 were Fords and 18 of those were Sidevalves. These were made up of a Y, a 7Y, an E04C van, an E494C ice cream van, 5 E493A, 2 103E's and 7 100E's. Quite a selection! Brian Nutter's recently restored 7Y was judged the best vehicle entered by a Branch member, with Rod Davison's E493A runner-up and Steve McKenna's immaculate 103E chassis highly commended. Photo's in the next mag.

We now look forward to our visit to the Ford works at Halewood on June 27th. Watch this space for a report of this and other news of our thriving Branch, better still if you live in the Greater Manchester area come and join us at our next meeting.

Bill Ballard

COVENTRY GROUP NEWS

We got together on Saturday & Sunday the 27/28th of April to attend the Classic car Show at Stafford County Show Ground. This popular 2 day annual event includes autojumble stalls and a car auction. We received an attendance allowance of £10 per car for Club funds and petrol to cover the trip there and back.

A four car display was put on consisting of :-

100E Popular - John 'T-Cut Kid' Bailey

E494A Anglia - Steve Brookes

E493A Prefect - Rob Daniels

E93A Prefect - our own

The £40 is being used to help sponsor Midland Sidevalve Day, Drayton Manor Park, Tamworth, June 16th.

Steve & Lesley Hancock.

HOME COUNTIES SPECIALS

A note to remind Sidevalve Special owners of the excellent meetings being organised in the Home Counties area by Martin Ortell Shaw. The meetings are inter club affairs, and members of the Buckler, Dellow, Falcon, Historic Lotus, Rochdale & Tornado registers have attended the first two meetings. One surprising feature however has been the lack of support from FSOC Special members, not including members who are also members of the above clubs. A good number of specials are represented only by the FSOC so come along and meet other owners, the dates for the meetings are available from Martin's column.

Russel James.

ISLE OF WIGHT

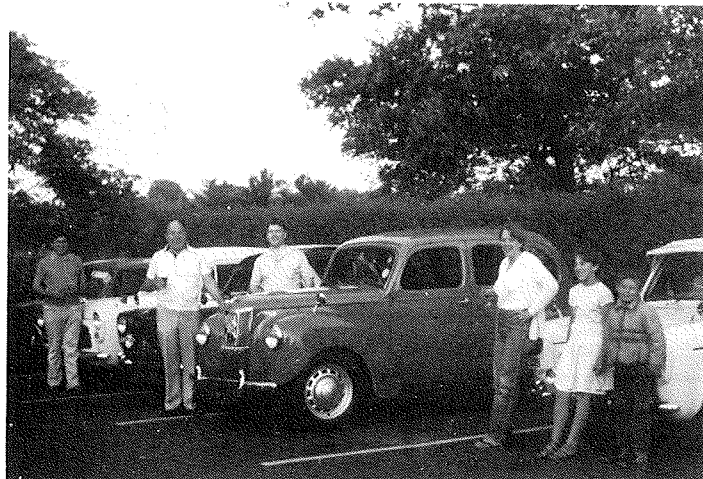
Our last two meetings have been very well attended and all the Island members are looking forward to the summer and the various meetings which they hope to attend. Dave & Margaret, and Brian & Meg are hoping to get to Bromley for the big meeting there and also our national, so the Island will be represented again this year. It was nice to see Brians new "Sit up and Beg" Prefect in the Star Inn car park at the last meeting. It made a nice change from just 100E's. We are all looking forward to the visit next weekend of our Hampshire members. We are putting on a Bar B Q in Brian & Meg's garden, weather permitting! Mick Crouch tells me that there are 6 cars coming over, so it will almost be an Isle of Wight Sidevalve Day when we get our cars mixed in with them. I will send some photo's for the next issue. We are looking forward to seeing Danny Moody again when he comes down for his holiday, and no doubt we will have an extra meeting when he is here, as we usually do for our "Overseas Visitors".

Ian White.

SURREY LOCAL GROUP REPORT

After a slack period during the winter months the Surrey group meetings (held every Tuesday, The Parrot, Shalford, nr Guilford) have been picking up strength again. The last meeting, on the 14th May, saw the regulars once again in attendance; Peter Denton, Graham Spong and family, Bob, Lisa, myself and Donna, Chris Gray and some very welcome new faces. Peter Denton has been working hard on the suspension of his E494A Anglia, whilst his wife Sue has been running around in their very original 1955 100E Anglia. Graham Spong is still juggling 100E engines and parts around in between working on assorted 105E Anglias, while I have been continuing to toil away in the late evening hours on the restoration of my 100E Pop deluxe. Everyone is anxiously awaiting the appearance of Tony Russell's new Tourer in the summer, and when the weather improves no doubt we will be seeing more Sidevalves in the car park during the monthly get together. If anything the Surrey group certainly lacks no enthusiasm, indeed, the landlord often has to remind us of the time, as the hours pass away with chat, exchange of contacts, parts etc. [Either that or he sells good beer? - Paul]

Mel Smith



MEMBERS OF THE BERKSHIRE GROUP ENJOYING SOME LIQUID REFRESHMENT - I THOUGHT YOU DIDN'T DRINK EILEEN?

The Berkshire group still continues to meet at The Lord Nelson pub, Datchet Rd, Old Windsor, on the fourth Tuesday of each month at 8.00pm. New faces are always welcome. We average 12 or 15 members at each meeting. Cars include a 1955 100E Anglia, 1960-1-2 100E Populars, a 1953 E493A Prefect and a 100E powered 103E Popular. Hopefully with the light evenings approaching we will see a few more cars venturing out.

Andy Fayers.

NORTH YORKSHIRE

We shall all be meeting up at Northern Sidevalve day at Kirkstall Abbey on July 13th. So I hope we have a record turn out!

Martin

ESSEX LOCAL MEET

No one took heed of my last statement that meetings were getting a good response. Mick with his 100E van and Peter with 100E Pop, are always seen, so why not you? We did talk of a new venue, but in order not to confuse the regulars we have added an extra meet! This is at the Shepherd & Dog, Brays Lane, Canewdon, on the third Tuesday every month. This is the Southend & District Historic Vehicle Society, but Ford Sidevalves are welcome, and it is a good meeting with various 50's cars and even motor bikes. Our regular meeting at The Plough, Hutton, remains the same. In December a chap came along in a 5cwt Fordson van, he was from Bishops Stortford but I didn't get his name. Could he contact Bob French of 10 Old Mill Rd, Safron Walden, Essex, as he requires some information on the restoration of his van. Those of you who do turn up at the meetings will know that as soon as the rally season starts I have forms for you to fill in for events in the Essex, Kent, Suffolk and even Norfolk area. However I have one complaint, 3 weeks before the Southend Rally no less than six people rang me for forms! It said in the Feb mag to contact me or Rob for this event, I'm afraid some people won't get in this year at all!

Dave Simpson

F.S.O.C. — IRELAND

We are well and truly into the rally season now, and so far it's been quite a wet one in Ireland. On Sunday 29th April we attended the South Eastern Vintage Machinery Club's stationary engine display. This event is always worth attending and this year was no exception, even the rain did not keep people away. 4 100E's, 1 Rochdale Special, 1 Model Y, 1 7W van and 2 Model T's were among the cars displayed. The stationary engines, tractors, bikes, and miniature steam engines were "purring" away as usual. I would just like to say thanks to Marry Byrne and all the committee of the Club in Carlow for the lovely day.

On Sunday 5th May, another typical Irish day, seven cars attended the first F.S.O.C.I. rally of 1985 in the Deerpark Lounge car park. 3 100E's, a 103E Pop, 2 105E's and a Peugeot 203 were the cars present. Not put off by the rain we set off for the scenic route to Enniskerry and on to Roundwood and Ashford for our lunch time stop. Some of us had picnics with us which had to be eaten in the car. NOT the weather for sitting on the grass under your sun umbrella. After lunch we set off for Glenealy to Robert Shane's Museum. This is an amazing collection of old farm machinery, big and small, various other old pieces of machinery and a Ford Model A, Ford Prefect Anglia and a VW Beetle. This museum is closing at the end of the summer which is a great pity. Thanks to Robert for allowing us to see his collection. Our next rally is a trip to Portlaoise, Co. Laoise to Denis Lucey's collection of cars which includes the famous Silver Stream. An entry form is in this issue, so I look forward to seeing you there.

Maire Crean.

Hampshire Group News

Our March meeting took place in the Village Inn, and the entire evening was taken up filling in Rally forms, becoming quite animated. We welcomed a new member, Paul Fletcher 103E, who must have wondered what all the noise was about, but he very bravely agreed to come on some rallies with us, subject to his Pop passing its MOT. We changed our venue for our April meeting as Ian (special) Woodrow had arranged a skittles match with the Jensen Owners Club. This took place at the Bold Forrester, in the New Forest. We had an excellent turn out of members, wives and friends, and I am pleased to say that the FSOC beat the Jensens. This was a very enjoyable evening, complete with supper in a basket, and made a pleasant change. Thanks to Ian and Kerry for organising it.

Nine of our members attended the AGM on the 27th April. We thought the venue was excellent, and we all thought it was a very good idea having spares on sale. The tea and coffee was much appreciated.

By the time you read this we shall have been over to the Isle of Wight. We have 6 cars going over on May 17th, and we are looking forward to meeting Ian White and his fellow members, and spending an enjoyable weekend. I will report on this in the next S/V News.

Mick Crouch

WOTS ONS

ENTRY DETAILS PHONE THE NUMBER SHOWN WELL IN ADVANCE PLEASE

JULY

7/8th Bromyard (Worcs) Gala. [REDACTED]

7th Midland Road Transport Group Rally & Road Run, Chesterfield to Ripley, [REDACTED]
[REDACTED]

12/14th Mid Wales Festival of Transport, Welshpool, [REDACTED]

13/14th Rempstone Steam & County Show (Leics Notts border) [REDACTED]

14th Barnsley Metropolitan Vintage Rally, Tel P. Watson [REDACTED]

21st Festival of Yeteryear, Amberley Chalk Pits, [REDACTED]

AUGUST

3/4th Cromford Steam Rally, [REDACTED]

11th Kirklees Historic Vehicle Parade & Road Run, Leeds to Huddersfield. Details [REDACTED]
[REDACTED]

17/18th Bristol Festival of Transport & Avon Run. Details [REDACTED]
[REDACTED]

17/18th Market Bosworth Rally. Details [REDACTED]
[REDACTED]

18th BRAC Harewood Speed Climb, limited to 75 vehicles [REDACTED]

26th Merton Concours D'Elegance, Morden Park, Morden, Surrey. [REDACTED]

31/1st Sept Detling Steam Transport Rally, Detling, Maidstone, Kent. [REDACTED]
[REDACTED]

SEPTEMBER

1st Trans Lancs Rally, Manchester Road Run, [REDACTED]
[REDACTED]

7/8th Bluebell Railway Vintage Weekend, Horsted Keynes. [REDACTED]

8th York Historic Vehicle Rally & Road Run, 162 New Lane, Huntingdon, [REDACTED]

22nd Ingleton Festival of Transport, Nr Yorks. [REDACTED]

28/29th The 4th Northern Classic Car Show, Belle Vue Exhibition Halls, Manchester.

29th ALL FORD RALLY, new venue for Quainton Rally, will now be at Abingdon town Cricket and Football Ground. [REDACTED]

MEMBERS LETTERS



CYNTHIA'S RATMOBILE

Lynda Brown has also written to Bruce Palmer about the Ratmobile. Apparently it is featured at its best in a video recording "Rat on the Road" which her daughter recently hired. There is also a Roland Rat sketch pad, with Roland and 100E on the front cover.

Better still we have a member who actually owns a Ratmobile! It was offered as a prize in a competition in the News of The World colour magazine for September 30th 1984.

Cynthia Walldridge won the car, and went to the London Hippodrome Club to be presented with the keys to this bright pink 1961 Prefect by Peter stringfellow. She says that there are infact 3 ratmobiles, hers, one retained by TV AM, and one in a museum in Hong Kong!!! Cynthia has had a lot of fun with the car, children of all ages love it! The Ratmobile has attended one rally at Weston Super Mare, and she hopes to attend quite a few this summer. Should give the concours judges something to think about!

MORE FROM DAVE WATSON AND MIKE DAWSON

After supplying a lot of info for the birthday feature in the April mag, Dave & Mike have both written to identify the photos shown. They agree on the locations so the following must be correct. The 100E Popular on the cover was taken at the 1st S/V Day, Twickenham Rugby Ground, and was owned by Tony Martin, then Slough regional organiser and later General Sec. Steve Waldenberg was right about the photo on page 9, it was taken at the first AGM, Twickenham, March 1971. Mikes 107E is third from right, next right is Kev Saradjian. Roger Palmer's orange '58 Anglia may be 5th left. The photo on page 10 was taken by Dave in May 1977. This was an invitation event held at Keston, Kent. The cars are, L to R, Ken Sandercock '56 Prefect, Dave Arkley '60 107E, Cyril Rogers '55 Prefect, John Farrer '56 Escort. Dave also supplied details on the longest serving members in 1979. Well I have had a letter from Wilf Ward who was the longest standing member then and is still in the Club. When did you first join Wilf?

Thanks again to both Dave & Mike, by the way Mike has been the only person to comment on our A P Riffist spoof - is he the only one in the Club with a sense of humour?

ANY OFFERS OF HELP?

Dear Paul & Lynne,

I am writing to ask if any 100E enthusiast in the Hounslow area would like to earn some spare cash? Recently I have had work done on my car at a garage, the result was a hefty bill for badly done work! So if anyone would be willing to do mechanical work on the car, at a rate of payment agreed in advance, please contact me on 01 570 0095 any evening except Wednesday. The car is a 1961 Pop with current MOT, and is a good runner used 3 or 4 times a week, but now has a noisy tappet.

Mrs Lynda Brown



ANOTHER PETERBOROUGH 100E!

Dear Paul,

As there have been one or two letters in recent S/V News about 100E's in the Peterborough area, I thought I would send in the photo [above] of another Peterborough owner. Mrs M A Wright is learning to drive in 55 FAE, she is craftily standing in the photo so that the 'L' plate is hidden!

I originally bought 55 FAE a few years ago when I decided to take my own 100E off the road to restore and respray. This took about 14 months of spare time as I was then fully employed. When this was finished I disposed of 55 FAE to Mrs Wright, as she had expressed a wish to learn to drive. I had known her husband since before they were married, and rashly agreed to teach her, as her husband has no interest in cars.

Lessons were originally very slow, as they were only a few odd hours every 2 months when on visits to see the family. However, recently, Mrs Wright has been having proper school lessons once a week, and progress is now more steady.

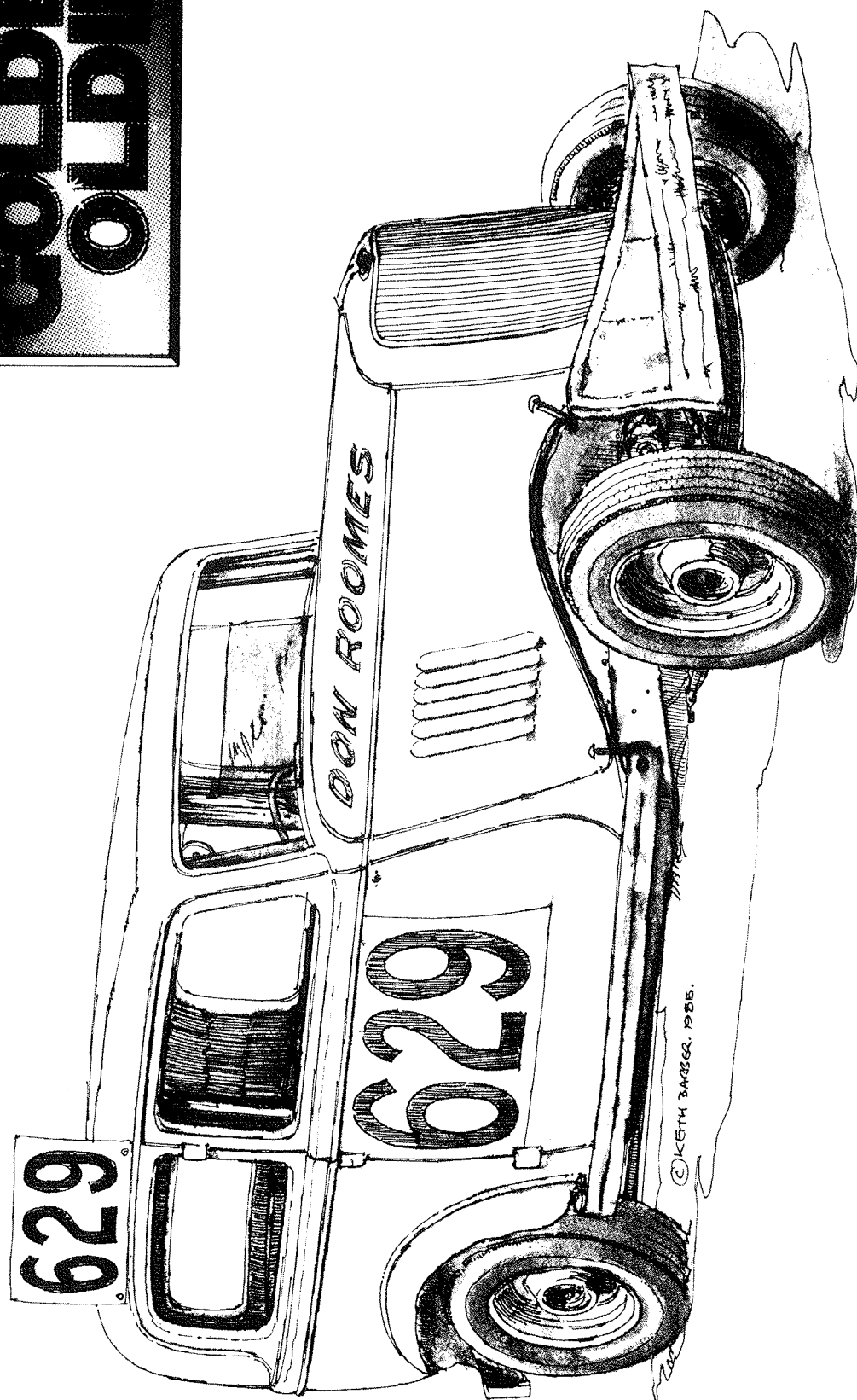
Reg Fowler

HOW MANY ENDED UP AS GOLDEN OLDIES?

Stock cars are very much part of Arthur Marlow's life. However in recent years he has restored a road going Pop, though he keeps in touch with stock cars through Stock Car Magazine. It was here that he found the article we reproduce opposite. What ever you feel about the waste, old Sidevalves featured very strongly in Formula Two over the years!

Reproduced courtesy of Stock Car Magazinw.

GOLDEN OLDIE



In this silver jubilee year of formula two stock car racing we have decided it is time to add a little weight to the F2 scene, and what better way to start than to incorporate an F2 oldie into our March '85 issue.

Formula Two stock cars, originally called Junior Tens and then Juniors were born at the long gone Tamworth Stadium; the brainchild of promoters Syd Farrdon and Harry Twigg. The year, 1960, and the first season champion was Geoff Cuttler in a Morris 104, but as the sport developed through 1961 and 62 it became apparent that the car that was the one to have was Henry Fords famous Model 'Y' or Popular. Illustrated above.

The 'Y' which was in production from 1933 through 1937 only ever featured an 8 horse power engine, but the 1172cc 10 horse power unit (RAC rating, unmodified!) was identical externally, and was already a popular clubmans circuit racing engine, with a multitude of tuning parts available off the shelf.

A model 'Y' which when gutted of superfluous trim was only around half a ton in weight and responded well to a race tuned 1172power unit, and at the same time provided a tremendous spectacle.

Fields of thirty cars were common by 1963, with two thirds Model 'Y's, and the rest Fords later 'C' type and the odd Morris or three.

The entertainment came when these cars came to the corners. A good driver could race all day with a back wheel a foot off the ground, and the best could drive them on two wheels... The not-so-goods provided the fun; they rolled over, often three and four per race... perhaps fall over would be more accurate.

Many top names emerged, some in F2 only, some coming over from the big league, but Don Roomes, whose name appears above, was one of the best, and was actually mechanic to F1 driver Ken Freeman.

A race with Roomes, Don Evans, Pete Tucker, Jack Lloyd and the many other stars racing at the time was a great spectacle, and it is no coincidence that some enormous crowds flocked to see these cars fall about with a clown like charisma.

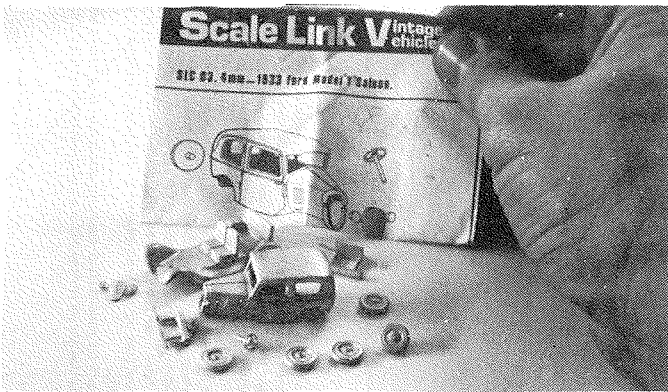
It couldn't last because the drivers got clued up... they fitted smaller wheels, shock absorbers, and lowered their bodies to the point where the inherent entertainment value was cancelled out; their tendency to fall over!

The crowds that had been built up to follow the small cars kept coming for some years after, because associations with drivers had been developed and old habits die hard, but towards the end of the sixties the signs were there that the knockabout slapstick era had gone, and it follows that by the mid seventies the sports following was reduced to those appreciating driving skills and mechanical virtuosity.

The past ten years have seen even more accent on mechanical sophistication, but if nothing else, the today sport is participated in by guys who are realists, who recognise theirs is now more a competitor sport than a spectator one.

NEWS AND REVIEWS

SIDEVALVE MODEL KIT SCENE REVIEW



Scale Link 1933 Model Y Saloon

This is a white metal kit, 4mm scale. Simple construction details are provided and it is easily assembled. As with all white metal kits, it is necessary to trim the flash, and a little work with a fine file is advisable to get a close fit for the components. You should paint the inside of the body before assembly, and remember to paint the outside with 2 coats to retain the quite comprehensive detail. The kit is moderately priced and good value. It should be of interest both to the Sidevalve owner and the "00" model railway owner.

Ken Palmer

These kits are now available from the Club at a substantial discount over normal retail prices, see Upright Spares list

Praline Eifel

New is a ready built HO scale model of the sidevalve powered German Eifel (German built Model C - see page 24 Feb's mag), in both saloon and tourer versions. Made by PRALINE of West Germany, but available in this country from M & R Model railways, 27 Richmond Place, Grand Parade, Brighton at approx £1.50 each. (saloon is Ref No 1201, tourer 1202)

Bruce Palmer

Somerville Kits

Also received recently is the latest catalogue from Somerville Models. Their first white metal model appeared in 1978, and in 1980 they produced a very good 103E Popular as either a kit or finished model. Other models have appeared including the Fordson E494C 5cwt van, and Ford Anglia Tourer. With regret for almost 2 years all models have only been available as finished models in various colours. There are 9 for the van, including a black, white and orange design of Lewis East Ltd, which is well known at Sidevalve days. For further details, and a brochure, of these superb models contact :- Somerville Models,

Andy Main



A RESTORED S/V TRACTOR

John Skinner reported about the tractor he had located, and which he found a home for at the Chalk Pits Museum at Amberley, in October's S/V News. On the 14th April 1985 the 10hp sidevalve powered vehicle was in use at the museum on the occasion of the annual 'Cobweb Run' for old cars. The little Lansing Bagnall sounds just like a car and has been nicely restored by the museum people. The rally attracted 4 FSOC members, Alan Bewseys 493A is visible in the background.

Bruce Palmer

100E'S IN THE SUNDAY TIMES

The Sunday Times Magazine, for May 5th 1985, featured an article on 'Collectable Classics'. The 100E did quite nicely with a photo in the contents column on page 3, and another shot on page 71.

Bruce Palmer

ONLY A GENTLE 30MPH SHUNT - RESULT WRITE OFF

"Motorists who watched televisions only motoring club programme - ABC'S 'Silver Wheel' on Saturday last 9th Feb - were forcefully reminded to take care when they drive when they were shown a car crashing into the ground from a height of 32ft. The car - a 1950 Ford Anglia - was hauled to a height of 32ft on a jib crane and then dropped, simulating a road crash into a stationary object. The car, previously valued at £25, was a complete write off after its crash on to the concrete forecourt of Messrs L Nelson & Co Ltd's garage at Sheldon in Birmingham. A discussion on car safety factors followed."

THE ABOVE WAS THE ORIGINAL CAPTION TO OUR A P RILFIRST FEATURE IN THE LAST ISSUE!



CLUB NOTICE BOARD



ASSOCIATION OF FORD CAR CLUBS

As mentioned in December's S/V News the FSOC is a member of the recently formed Association of Ford Car Clubs, and their third meeting was held on 12th May at The Cock Hotel, Northampton. It was attended by representatives of the 1600E Enthusiasts Club, MK III Zephyr & Zodiac Owners Club, Capri 70 Owners Club, Ford AVO Owners Club and, of course, the FSOC.

At the meeting a draft constitution for the AFCC was discussed in detail, and as a result the formal version will now be drawn up. Of more general interest, the aims and objectives of the AFCC were also discussed and they are as follows:-

- 1) The Association's main purpose is to provide friendly and light hearted contact between member clubs and to promote the mutual interest of Ford car clubs in general.
- 2) The Association will provide regular interchange between member clubs.
- 3) The Association will provide a central voice for all member clubs in contact with the Ford Motor Company Ltd.
- 4) The Association will provide contact between member clubs who have common needs and thus avoid wasteful duplication and optimise the size of any purchase.
- 5) The Association will provide an interchange as to the best sources of remanufactured panels and parts.
- 6) The Association will endeavour to avoid members clubs rallying clashing by providing a central diary of member club and Association events and meetings, which can be called upon for inspection by a member club at any time.
- 7) The Association will provide a forum for all member clubs, in which member clubs can air grievances with outside bodies and other member clubs.
- 8) The Association will help individual member clubs with internal difficulties by supplying an independent body to which both sides of any dispute can air their grievance without interference or biased opinion. The association will also endeavour to bring the opposing sides of any dispute together around a table and attempt to produce a settlement.
- 9) The Association will provide a guide of what member clubs provide for a given membership subscription and size of membership.

The next meeting will be held on 6th October, near Luton, and the proceedings will be published when available to keep you informed of developments

John Skinner

FROM THE GENERAL SECRETARY

The first thing I must say in this issue is to thank everyone who made the effort to come to the AGM and spares day. Many people came to buy their spares in the morning and stayed on for the afternoon's AGM. I'd also like to express my thanks to Sylvia Wood and Jean Crouch, of the Hampshire group, who spent most of the day making tea and coffee.

As some of you know Jill and Steve Myers have resigned from the position of membership secretary, and I'd like to thank them on behalf of the Club for all the hard work they have done over the last few years. The new Membership Secretary is Teresa Butler and I'd like to thank her for coming forward to fill this important position.

The Club has been represented at 2 Classic Car Shows in the last few months. In March the Club had a stand at the Bristol Classic car Show, and in May the Club had a stand at the National Classic Car Show. Our thanks go to the organisers of these two events Maurice Butcher and Steve Hancock for all their hard work.

Shirley Wood.

SHOW REPORTS

THE CLASSIC CAR SHOW BRISTOL

With fears of only having space for one car early in January, we finished up with quite a good position and a fair amount of elbow room with our usual two cars. As in the past the show attracted a good crowd, with new Clubs entering and bringing in some 60's cars. The auction had a good selection of classics, with some very good Sidevalves.

On our stand we had Steven Wood with his E493A Prefect. Made in 1952 and first registered, as far as Steven knows, in Truro, Cornwall, the car has had 11 owners from new. The car was purchased in a sorry state, and had to be brought home by trailer. It was completely restored over 13 months, starting on May 15th 1982 and finishing with an MOT on the 8th June 1983.

Our other car owned by Dave & Cher Curtis was a Model C Tourer, first registered in 1936. The car was originally given as a present by the Ford dealer in Thatcham, Berks., to his daughter on her wedding day. It stayed with them for around 40 years before being sold for preservation. Dave bought the car on December 31st 1982, it got him home at 2.30pm and by 4.00pm it had passed its first MOT for several years. During the rest of the winter he completely overhauled the engine, using only the block, head and sump, everything else being replaced with new items, crank rods, oil pump, valve guides etc. He removed the wings, patched a few holes and had it resprayed two tone grey, then replated all the chrome. During the winter of 83/84 he had new carpets and the seats re-trimmed. Thank you Dave & Cher, and Steve & Shirley for bringing your cars, and thanks to all the helpers who manned the stand over the weekend.

Maurice Butcher.

NATIONAL CLASSIC MOTOR SHOW - NEC BIRMINGHAM

For all of you who didn't get to the NEC this year here is a photograph of the Club stand [see the front cover - Paul]. We were pleased to see some members turn up but where were the other 1500 of you?

Friday was build up day, and we had to arrive at 12.30pm. We found our plot, which was larger than last year, opposite the A.V.O. Club, and next to the Lotus drivers Club, both of which had expensive stands.

On Saturday we arrived bright and early at 9.00am to put the finishing touches to the cars and the stand, before the show opened at 10.00am. We had Club Regalia on display, which sold quite well for the first day of the show. We were kept busy answering questions, giving advice and signing up new members. By the time the show closed at 6.00pm we were all legless, not through drinking but by standing up all day.

Sunday was wet and windy, which really brought in the crowds. Maybe it should be called the International Classic Car Show, as we had enquiries from people who had come from as far away as Ireland, France, Sweden, Israel and Australia. We were again kept busy all day with little chance of a break, snatching a sandwich in between answering questions, although the show closes at 6.00pm we were still there at 6.30pm.

On Monday the attendance was disappointing, and sales of regalia met an all time low as only £5 was taken for the day. Enquiries about membership were also down, but we still managed to sign up one or two members there and then.

We would like to take this opportunity to welcome all new members joining at, or after receiving forms from the show, to the FSOC (we took £66 in membership money). We sold £80 worth of regalia thanks to Sue and Lez's efforts.

The vehicles on the cover were from left to right:-

Peter Lillys E83W Utilicon
Rob Daniels E493A Prefect
John Baileys 100E Popular
Steve Brooks E494A Anglia
Steve Hancocks E93A Prefect

I wish to thank the rest of the Coventry group for their efforts.

Steve Hancock.

MINUTES OF THE ANNUAL GENERAL MEETING HELD ON SATURDAY APRIL 27TH, 1985 AT THE VILLAGE HALL, STEVENTON, OXFORDSHIRE

57 members were present. John Skinner took the chair and welcomed members to the meeting.

1. Apologies for Absence

Apologies were received from Ian & Ken Spencer (Publicity Officers), Paul Edwards (Sidevalve News Editor) and Martin Ortell-Shaw (Specials Register).

2. Minutes of the Last AGM

Copies of the minutes of the 1984 AGM held on May 12th at the Angel Hotel, Market Harborough, were distributed and agreed by the meeting.

3. Matters Arising

None.

4. Annual Reports of Officers and Committee Members

a. General Secretary (Shirley Wood)

Shirley Wood welcomed the members to Steventon and commented that the venue and the spares day seemed to have increased the numbers attending the AGM.

Shirley Wood reported that the method of paying the annual membership fee to the Club had changed this year, and that this had been her idea to make things easier for Club officials. Unfortunately the Bank Giro credits had been printed before all the details had been supplied, which meant that some Bank Giro Credits had been received without a name or membership number on them. Fortunately out of the 1,000 Bank Giro Credits received only 6 of them had neither a name or number on them. Provided that no one felt very strongly against this method of payment, she intended to use the same method of payment for the 1986 renewals.

Shirley Wood stated that Steve & Jill Myers had resigned from the post of Membership Sec, and she thanked them both for the very hard work they had put in over the last few years. The new Membership Sec designate was Teresa Dodd, who at present was of no fixed abode, due to the fact that she is due to be married in the next month. Until Teresa is settled could all membership enquiries be directed to the General Sec, who will forward them to the Membership Sec.

Shirley Wood stated that the majority of people writing in with enquiries were now enclosing a stamped addressed envelope. This was very important as postage continued to be a large item of expenditure and as the Club now has the additional burden of VAT to cope with, every little saving helped. Shirley Wood left it to the Treasurer to explain the VAT to the meeting.

Shirley Wood stated that there were a few members who seemed to forget that the committee was made up of volunteers working in their spare time. Unfortunately there had been one or two instances of rather abusive behaviour recently, and she appealed to all members to help the Committee by being patient and thus help the Committee to help the members.

Finally the General Sec thanked the other Committee members for all the hard work they had done on behalf of the Club.

b. Treasurer (Tony Young)

Tony Young presented the accounts for the year ending 31/3/85 and copies were available for distribution to those present (and are appended to the minutes).

He stated that the Club was in the best financial position that he had known, but stressed that spending still needed to be tightly controlled.

Tony Young stated that the Club had decided to become VAT registered from the 1st January 1985. By doing this the Club would avoid the necessity of paying large amounts of back VAT as the Club had registered before the VAT problem arose with 1985 membership renewals. The Club is registered with the VAT office as a non-profit making organisation.

Tony Young stated that as of 29/3/85 the Club had £11,770.92 in its account which meant it was in a very healthy position.

Mr. Gosling asked if the spares could continue to avoid paying VAT. Tony Young replied that as long as the sales of spares continued to be under the VAT limit of £19500

then VAT on the spares could be avoided. If the sales increased then one option was to set up a third limited company to sell some of the spares, this would cause problems as more directors would be needed and another set of books would have to be kept. Tony Young stated that setting up companies did increase the amount of administrative work to be done because of statutory control over companies.

c. Membership Secretary (Teresa Dodd)

The Membership Sec reported that the Club had 1400 members of which 200 were new members. 15 people had formally resigned from the Club.

Teresa stated that she was still trying to find her feet with the membership job at present, but if members would let her know when they had problems then she would do her best to solve them.

Teresa stated that she would be Teresa Butler in a months time, so until she was settled could all enquiries go to the General Sec.

d. Spares Secretaries

Tony Saunders reported that the sale of 100E spares was doing very well. The front windscreen rubber had been remanufactured and the gear lever gaiter was in the process of being remanufactured. All the 100E spares were stored in 2 lock-ups in Bracknell.

A member asked what had happened about the top suspension mountings for the 100E as problems with these had been reported at last years AGM. Tony Saunders replied that the problems had been resolved.

Martin Howard reported that he had only just taken over the upright spares, and was still sorting out what spares he had. He hoped to publish a list of available upright spares in the June magazine.

Andy Main stated that from now on all remanufactured upright spares would be sold by Martin Howard, and all remanufactured 100E spares would be sold by Tony Saunders. No stock would be held by Andy Main.

Yvon Precieux reported that Pre-war spares were rather expensive at the moment, but he hoped that the prices would come down as stocks increased.

John Skinner expressed the Club's thanks to Steve Waldenburg for all the work he had done as upright spares organiser over the past 8 years. Steve Waldenburg stated that he would now be trying to find spares for the Club to purchase.

e. Sidevalve News Editor

Paul Edwards offered his apologies for absence. Over the past year the magazine had been produced by several methods. Initially he had sent material to the printers, they had returned proof strips which he had corrected, pasted up and returned. This obviously entailed 3 trips through the post, which made meeting deadlines very difficult. He then changed printers, for reasons of service and quality and has recieved many comments about the improvement. At the same time he started to have the material typed on a word processor locally. This meant he could keep an eye on progress and only had to put the final magazine in the post. However as he was typing out most articles to save on word processing costs, it seemed to make sense to him to use his own word processor. He purchased this at the beginning of the year, and April's issue was the first produced this

way. He used a printer at work but has now purchased his own letter quality daisywheel printer. This means from June all issues will be completely under his control and he should be able to improve various aspects of the layout.

As for contributions to the magazine, he only just gets enough. Basically what you see is what he's recieved, he doesn't have a lot of choice and also relies on the same people every issue. He asked members to both help their registrar by sending in details of their car, and also to help him by sending in articles. It would be nice to be able to feature members cars more fully in the magazine and on the cover. He has had a lot of compliments over the last year and only one moan so most people must be happy with the balance of the magazine.

The most pressing issue however has to be the occasional late appearance of the magazine over the last year. As Editor he accepts ultimate responsibility and he had hoped that everything was under control for the April issue. Unfortunately the April issue was delayed by a strike at the printers post office. He hoped that the magazine would be out on the 15th of the month from now on.

6. Report from Secretary, Ford Sidevalve Spares Ltd.

see minutes of the AGM of the company.

7. Amendments to the Constitution

The following amendments to the constitution were proposed and adopted.

4.1 Amend to read:- Election to Membership of the Club in any category shall be dependent upon payment of the relevant subscription and approval by the Committee as in Clause 4.2

Proposed S.A.Wood, seconded A.Main
This motion was carried unanimously.

Include a new rule.

4.7 Expulsion of Officers and Committee Members

If the Committee considers it to be in the interest of the Club to ask an Officer or Committee member to resign from their post, they can do so if two thirds of the Committee agree.

Proposed S.A.Wood, seconded A.Main
This motion was carried unanimously.

6.7 Events

Include a new rule.

c) Drivers of vehicles entered for events organised by the Club must be seventeen years of age or over and must be in possession of a current driving licence. Drivers holding a provisional licence must be accompanied by a suitably qualified driver.

Proposed J.Skinner, seconded S.A.Wood
This motion was carried unanimously.

Include a new section.

Section 7 - Control of Club owned Companies

Ownership of Company

Ford Sidevalve Spares Ltd has two £1 - PTO

share certificates which are held by the General Sec on behalf of the Ford Sidevalve Owners Club. The Club therefore has full control over the Company by a 100% shareholding.

Voting Rights of Share Holders

Every member of the Ford Sidevalve Owners Club has a right to vote on matters concerning the Company and to attend and vote at the General meetings of the Company itself. All members must receive proper notification of Company meetings via the Club's magazines. Proper notification is deemed to have been served if the magazine containing a General meeting notice is posted to the members last known address.

Company Directors and Secretary

There must be at least two Directors plus a Company secretary at all times. All cheques drawn on the Companys bank account must have 2 signatures. All Directors plus the Company Secretary must be members of the Club. All Directors and the Company Secretary must resign at each Annual General Meeting but may offer themselves for re-election. A Director or the Company Secretary can be removed from office by a majority decision of the Committee of the Ford Sidevalve Owners Club.

Club Guarantees for the Company

Neither the Ford Sidevalve Owners Club, it's members or any officer or Committee member in any way guarantees any indebtedness caused or created by Ford Sidevalve Spares Ltd. At all times the Company must be financially self sufficient.

Winding up of Ford Sidevalve Spares Ltd

The Company may be wound up by a majority decision of the Committee of the Ford Sidevalve Owners Club.

Remuneration of Company Officers

Directors and the Company Sec of the Ford Sidevalve Spares Ltd may only be paid fees if an amount and frequency of payment is agreed by the Committee of the Club. Any tax or National Health Liabilty (employees), would have to be paid by the recipient. The company would, via it's officers, be responsible for forwarding any tax or National Insurance deductions plus employers National Insurance contribution to the Inland Revenue.

Proposed S.A.Wood, seconded T.Saunders
This motion was carried unanimously.

8. Election of Officers & Committee Members

Shirley Wood was elected as General Secretary unopposed.

Teresa Dodd was elected as Membership secretary unopposed.

Tony Young was elected as Treasurer unopposed.

The other committee members were elected unopposed and they are:

Paul Edwards (Sidevalve News Editor)

Martin Howard (Upright Spares)

Andy Main (Remanufactured Parts)

George Mather (E83W Registrar)

Steve Myers

Martin Ortell-Shaw (Specials Regsitrar)

Patricia Osborne (Regalia)

Bruce Palmer (Popular & Prefect Registrar)

Yvon Precieux (Pre-War Regsitrar & Spares)
Eileen Saunders (100E Spares)
Dave Simpson (107E Registrar)
John Skinner (Chairman)
Ian & Ken Spencer (Publicity Officers)
Mel Smith (100E Registrar)
Steve Waldenberg
Peter White (Events Coordinator)

9. Any Other Business

Tony Young put forward the proposal that: Membership is given to the Committee members and Company Officials free of charge.

This was seconded by Shirley Wood. Members thought that although the work the Committee did was appreciated by the membership of the Club, it was thought that this could lead to problems. Mick Crouch pointed out that this went against the newly amended rule 4.1.

A vote was taken at this point. 15 members voted in favour of the proposal, 42 voted against, whilst 2 members abstained. Therefore the proposal was defeated.

Bill Ballard asked if the membership renewal date could be changed as the 1st of January was a difficult time for most people. Shirley Wood stated that she was still receiving membership renewals 4 months later, and she felt that whatever the renewal date was there would still be people who were late renewing their membership. She stressed the need for people to renew their membership promptly as late renewals caused a lot more work and cost the Club money.

Bill Ballard asked what display material was availble for Club stands at Classic car Shows. He thought that the support he had recieved from the Club was disgraceful and that more money should be put into supplying display material. Mick Crouch agreed with this sentiment. Bruce Palmer pointed out that display boards were available from the Club. Steve Hancock stated that the display boards were to big to be carried in a Sidevalve, and that the cost of moving the boards around the country was too much. He stated that he wanted a set of display equipment that he could keep for the National Classic Car Show, this was echoed by other Show organisers. The meeting felt that this matter should be discussed at the next Committee meeting, and the organisers of the Classic car Shows should be invited to that meeting.

A member asked if the Club could supply tyres. Tony Saunders stated that tyres were readily available from normal tyre suppliers. Bill Ballard volunteered to organise Northern Sidevalve Day in 1986.

Steve Hancock asked if back issues of the Club magazine could be sold to non-members at shows, because it was an excellent magazine which impressed potential members of the Club. Many members of the Committee felt that this would be unwise as the magazine contained information about remanufactured items and names and addresses of people who could be pestered by non-members.

A vote was taken at this point. 20 members were in favour of selling the magazine, 17 members were against selling the magazine and 20 abstained. Therefore it was felt that this matter should be discussed at the next committee meeting.

Cyra Wooster suggested that a special magazine be produced which could be sold at shows and did not contain any specific information about spares or names and addresses.

One member suggested that a leaflet advertising the Club should be distributed to all Ford dealers. John Skinner reported that this matter was being pursued by the Publicity Officers.

John Skinner then closed the meeting.

FORD SIDEVALVE OWNERS CLUB

INCOME AND EXPENDITURE FOR YEAR ENDED 31ST MARCH 1985

INCOME	NOTES	THIS YEAR	YR ENDED 31/3/84	YR ENDED 31/3/85
Subscriptions	1	18,915.31	15,314.30	6,802.79
Sales of Spares	2	NIL	24.75	18,982.37
Books & Regalia	1	1,571.69	1,556.90	877.29
Sale of Club Van		NIL	650	NIL
Sale of Club Computer		NIL	450	NIL
Sundry Sales	1	1,199.53	2,372.62	12,137.69
		-----	-----	-----
		21,686.53	20,368.57	38,800.14
		-----	-----	-----
EXPENDITURE				
Printing & Stationery		6,983.54	7,962.22	3,525.75
Postage & Carriage		2,791.23	2,554.36	3,928.69
Spares Purchases		NIL	207.67	18,821.87
Books & Regalia		2,180.25	1,883.70	2,967.61
Events		716.43	867.25	1,978.02
Transfers to F.S.S. Ltd.	3	2,514.00	2,059.61	NIL
Committee Meetings	4	656.54	421.30	NIL
Floats Issued		200.00	200.00	200.00
Floats Re-imbursed		(200.00)	(200.00)	NIL
Telephone Charges	5	171.05	NIL	NIL
VAT Payments	6	423.42	1,034.99	3,029.83
Inland Revenue Payments	7	188.74	NIL	NIL
Bank Charges	8	198.19	179.22	244.01
Club Van Costs		NIL	NIL	627.32
Club Computer Costs		NIL	222.00	1,010.60
Sundry Purchases		842.79	1,014.14	2,125.05
		-----	-----	-----
		17,666.18	18,404.46	38,458.75
		-----	-----	-----
Excess Income Over Expenditure		4,020.35	1,964.11	341.39
		-----	-----	-----
		21,686.53	20,368.57	38,800.14
		-----	-----	-----

SPECIFIC NOTES TO ACCOUNTS

1) The Club income figure has to be mostly analysed directly from the bank statements. Unfortunately, therefore, there is the chance of income being wrongly analysed. This split of figures is considered to be reasonably accurate for both this year and last.

2) All spares sales are now handled by the Club's wholly owned company, Ford Sidevalve Spares Ltd..

3) The figure for this year of £2,514.00 represents the subscription "spares levy" that was transferred to Ford Sidevalve Spares Ltd.. The figure for last year of £2,059.61 represents money for spares sales that was banked by the Club prior to the opening of Ford Sidevalve Spares Ltd., bank account.

4) The cost of committee meetings was not analysed separately prior to year ending 31st March 1984.

5) Telephone calls are now separately analysed.

6) The Club's original registration for value added tax was from 21st October 1980. We unfortunately did not apply for registration until 3rd September 1982, and therefore suffered "back dating" of our liability. This error of judgement lies with the committee who were responsible for running the Club in 1980. However, by 18th January 1983, the committee had purchased Ford Sidevalve Spares Ltd., and therefore obtained 2 VAT turnover limits and were able to split the Club and thereby keep below the VAT threshold for both the Club and the newly acquired Company. The Club de-registered for VAT on 18th January 1983.

The turnover of the Club has continued to rise since January 1983 and as a result, we have had to register again for VAT from 1st January 1985, our registration number being 395 3867 95. (The current statutory VAT turnover limit is £19,500.00 p.a.)

The policy of the Club is to maintain Ford Sidevalve Spares Ltd., below the VAT threshold and thereby avoid the necessity of charging VAT on spares sales to members. It is our opinion if the company was registered for VAT, would be a net payer of value added tax.

7) The amount of £188.74 paid to the Inland Revenue represents income tax due on interest received on the Club's bank deposit account.

8) The Club has moved its' current & deposit accounts from National Westminster, Market Harborough, to Lloyds Bank, Harwell.

107E REGISTER NEWS

Having finished the last article about the colours of 107E's with those immortal words "ANY COLOUR SO LONG AS ITS BLACK", here are a few lines about black Prefects.

Mr & Mrs Williams of Kings Lynn wrote in recently about their excellent 107E, registered 5693 NG and with only 23,600 from new! I met this nice couple at Eastern Sidevalve Day 1984, but as you can see by the photo they attend various events as well as the FSOC shows. "Benny" (so named by Mrs Williams) was owned by a retired Norfolk chap who was unable to drive, being disabled very shortly after buying the car. So it remained unused for many years. Look out for "Benny" at National S/V day this year.

Another black Prefect which lives on my 'patch' is XMJ 532, it is owned by a Mr Swan of Wickfords and I'd like to know if he is reading this?! We met last year at the Bromley Pageant in the concours section, and he expressed an interest in joining the Club. Anyway the car was owned by an elderly woman in Southend for 24 years before changing hands for £700, due to its incredible condition. It was only used in the summer I was told. No wonder it was in the concours, 99% original apart from the tyres.

Another black car near to home is Norman Whitmore's, which he has restored. Norman needs door panels in red/cream, V motif and scroll Prefect boot badge - contact him on Marlow 415528.

Whilst on black cars, would it be fair to mention a 56 3 bar Anglia owned by Doug Webb of Shoburyness. He has been a keen 100E man for 15 years now and I mention the car because it is being run for rallies again after 4 or 5 years storage.

Bill Edwards of Bilston, W. Midlands, has his car pictured here. 5957 DA is Imperial Maroon, I wonder how long you have to spend getting that shine on her Bill? Truly one of the best kept 107E's around, and Bill has had her since new!

DAVE SIMPSON

THE BROCHURE BELOW WILL FEATURE IN DETAIL IN THE NEXT ISSUE
COURTESY OF THE FORD MOTOR COMPANY



"BENNY" MR & MRS WILLIAMS 107E



THE NEW PREFECT de Luxe
FROM **FORD**
WITH THE NEW POWER TRAIN



100E REGISTER

by Mel Smith



Following on from his very full report on the rebuild of his 100E [Octobers S/V News], I have recieved the following from John Hampton on his next project!

Dear Mel,

As I have mentioned before the English sidevalve Fords are not as popular as the American ones in South Africa. I must say, nevertheless, that over the last year we seem to be seeing more and more English cars at old car club meetings which is promising.

Some 2 months ago I bought another Sidevalve - a 300E Thames. For almost 3 years a friend of mine had been telling me of a very original 300E Thames belonging to an old lady living in a small town called Cradock. He had seen it on his occasional visits to the town. At my request he once approached her to see if she wanted to sell it, but to no avail.

Two months ago reading through the advertisements of South African "Car" magazine, I saw an advert from a Mrs Ross from Cradock, selling a Thames. First thing that evening I phoned Mrs Ross, she confirmed it was the same van my friend had, being the only one in the town, but she had sold it three days earlier. Hearing my disappointment Mrs Ross promised to see if she could cancel the previous sale, and said I should phone her back the next day.

The next morning, Saturday, I once again phoned to find out that the Thames was mine. So now I owned a 300E Thames that I had not seen. The next problem was that Cradock is 800km (500 miles) from Johannesburg.

As I work in the engineering dept of the S.A. Railways I have the privilege to travel free on the trains. The following Wednesday afternoon, with a suitcase of spares and a full toolbox, I boarded a train which would take me to Cradock.

Arriving on Thursday morning I saw my Thames for the first time. After a thorough check over, which included a change of oil & filter, greasing, fitting plugs points etc., I left Cradock at 3.15pm to begin my return

journey. Although I thought I had taken sufficient spares to do a complete rebuild I was still caught short. The exhaust system was in a terrible state. I had made tempoary repairs in Cradock, but as I proceeded to Bloemfontein, which was halfway home and my goal for Thursday, it got worse and worse. Eventually I arrived at Bloemfontein at approx 9.30pm, and booked into a hotel.

At day break the next morning I booked out and went in search of an exhaust shop who could make up a complete new system. By just past 9.00am, with a new exhaust fitted, I was back on the road heading towards Johannesburg and home.

The rest of the journey was uneventful, and by late afternoon I had arrived. The 500 miles had taken just over 12 hours travelling time.

Before starting work in earnest I decided to steam clean the underneath, clean the inside, polish the bodywork and use it for our next Club meeting. On the day of the meeting we decided to take both the 100E and the 300E. So my wife drove the Prefect for the first time and seems to have enjoyed it.

Having seen a photo in S/V News of the underside of Tony and Eileen Saunders 100E, has inspired me to have my Thames looking the same. So all suspension, engine gearbox etc, has been stripped out, overhauled and painted - its almost ready for refitting.

The van was originally bought by Mrs Ross from Eastern Highway Service Station, in Salisbury, in what was then Rhodesia, on the 29th Oct 1957. I know these details because with the car came the original warranty and service book. I've also got the original instruction book and tool kit.

Are new 300E rear light lenses available in the UK? [Please contact Mel if you can help] My 100E Prefect is still running well and has been on a couple of long trips recently.

Enjoy your summer 85 motoring.

John Hampson

Just to confirm that the "Super Profile" on the 100E that I wrote for Haynes Press is on sale from June 1st. It is available through bookshops or direct from Haynes Publishing, Sparkford, Yeovil, Somerset.

Mel Smith

NEW REMANUFACTURED SPARES

100E FRONT WING REPAIR PANELS £6 pr

FULL STEEL SILLS £15

DIMPLE HUB CAPS CHROME £25 set

BEARINGS FOR TOP MAC-STRUT £6 for 4

ENGINE MOUNTINGS 93A/Y/103E £8.50 pr

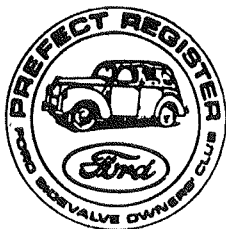
PLEASE ADD FOR CARRIAGE

ROUNDHAY MOTORS



POPULAR & PREFECT REGISTER

by Bruce Palmer



REGISTER REPORT

Nice to see some familiar faces 'in the flesh' at the AGM, and apologies to anyone we didn't have time to speak to - trade in remanufactured spares was rather brisk! Not many comments from members present on what they would like the Register to do during the next year, you must all be satisfied we're providing everything you need!

Finally available on AGM day were the radiator muffs for E93A Prefects, as well as stocks of Popular and Prefect boot lid badges. These are now safely delivered to the 93A spares sec, who will in future be supplying the remanufactured items previously sold by Andy Main. He has new stocks of the rubber draught excluder section, so it is worth contacting him.

Also on display at the AGM were samples of front carpets for the E93A types. The idea was to see what interest there was likely to be, before including them in the range of remanufactured spares. If you want front carpets then the price is going to be £27 plus carriage for fronts only in black only (shade of Henry Ford!). Send me an SAE, but no money if you are interested. Whether we go ahead depends on your support! The carpets are in the original rubber surfaced material, fully tailored and bound, with hole pre-cut for the pedals, a fixing kit is included in the price.

And Another Reprint

Response from the last magazine to the 'Service Bulletin' reprint has been quite good, and we would now like to reprint the balance of the material received from our generous member in Australia. As this hasn't yet been approved by the committee I can't offer this, but if anyone is interested send me an SAE for full details when available. This version would be about 144 sides, and the price would be about £3 inc postage. As well as the service bulletins, 10 pages fully describing Fords Australian E93A range will hopefully be included, which is interesting enough in itself!

THE FINAL PART OF OUT ANGLIA ROAD TEST
APPEARS ON PAGE 21

EXCLUSIVE!

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Tourer Topics Yet Again!!!

I make no apology for writing about open E93A (since nobody else wrote to me following the appeal in the February "News"), and illustrate this time one of those very rare Drop Head Coupes, of which you will recall only 668 were built. The photo is actually a still from the feature film/documentary "The Valiant Years", made in 1964 as a biography of Sir Winston Churchill. The sequence appears to be taken in 1942 as it is used to illustrate the reaction in London to the battle for Tobruk. Parked on the kerb is one of those DHC's, still running despite the petrol rationing. There's a 'Y' at the end of the row by the way. In the film the shot only lasts a couple of seconds, but the location could be Smith Square, or does anybody recognise it? Perhaps the driver of the E93A is one of the bowler hatted, and gas mask carrying, Civil Servants on the right?



Here's one of the increasing number of Model C Tourers that are around these days. This one appeared at the Quainton all Ford rally in September last. "All Ford" was a good description, note the Thames chassis of the P.A. van in the background.!

THE PRE-WAR REGISTER

YVON (IVAN) PRECIEUX

Although not too often, I sometimes receive requests from those of you who own 'Y' types, asking for information on the upholstery and paintwork. As with the numerous changes made to the Ford (during its lifetime, it can sometimes be quite embarrassing to find that after insisting on having the car reupholstered and painted in exactly those colours as found prior to restoration, a previous owner then advises you that he/she had the car repainted or obtained seating and interior from a scrap car when cars of this type were freely available and cheap!!

I was not around at the time when these vehicles were built, so no way can I ever call myself an expert on these matters. However as your registrar I must go some way towards giving you some guidance on the standard colour combinations available through the Ford dealerships during the early 30's. The following therefore may be useful but I would emphasise the fact that this is a guide only.

<u>COLOUR</u>	<u>UPHOLSTERY</u>	<u>WHEELS</u>	<u>APPROX DATES</u>	<u>VEHICLE SHADE</u> (approx)
Black	Red Leather	Red	1932-1937	Taxi Black
Black	Cloth	Cream/Black	1932-1937	Taxi Black
Black	Green Leather	Green	1932-1937	Taxi Black
Corboda Grey	Red (rexine)	Black	1932-1937	Greyishbrown
Electric Blue	Cloth	Cream/Black	1933-late 34	Bright Blue
Maroon	Red Leather	Red	1933-1937	Darkish Red
Maroon	Cloth	Red/Black	1933-1937	Darkish Red
Orient Blue	Blue Leather	Cream	1932-1937	Dark Blue
Orient Blue	Brown Leather	Cream	1932-1937	Dark Blue
Orient Blue	Cloth	Black	1932-1937	Dark Blue
Orient Blue	Cloth	Cream	1932-1937	Dark Blue
Thorn Brown	Brown Leather	Cream	32-3 Short rad	Dark Redbrown
Thorn Brown	Cloth	Black	32-3 Short rad	Dark Redbrown
Vineyard Green	Green (rexine)	Black	34-7 Short rad	Dark Green

If coach lines are incorporated they should match the wheels.

Congratulations to Mr Treeby, of Hounslow, in retaining his 1936 registration for his Ford '8' Y type. [Photo alongside] As with a number of Y & C owners, and possibly those with later uprights, the chassis number applicable to the vehicle can sometimes not be located on any part of the chassis. If the record or log is booked into the Swansea computer without the need for an inspector to visit and check the vehicles documentation you have no problem. If not, then as with Mr Treeby, you may find yourself stuck with some unmoving official who will not give you the rightful registration until you can offer definite proof. In this case the matter was resolved and the registration retained. However, I can foresee problems of this nature occurring for some of our newer members.



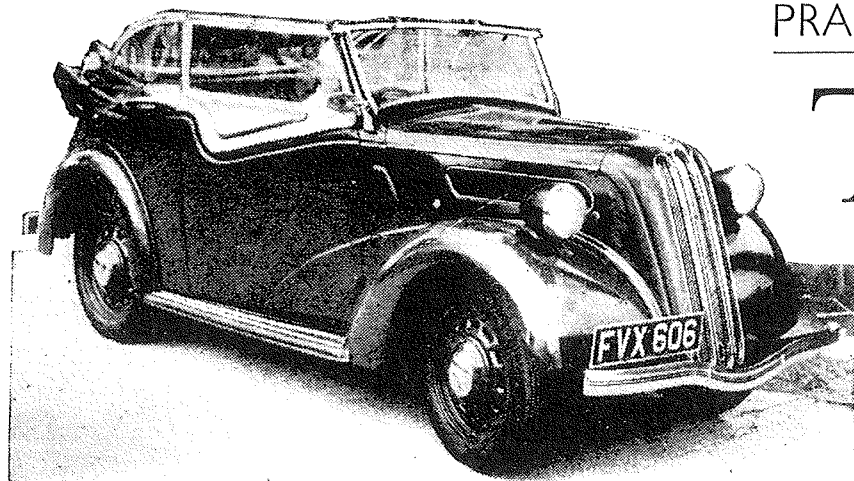
Progress on my C van [see last issue] has ground to a halt due to my being absolutely 'knackered' by the time I get home from work, which is around 7pm. I am also putting a lot of work into the special I am refurbishing. However once the special is on the road come Autumn/Winter I'll be able to spend more time and hopefully not too much cash in getting her ready for the 1986 season. Most of the mechanics are complete, with both early engine, gearbox and axle installed. Brakes require some work with bodywork needing attention and paint.

Forgetting about cars for a moment, I did have some fun recently trying to retrieve a young Thrush from the darkest depths of my garage. Apparently being too young to fly it had decided to seek refuge from some of the neighbours cats, and did I have one song and dance trying to catch it. The garage is now a worse pigsty than it was previously, but the culprit is now behind bars. Well not exactly, he or she is now in a laundry basket being fed on a gourmet dish of small worms, etc.

Ford 10 Tourers have been mentioned quite a lot lately, and indeed it is good to know that this version of the early upright is alive and kicking. Hopefully not on the starting handle! An original copy of the magazine 'Practical Motorist' has been given to me by Jonathan Checkley, who owns a recently restored early Ford powered Morgan. The road test featured in it is reprinted over the page.

PRACTICAL MOTORIST ROAD

The Ford



There is an absence of draught with the hood lowered and side-screens in position. Note the large signalling flap.

OPEN tourers are included in comparatively few makers' ranges, although there are signs that this type of bodywork is inclined to regain some of the favour which it formerly enjoyed. The subject of this test should help to popularise the open car, for it is an extremely attractive job in many respects. Appearance is neat and "sporty," whilst the riding comfort is deserving of praise. Additionally, there is room for three smallish persons on the rear seat, and a good-sized luggage locker is built into the tail. By enclosing the spare wheel in a compartment under the luggage boot, the general good "lines" of the car remain unbroken.

Good Hood

The all-weather equipment—side-screens and hood—is good; in fact, it is in our opinion as pleasing as the folding roof of many cabriolet bodies. With the hood raised, complete protection is afforded against rain and wind, whilst the pronounced absence of rattles was appreciated. Signalling flaps are provided in the two

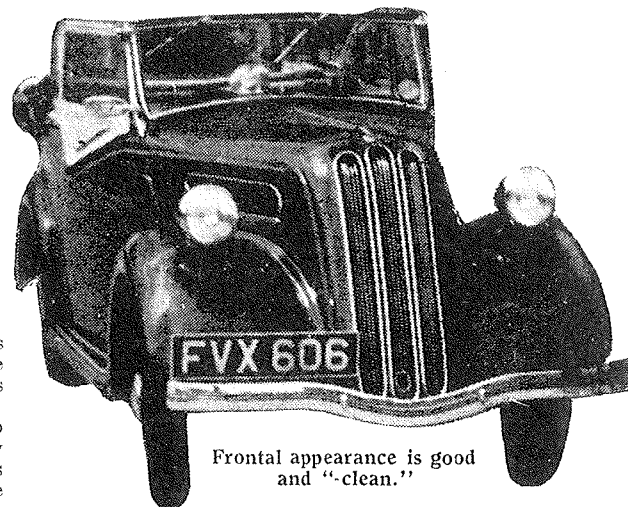
forward side screens (direction indicators are not fitted) and these were found to be well made and situated, so that hand signals could be given easily and quickly.

Instead of making the windscreen to fold flat against the scuttle, as is customary nowadays, the makers have arranged this one to hinge from the top. A very wide opening can be obtained.

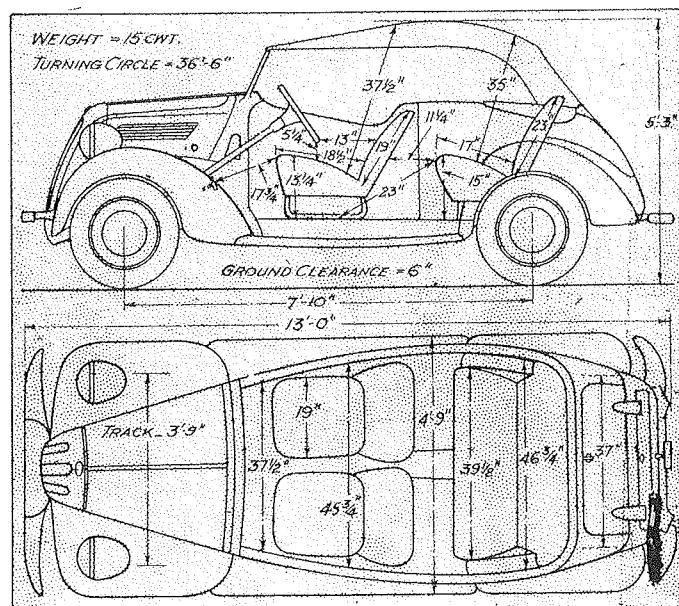
Easy Entry

Two very wide doors are fitted, and these permit of very easy entry to any of the seats. The locks are controlled by means of long handles inside the doors, outside handles being dispensed with. These are completely satisfactory for operation from the inside, or from outside when the screens are not fitted, but they were found to be awkward when the screens were in position, due to the fact that it was necessary to bend the arm through the signalling flap.

The leather-upholstered seats

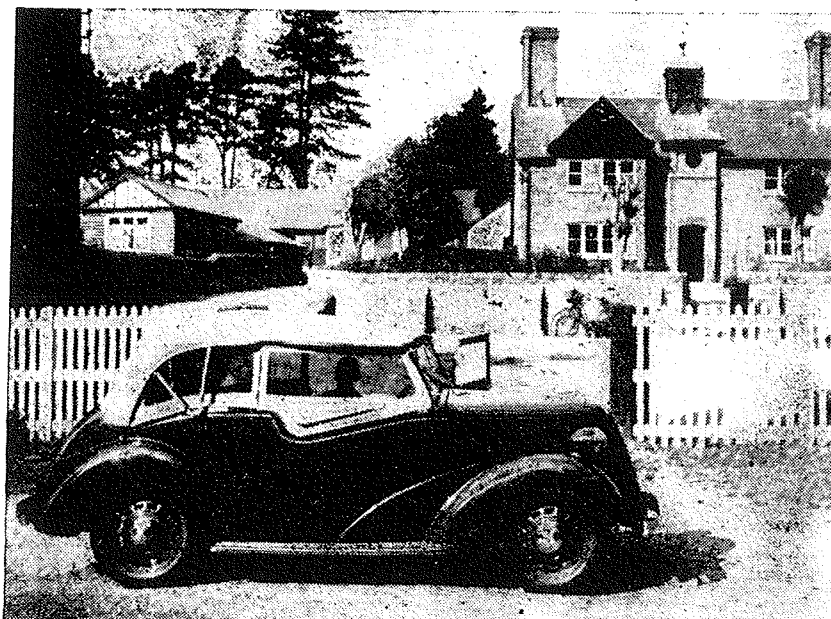


Frontal appearance is good and "clean."



were unusually comfortable and the range of adjustment for the two front ones was ample. Visibility was good forward and to the sides, even with the side screens erected. Unfortunately, the rear-view mirror, mounted on the offside of the windscreen frame, could not be considered as fully effective. It gave a good view of the side of the road, but did not give any indication of traffic immediately to the rear. This is not a very big point, especially when the car is open, but we believe that the makers could profitably experiment in this direction.

Forward visibility is, of course, improved by the shaping of the bonnet and radiator cowl. In rain, it is kept clear by the provision of effective twin wiper blades operated from a suction motor. Except when the throttle was snapped open the blades ran steadily and wiped a large proportion of the screen area.



With hood raised the appearance remains good, whilst visibility and head-room are very satisfactory.

TESTS OF NEW CARS

"Ten" Tourer

A Pleasing Open Four-Seater With A Good Performance, Excellent Brakes, Comfortable Seating, And Adequate Protection Against The Weather

Over 60 m.p.h.

Performance was pleasing, acceleration being brisk up to 50 m.p.h., although rather slow above that. Maximum speed was in the region of 61 m.p.h. by the speedometer, which was easy to read and which gave sensibly accurate indications. Hill-climbing in top gear was also very good, as is shown by the "pull" recorded by our Tapley "Q" performance meter. The reading in top gear was 180 lb. per ton, which means that a gradient up to 1 in 12.4 can be climbed steadily, without loss of speed, in that gear.

The most pleasant cruising speed in top gear along good roads was between 45 and 50 m.p.h., at which rate of travel the car was steady and not noisy. When accelerating at any speed there was a fair amount of noise due to "carburettor roar," but this disappeared after a steady speed had been reached. Engine and gears were found to be fairly quiet. In second gear a maximum speed of 42 m.p.h. could be reached, but the optimum speed at which the upward change was made when driving fairly hard was between 30 and 33 m.p.h. In bottom gear the change was made at speeds between 13 and 15 m.p.h., although higher speedometer readings could be obtained if one cared to "cane" the engine.

Excellent Brakes

One of the most efficient parts of the whole car was the Girling-type braking system. We can honestly say that we have never tested a car with better braking than had this Ford "Ten." A mere touch of the toe on the pedal gave an immediate response without any suggestion of harshness and without the car leaving the straight line in which it was travelling. The best stopping distance was slightly

more than 28 ft. and the average of our tests gave a stopping distance of only 29 ft. from 30 m.p.h. Even when braking in this manner the driver did not receive the impression that the body would leave the chassis or that he would be thrown through the windscreen. When stopping normally the pressure applied to the brake pedal was little greater than that applied to the accelerator, and in this manner the car was brought to rest in about 35 ft. In other words, the normal stopping distance was as short as that representing the maximum braking efficiency with many cars in comparable price ranges—and many far more expensive models.

Clutch Judder

At low speeds the engine was inclined to be rather rough, but at other times fault could not be found in this direction. Partly due to the roughness, the clutch appeared to judder rather badly if it were engaged for starting-off without first revving the engine fairly well. Apart from this, we found the clutch to be fully satisfactory, as well as being commendably light in operation.

Road-holding and steering could not be complained of, and corners could be taken at good speeds without pronounced body-roll being observed. Steering is highly geared but not heavy. In fact, it suits the car very well, especially when driving fast along open by-pass roads.

Acceleration Test

Timed acceleration tests gave the following results, the figures being averages of several two-way runs: 0 to 30 m.p.h., in first and second gear, 6½ secs.; 10 to 30 m.p.h., in second gear, 5½ secs.; 20 to 40 m.p.h., in top, 11½ secs.; 30 to 50 m.p.h., in top, 15½ secs.; 0 to 50 m.p.h., through the gears, 24½ secs. The fact that the time for 0 to 50 m.p.h. is greater than the sum of those for 0 to 30 m.p.h. and 30 to 50 m.p.h. is probably explained by the slight "flat spot" or hesitation which was often noticed when accelerating hard, just after changing into top gear. It could be missed by very careful timing, but not easily. We should add that the gear-change was exceptionally easy and fairly quick, especially between top and second.

Modest Petrol Consumption

During our tests the petrol consumption averaged 35 m.p.g., which is satisfactory considering that the car was driven fairly hard for most of the time, although, apart from short bursts of acceleration for timing purposes, it was used on a long run. However, the figure mentioned can be taken as an average which should easily be equalled by a driver using the car for both long and short journeys.

BRIEF SPECIFICATION

ENGINE—Four cylinders cast integral with top half of crankcase. "L" head. Bore: 2.5 in. (63.5 mm.). Stroke: 3.64 in. (92.56 mm.). Capacity: 71.55 cu. in. (1,172 c.c.). Treasury and R.A.C. rating 10 h.p. Three bearing crankshaft statically and dynamically balanced. Detachable cylinder head. Aluminium alloy pistons. Four-point suspension on rubber. Full pressure feed lubrication by submerged gear pump to crankshaft main bearings, camshaft bearings, big end bearings via oil ducts cast in cylinder block and drilled crankshaft. **IGNITION**—Battery and coil (battery accessibly located under bonnet). Automatic advance and retard. **PETROL SUPPLY**—Petrol tank at rear. Diaphragm type fuel pump operated from camshaft. Petrol gauge on instrument panel. Capacity, 7 galls. **CARBURATION**—Down draught type incorporating easy starting device. **TRANSMISSION**—Clutch: dry single plate, spring cushioned. Release bearing: heavy duty ball thrust bearing. Gears: selective sliding gear—synchro-mesh. Three forward speeds, ratios 5.5 to 1; 9.71 to 1; and 16.89 to 1. Reverse, 22.03 to 1. Helically cut constant mesh gears. **REAR AXLE**—Ratio: 5.5 to 1. Threequarter floating with radius rod and torque tube drive. Spiral bevel drive, pinion and gear. **STEERING**—Worm and nut type. Ratio: 10 to 1. Steering wheel dia., 16 in. **SUSPENSION**—Ford transverse springs, 9 leaves front, 10 leaves rear. Greaseless type spring shackles. Double action adjustable hydraulic shock absorbers on all four wheels. All link joints bushed with rubber. **BRAKES**—Four-wheel mechanical internal expanding. Foot brake on all four wheels. Handbrake on rear wheels only. **INSTRUMENTS**—Mounted in bakelite panel on dashboard immediately in front of driver. Indirect lighting controlled by switch on belt rail. Large diameter speedometer. Centre zero ammeter. Electric petrol gauge. Glove compartment with door on passenger's side of dash. Combined ignition and light switch fitted centre of dashboard. Starter and choke are in centre of panel. Clock fitted on instrument panel. **GENERAL EQUIPMENT**—Dual windscreen wipers. Head lamps. Chrome plated windscreen frame. Front and rear bumpers. Tail and stop lights combined. Ashtrays. Direction indicators sunk in door pillars and operated by lever on steering wheel. Rear window concealed blind operated from driver's seat.

PRICE £157 10 0

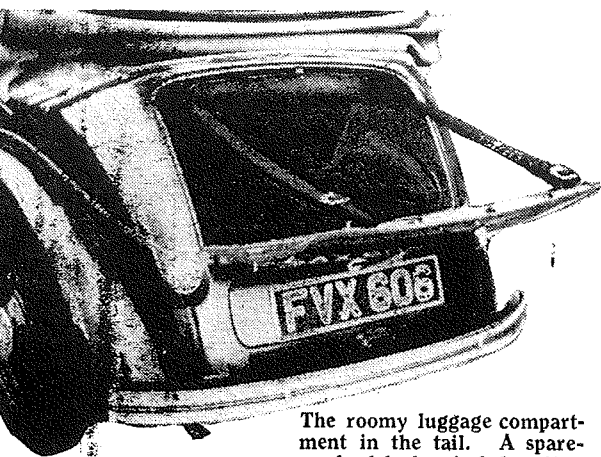
The electrical system includes a large six-volt battery which was able to give the engine a good "swing" and ensure a first-time start. Starting was simplified by the provision of a pull-out easy-start control on the dash, which slightly opened the throttle and brought into use the starting section of the carburettor.

Although we did not have very much occasion to use the headlights we found that these were satisfactory although they did not throw a very long beam. They were, nevertheless, amply good when driving at speeds up to 40 m.p.h. or so on average unlighted roads.

Hood Easily Raised

Special mention should be made of the hood, which fits snugly and gives the car a pleasing appearance. It was easy to raise and lower by a single person without leaving the car, and could be erected or furled in a couple of minutes. Provision is made for closing it completely into a recess behind the rear seat and fitting a cover which makes the whole flush with the body line. When so closed the appearance is excellent, but we did not find it at all easy to press it sufficiently well down to permit of the cover being clipped in place. At the same time, it is by no means unsightly—and did not rattle—when merely folded back and not covered.

In its class, this car is thoroughly pleasing and does undoubtedly represent excellent value. Those who require a medium-sized open car with accommodation for four people and luggage should certainly consider its merits.



The roomy luggage compartment in the tail. A spare-wheel locker is below it.

E83W — GEORGE MATHER/REGISTRAR

Continuing the restoration we finish the body and start on the engine

The front wing beading was made originally in a very smooth black rexine, the nearest replacement is the cloth covered beading with a patent leather finish.

I did not remove the body from the chassis as this was not necessary as when everything is stripped out the chassis is perfectly easy to work on. However, when the body was finally painted the van was rolled back into storage for a lengthy hardening off period. No cutting or polishing was carried out at this time.

After removing the engine from the van, the first thing was to clean it down with an engine cleaner. This revealed the original green paint applied when the engine was new. So the next thing was to track down the correct green, which is Ford Tractor green.

The distributor was removed, the engine oil drained, and the external oil filter and pipes removed. It is best to leave the front engine bearer attached to the engine, as this can be used for handling the engine out of the chassis. The cylinder head and plugs were removed, and the head was cleaned up ready to send for surface grinding. This was the original engine with 30,000 miles on it, and it was obvious that at least a rebore was necessary. The engine side plate was then removed, and a black porridge revealed, on seeing this I wondered how on earth did this engine still run efficiently? I can only say that good quality materials were used in the first place.

On removing the sump there was at least an inch of this black porridge in the bottom, this was carefully removed and the sump was sent for hot washing and beadblasting. The con rods were then removed, the pistons were undamaged, even the bearing surfaces were undamaged. However when thoroughly cleaned up the running surfaces were a strange putty colour, on inspection with a strong magnifying glass it was revealed that all the running surfaces were like crazy paving. The crankshaft was sent for a hot wash, and amazingly only needed about 1 thou taken off to clean up the surface. A new set of con rods, standard size, was found at an autojumble for £15, and a new set of pistons from a Ford specialist at £25.

I also had already obtained a new camshaft at an earlier date, as well as a new clutch. A set of adjustable tappets were purchased from Belcher Engineering. As I wanted to fit new valves and could not find a set the same length the adjustable tappets came in very handy. New springs were used, and the split valve guides were checked for tolerance, crack tested and found to be perfect.

I left the assembling of the engine to an expert, he is restoring a V12 Lagonda and has completed the engine. This has been bench tested and is smooth as silk. He duly built the engine, including checking and rectifying other components such as the oil pump and distributor. a new carburettor was purchased as the original had spindle wear.

The radiator was sent to the local specialist. There the top and bottom tanks were removed, everything thoroughly cleaned and re-assembled. This is most important as the water system has to be as efficient as possible. The coil and control box were taken to the local Lucas Agent, who checked them and found them to be in perfect order. The dynamo and starter were dismantled, cleaned and checked, new brushes were fitted and they were repainted.

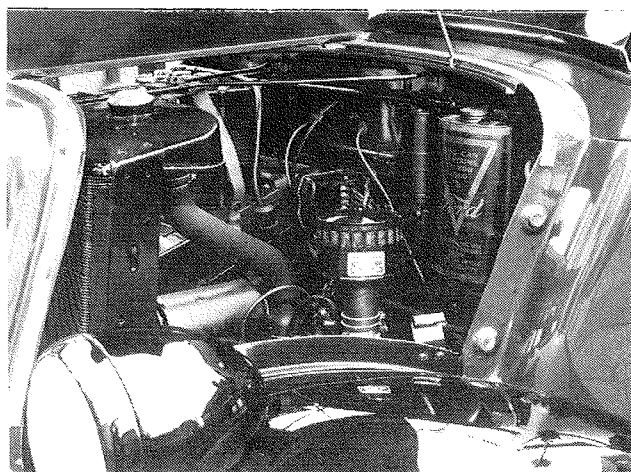
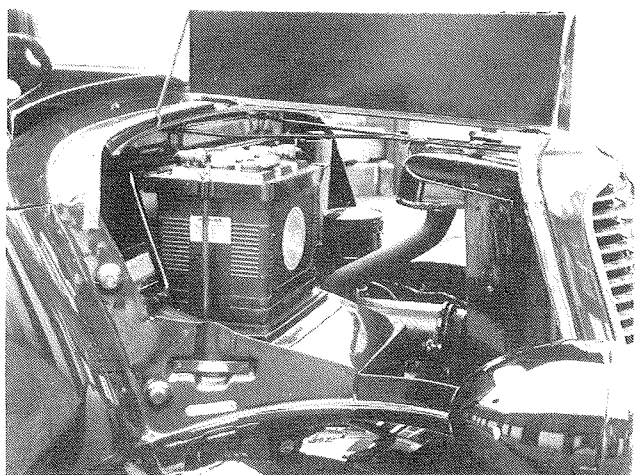
New engine mountings were fitted and the engine was put back in the chassis. The engine started first touch of the button! Redex was then put in the carb, this smoked the garage out, left a faster tickover and more adjustments were made.

A new battery was obtained, the old style black rubber casing. Yes they are still obtainable, but if you want good results make sure you get a 60 AMP HOUR 13 PLATE, listed for a Ferguson Tractor, this is the correct size.

Don't get demoralized if something goes wrong at this stage, yes it happened to me! The clutch pedal went solid, so the engine was removed and guess what? Two springs had fallen out of the supposedly new plate. It had been obtained from a Ford old parts specialist, who by then had gone out of business. However a new "EnFo" centre plate was obtained, everything was re-assembled and is now 100%.

More to follow next issue - George Mather

THE PHOTOS BELOW ARE QUITE SUPERB, NO WONDER IT WON BEST IN SHOW AT POTTERSPURY LAST YEAR



REMANUFACTURED SPARES LATEST NEWS

E93A TYPES

Rear Axle Bearing Conversion 5 Stud Wheel

Last orders - see April S/V News page 22 for details.

Exhaust Systems

The original manufacturer has still not replied to my original letter of six months ago, so I think they are not interested! We have obtained quotes for mild steel and stainless steel systems; and are waiting to hear from another source with tail pipes for the 2 door and 4 door models in stainless steel. More news hopefully in the next magazine.

Steel Wings

E494A/103E rear wings are now sold out with very few fronts left. I am looking into the possible remanufacture of rears by another manufacturer.

E493A Running Boards, E494A/103E Sills

Mild steel sills and running boards have been ordered for delivery in July, to the new E93A Spares Sec. As usual they will only be available in pairs, and will be supplied undrilled and unpainted, the running boards without the rubber.

100E TYPES

Rear Axle Bearing Conversion 4 Stud Wheels

There may be a good chance of having this conversion kit remanufactured for 100E rear axles - see April S/V News page 22 for details of 5 stud kit. The cost should be the same at £75.00 including p&p per pair, based on a minimum batch of 50 pairs. Again this could be a once only offer. Would all members interested please let me know, and enclose an SAE for further details, but no money.

Front Windscreen Rubber

This arrived in time for the AGM, remaining stocks from Tony Saunders.

Rear Screen Rubbers

We are now told that this is unobtainable from the usual supplier, and are looking into having this re-made.

Door Handles

Further investigation revealed that the only handle which could be remanufactured is the locking drivers handle. The tooling needs some costly repairs, with a minimum production run of 500. However the manufacturer has agreed to keep the tooling for us for the future.

PLEASE DO NOT WRITE FOR FURTHER DETAILS AS THESE ARE THE LATEST AVAILABLE (unless specified), UPDATED INFORMATION WILL APPEAR WHEN AVAILABLE.

Andy Main

ALTERNATIVE SPARES - sent in by members

E93A Types

1. Engine conrods can be bored and fitted with Renault 5 or early Minor 1000 shells.
2. Wheel hub nuts and studs, not sold from new as a separate item as they are rivetted inside the hub. If worn drill out and replace with Escort Mk1 studs and nuts.

3. Replacement condenser, try INTERMOTOR No. 3546, Bob French has fitted one to his E494C

100E NEXT MONTH.

THE FINAL PART OF THE E04A ANGLIA ROAD TEST, REPRINTED COURTESY OF "THE AUTOCAR"

January 12th, 1940.

The Autocar

41

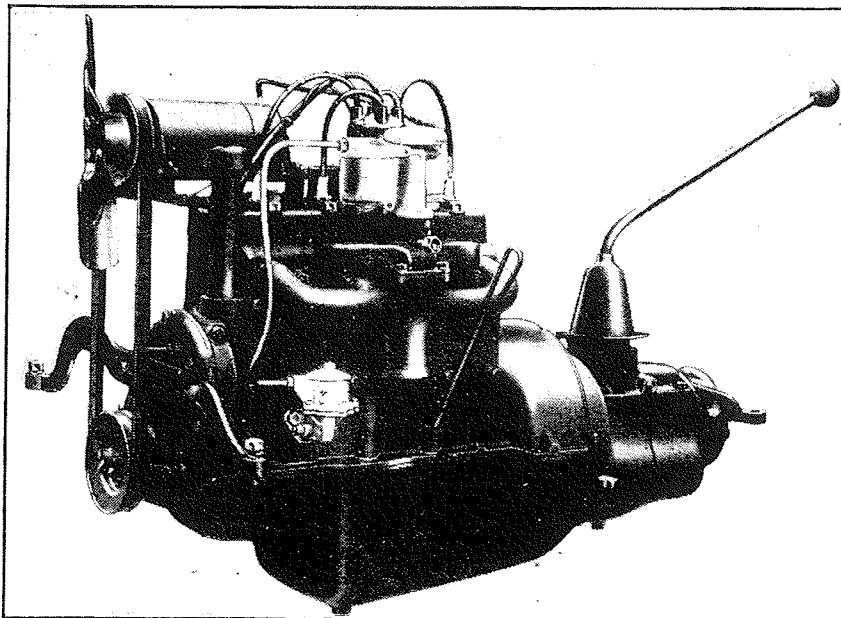
the instrument board, and similar details of an extra nature.

As usual, the bodies are of steel and made up of very large pressings welded together, the whole serving also as a box girder still further to stiffen the frame, and years of experience have made the Ford engineers past-masters at eliminating any vibration of the body panels which might result in drumming, and in doing it by means of an extremely simple method.

As far as the present Anglia model is concerned, the standard model will be supplied in black and blue only, but, in addition to this finish, the de luxe model can also be supplied in grey and with wings of the same colour. The weight of the standard saloon is 14½ cwt., which is interesting in comparison with a power of 23.4 h.p. at 4,000 r.p.m. It will be noticed that the body obviously allows a wonderful range of view, and it may be interesting that the width of the doors at a point half-way up their total height is 39½ in.

Prices of the new car are as follows: Saloon, £126; saloon de luxe, £136; sliding roof, £5 extra.

Deliveries have already commenced to the various Ford dealers.



The engine has an extremely neat layout.

SIDEVALVE SIGHTINGS - AT HOME AND ABROAD

In Malta....

John Charlton sends this report after a holiday on the island.

There are still plenty of "our" cars in regular use on the island, although the spares situation is getting desperate there. I saw a mint Prefect on wide wheels, which had home made engine mountings which were too soft and allowed the engine to shake a lot!

I kept chasing an immaculate E83W pick up, but never saw it stationary to get a photo. I thought I had got it on film, but the bus was going too fast and all I got was a nice shot of the building next door!

I also saw several customised 103E's, beautiful jobs but I couldn't bring myself to photograph them. I couldn't help thinking if they had spent the same amount of money restoring them to original condition.... still each to his own!

John Charlton

...on video in Covent Garden...

John also visited the London Transport Museum in Covent Garden and says it is a must for Sidevalve fans. On board some of the vehicles on display videos are shown which depict that vehicle in use on London Streets. Forget the bus or tram, and look in the background. There are scores of early Sidevalves. Watch out in particular for the E93A Prefect butchers van, with the van body painted in vertical green and white stripes. John thinks it is a converted NAAFI tea van.

....in Sussex...

John Skinner sends this report of sightings on his patch.

In a field beside the road leading south from the village of South Harting, W. Sussex, is a black Prefect E493A. It appears to be complete and was apparently seen on the road during the end of last year. It might prove an easy restoration job for someone, should the owner wish to sell the car.

Sadly Dave Maynard recently witnessed another black Prefect E493A being unloaded at a scrap metal yard in Shoreham by Sea and then lifted by its roof onto the top of a pile of modern vehicles. However, this Prefect was apparently in first class condition, and shows that good sidevalves are still being scrapped rather than finding new owners within the FSOC.

A Prefect 100E was taken in part exchange for a new car by a main dealer in Worthing a few weeks ago. This Prefect, reg. 315 APG, had travelled only 27,742 miles since its one and only owner had registered it in April 1956. It was still fitted with original tubular type track control arms! I examined the car and couldn't find any rust damage, apart from some surface rusting around the edges of the body and underneath. A truly original condition vehicle, with anew MOT certificate for around £1,000. Please contact me for further details if you are interested.

Finally the Pop 103E pictured in S/V Sightings in April 1984 has now been customised. In its place in the same car park, in Staple Hill, Bristol, is another 103E Pop, I wonder if it awaits the same fate?

John Skinner



AN E83W SPOTTED BY JOHN IN MALTA



BEYOND HOPE BY THE SEA?

...and at an auction in Norfolk

Bruce Palmer followed up a garage clearance auction advertised in Practical Classics.

By chance (thats what I told my wife!) we happened to be in the area in November 1984 at the time of the auction, so I called in to see what was on offer. In contrast to all the publicity it was a considerable dissappointment. About a dozen cars and a pile of very rusty 1960's junk heaped into auction lots in the corner of an old boat yard!

Amongst the rubbish were 2 100E's, an early Anglia (VAH 635, July 1956) and a Prefect (625 MMC, August 1957). They were in pretty poor condition, much worse than the photos make them appear. [They look bad enough in the photos - Paul!] How much they went for I don't know, but even a 1972 Mercedes failed to reach £250, which gives an idea of the low prices. I expect that these 2 ended up in a scrapyard by now, but if by chance they were purchased by Club members I'm sure mel Smith would like to hear about your brave restoration project!

Bruce Palmer



THE PREFECT WITH SOFT ENGINE MOUNTINGS MENTIONED BY JOHN OPPOSITE



PRINTERS UNKNOWN

MORE SIDEVALVES ON POSTCARDS

Further to the feature we ran on page 20 of February's S/V News I have recieved a couple more cards.

From Bill Ballard is the view of Carlisle in the 50's, [top right] with an E83W and an E494C prominent in the right foreground. Printers unknown.

Maurice Butcher came up with the one [along] sideshowing a blue Popular, (reg RES 207 is it in the Club?), with a 100E van hiding in the background. It was published by The White Heather Publishing Co. Ltd., and the caption reads:-

"Pitlochry, Perthshire. This delightfully situated Highland holiday resort in hill wooded country is astride the Great North road, 28 miles N.N.W. of Perth. Our view shows the centre of the village."

The 100E Prefect [bottom rigght] was sent in by George Fenton, and was published by Brown Knight & Truscott Ltd.

Bruce Palmer provides the story behind the wrongly captioned Pamlin postcard also shown in the February feature. "The pamlin Print postcard shown in the Feb's S/V News is an example of how people misunderstand the complexities of the 24 models that the Club covers. The photo used by Pamlin's was one of several supplied by the Club to them for possible use back in 1983, together with a model identification chart! Pamlin's owner, a Mr Carr, lives only just round the corner from me; however Mr Carr managed to get it wrong! Incidentally it was originally proposed that instead of getting Pamlin's to include a Sidevalve in their own series, that the Club would sponsor their own series of postcards. Unfortunately the Club had to balance the cost against the need to provide remanufactured parts, and the postcards lost out!"



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TECHNICAL ARTICLES

DISCLAIMER

To cover the Ford Sidevalve Owners Club, the Committee as a whole and some individuals thereof, it is necessary to inform all readers be they members or not, that the Ford Sidevalve Owners Club, the Committee and the Editor, cannot hold themselves responsible for any accident, injury or death which may occur from any reader or member altering or modifying their, or someones car as the result of reading in Sidevalve news any or all of a number of tips, suggested mods or advice given in any article printed in Sidevalve News in good faith, be it from a member or non member of the FSOC. If you send in a tip or advice letter ensure that any mods to major or minor structural parts of the vehicle in question, do not in any way weaken or reduce built in safety factors.

UPRIGHT QUESTIONS AND ANSWERS FROM JOHN CHARLTON

Q-What is the correct procedure when adjusting the front wheel bearings?

A-At least once a year, or more frequently if the car is used all the year round, the front wheel bearings should be taken apart, cleaned, re-greased and adjusted. To remove jack up the car and place axle stands either under the front axle, or under the chassis near to the front jacking points beneath the footwells. If you put the stands under the chassis the front spring can be greased much easier as it is not under load.

There is no need to remove the front wheels, as the drums come off with them this is a matter of choice.

Remove the hubcaps, unscrew the hub dust cap and remove the split pin and discard. Loosen and remove the hub nut. Watch out for the retaining washer which goes between the nut and the outer bearing. Pull off the drum, or wheel and drum, and be ready to catch the outer bearing as it will drop off. The inner bearing usually remains on the stub axle, remove this bearing. Wipe all the excess grease from the bearings and the dust cap. Using a clean cloth or paper towel, clean out all grease from the inside of the hub. Place the bearings in clean petrol, wash thoroughly and blow dry. Do not use paraffin. Wipe out the hub with a petrol soaked rag, and then examine the bearing surfaces. These should be bright and shiny with no marks on them. If not the whole bearing has to be renewed. Now check that the bearings spin freely with no trace of grittiness. If everything is ok pack each bearing with a good quality high melting point grease. Some firms market a wheel bearing grease containing graphite, all the better. Coat the bearing surfaces of the hubs with grease and put a couple of dollops inside the hub. Re-fit the inner bearing on the stub axle and replace the hub. Re-fit the outer bearing, retaining washer (check that the tongue of the washer is intact and fits into the groove of the stub axle, otherwise replace), re-fit the adjusting nut. The handbook is very vague about the next step. It says to tighten until the hub just cannot be turned, and then to slacken off until the hub is just free.

A more positive method is to tighten the hub nut to 30 foot pounds using a torque wrench, and then slacken back at least one flat and not more than three. Fit a new split pin. Wash out the hub dust caps with what is left of the petrol used to clean the bearings. Place a small knob of grease inside it and screw on tight. Check that the wheel moves freely and the job is done.

Q- Can I fit a 100E engine into my 103E?

A- Basically yes, but there are several problems though these are not insurmountable. The main one is that the oil filter housing will foul the front cross member, so the filter needs to be removed or its housing altered. The engine mountings are entirely different, so the 103E mounting bar has to be modified to fit the front of the 100E engine. There is a slight problem with the exhaust fit and accelerator linkage. Really for the amount of work involved it is not recommended.

Q- What is the correct gap for the contact breaker points on my E493A? The handbook states 12 thou but I have seen 15 thou elsewhere!

A- All Lucas equipped cars had a recommended gap of 12 thou to 1950. I have a Lucas newsletter, dated Nov 1949, which recommends an increase to 15 thou. Use the later clearance and you will find that the engine runs more sweetly. By the way check the gap on all four lobes of the cam. I have come across some distributors which give a gap of 20 thou on two cams and 10 thou on the other pair.

Thats all for this issue - John Charlton.

TOW BARS FOR E494A ANGLIA & 103E POPULAR

David Upton has sent in details of the towbar he mentioned in February's Members Letters - he can be contacted on 0433 50246 if you have any problems.

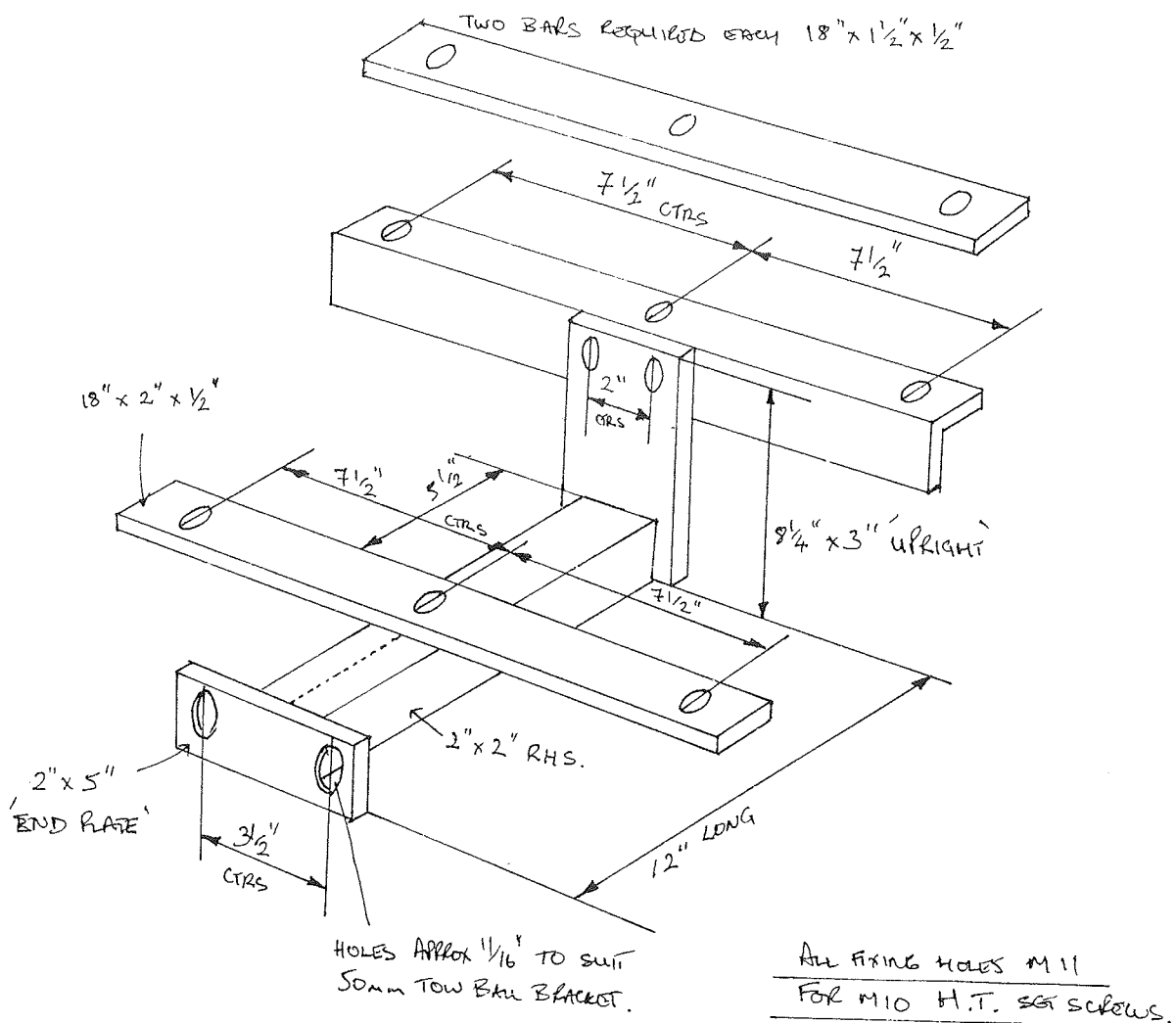
"The backbone of the bracket is the RHS (rolled hollow section) which is 12" long. At one end is welded a 3" x 8.25" plate that I've called the upright. The RHS wants to go centrally upto the upright, and be flush with its bottom edge. At a point 5.5" from this upright one of the three crossbars is welded across the RHS. On this bar the centre hole goes straight through the RHS, and a suitable length bolt will be needed.

At the other end of the RHS is welded a 5" x 2" plate, called the end plate. Before welding it wants two holes to take the tow ball.

back to the upright, the top of which must be flush with the angle bar as per the diagram. The angle bar has three holes across its top edge, and two holes in its lower edge through which it is bolted firmly to the upright.

IT IS IMPORTANT THAT ALL WELDING IS ACCURATE, AND THAT CROSS BARS, END PLATE ETC. ARE CENTRAL TO THE RHS - AS IN THE DIAGRAM.

Before offering it up to the car, scribe a centre line along the top face of the RHS, between the endplate and the cross bar, this will be useful later. Find the centre of the rear bodywork by measuring between the boot hinges, mark the centre with vertically placed pin strip tape or similar. Offer the bracket up on a car jack, and line up the scribed mark on the RHS with centre line on the car.



At the angle end of the bracket also measure and mark the centre of the bar. The underbody is conveniently marked with five evenly placed ridges in its pressing, the third ridge happens to be in the centre, so line up the angle bar centre with this ridge.

When front and back are central wind up the bracket on the jack tightly. Mark six holes through the bodywork with a small drill - but make sure your spare is out first! Remove the bracket and enlarge the holes. Then try the bracket with bolts, remembering the other two crossbars which go in the boot and sandwich the bodywork.

The tow bar you will see pokes out beneath the rear bumper and the tow ball should just clear the bumper without any packing, retaining a neat finish to the back of the car. The position of the tow ball was pre-calculated and has proved perfect for my camping trailer which runs on Mini wheels. I bought a wiring kit for about £5 and had it wired up for me. I'm no electrician but I'm assured its straight forward. If the 6 volt lights concern you - don't worry, change the 12 volt bulbs in the lighting board to the following, which are available from any motor cycle store:-

Indicators 6v single filament 21 watt.
Stop/Tail 6v twin filament (offset pins) 21/5 watt.

If, like me, you have factory fitted semaphores on the shoulders of the car, you don't need indicators on the back of the car. Finally note that all fixing bolts MUST BE HIGH TENSILE STEEL, obtainable from trailer spares shops, and only attempt this tow bar IF THE FLOOR OF YOUR BOOT IS ALL IN AL CONDITION.

Fortunately mine is, and this bracket has proved first class for a laden 7cwt trailer which has now gone about 1,000 miles without incident. I trust that if you try to make one you will be as successful. I cannot say if this design will fit the E93A Prefects, but if their underboot pressing is the same as the Pop then it will."

I also received a letter and diagram from Keith Dewhurst regarding his modification to a Whitter (of Chester) bracket. He fitted the bracket (part no. F1), but altered it to avoid drilling the bumper. If you can locate this kit and want details I can supply a photocopy of Keith's diagram.

Thanks to both David and Keith for taking the time to supply details for the magazine.

Take our advice and do it yourself.

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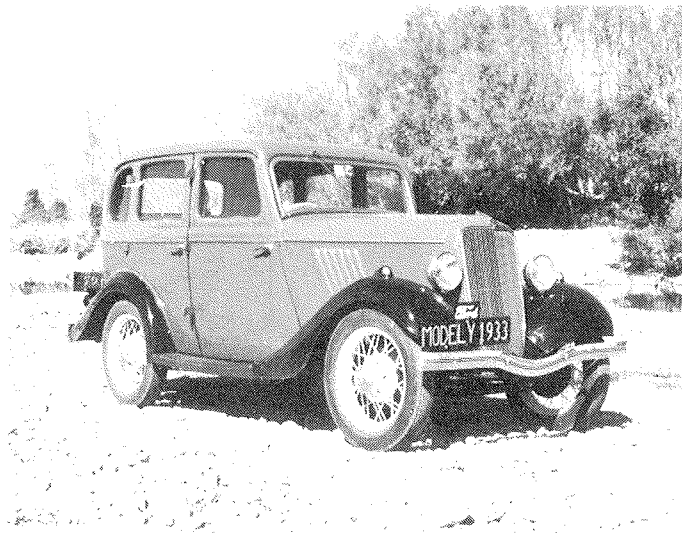
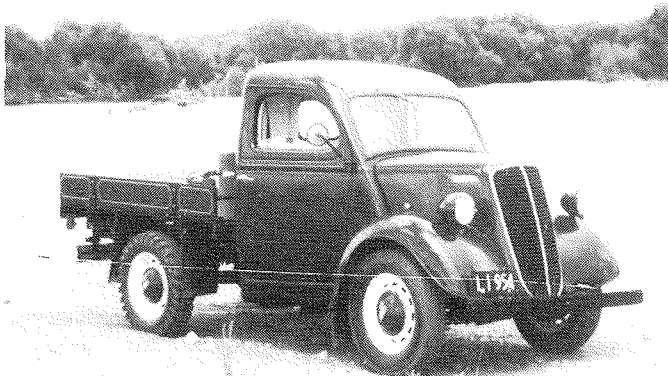
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INTERNATIONAL SECTION



DAVID GREEN'S DIY THAMES AND 1933 MODEL Y - NOTE THAT THE Y HAS THE CORRECT NUMBER OF WHEELS!

DIY IN NEW ZEALAND

Dear Paul,

Enclosed are two photos which show off my vehicles in the best possible light. I painted them both myself and, close up, it shows. But as with everything, and I mean everything, on each vehicle I can say I did it all myself. We New Zealanders pride ourselves in being a nation of 'do it yourselfers'. I have to admit to the odd job I couldn't do myself, such as press fitting of the king pin bushes!

The Thames was purchased from its second owner for \$80. He was a retired farmer who had used it on the farm for some years, until it lost a valve seat, after which it sat in a shed and deteriorated for 7 years until I rescued it. It took me 6 months to get it on the road, rebuilding the deck and engine. With a general tidy up and repaint it has covered 1500 miles in the last year with no problems. The longest single journey was 180 miles in a bit over 5 hours, a great way to see the country but a bit rough on the seat!

The truck was however only a diversion in a 7 year effort with the 'Y'. The number of hours spent are impossible to estimate, and of course there have been many interruptions such as getting married, buying a house and breaking in the section, not to mention breaking in 3 children! It has only been in the last few months that the possibility of getting the car on the road had become reality, and the work rate picked up on the necessary items while leaving out all the frills. This means that apart from the tatty seats there is not a stitch of upholstery in the car, and numerous drafts. However this is nothing compared to the thrill of finally being able to drive around in the car (legally). You will notice the number plates which I managed to obtain: LY 1933. I have added the other letters and the script Ford to make the descriptive display. This is so necessary when you have people saying "Its a Morris isnt it?".....!!!!!!

Now just last week I was out for a drive with 2 of the children, and clocked up the first 500 miles so I couldn't resist a burst up to 55mph. No problem at all for the little 8hp motor. The car was a bit rattly though, but nothing serious as there were still a few bolts to put on here and there. Well, I came to a left hand turn in the road and there was a thump. Something had broken, but it didn't seem to effect the steering, not even a lurch.

It was the brakes I thought as these weren't having much effect. Ok I thought, "don't panic, just guide this machine to a halt", and I moved the left hand wheels into the grass verge. It was about this stage that I noticed an object which had lept up and was travelling at the same velocity in an adjacent paddock. "I recognise that", I thought, "its our front wheel! Well we seem to be doing fine without it!" I finally moved right over on to the grass and stopped. Apart from a slightly ground down section of brake drum, and a 3cm split and small dent in the mudguard caused by the departure of the wheel, there was no damage done. Wheel nuts were obtained from the other wheels and, after tightening them about 5 times, we were on the road again. A bit of excitement and a lesson learnt! I'm pleased to say that I had fitted 5 seat belts, which are always worn, as I put safety way ahead of originality.

I look forward to many enjoyable hours of motoring and getting together with people of similar interests, which is what having old cars is all about [I couldn't agree more - Paul]. I would like to finish with a word about my supportive wife - I know she didn't mean all those things she said about me being out in the garage all that time!

Best wishes to all Sidevalve fans.

David Green

MORE ON SOUTH AFRICAN SIDEVALVES

Hopefully Brian Malin, from R S A, can help Doug Edwards with the parts he requested in February's mag. Brian is trying to trace two Bucklers that he believes are up in the Zimbabwe area, his own Buckler is being used by his father! Hopefully Brian will send us a fuller report for a future issue, but if you haven't seen any commercial S/V's around Brian, then read the 100E Register in this issue.

ADVICE ON EXPORT WANTED

Carlton Thisse, whose 'Y' featured in the last issue, would like to purchase another Sidevalve. However he does not want to come to England to make the purchase, and is understandably worried about sending a cheque to someone he has never seen. Does anyone know of a way to ensure that he receives a car that is advertised, which is fair to both vendor and purchaser?



A CLUB RUN IN NEW ZEALAND

The photo above was sent to Steve Waldenberg by Ngaire Scott, of the Ford 8 & 10 Club of N Z. It shows a 1951 Prefect and 1952 Anglia about to leave home for the bi-annual club run to Taupo (300 miles south), to meet up with the new Plymouth branch. It occurred on Labour weekend in October 1984. The Prefect had no hiccups all the way, whilst the Anglia had an exchange fuel pump before the start and then no further problems.

FROM ED INGOLD IN CANADA

Just hate to do this but the tip from Steve Waldenberg to replace the strut shroud with a plastic bottle, I would respectfully question. Reason being that this is sandwiched, and can carry a fair load from the shock piston and get squeezed out. Others may be interested in my fix. I found that a Hunts Tomato Sauce can (with ends removed) was about the same length and a good slip fit on the remains of the original shroud. This was bonded on internally with fibreglass resin, and then sprayed with no noticeable difference to the original. I could find no exact replacement for the rubber extrusion, so ended up using a length of heater air hose that was a good fit over the cans rim. North American members who need some small sidelight lenses (E93AF 13208), contact Don Pickering, [redacted]. He has 3 going for about \$1 each plus mail.

PRE-WAR

1938 Ford Ten Tourer, complete, many new and secondhand spares, requires restoration, for sale due to financial commitments, £600, Stevenage 315021
7Y Deluxe 1937, reg BTM 423, stripped and renovation started, very sound, with body and engine spares, offers around £300. Tel Hinckley 0455 39693

WANTED

E493A front & rear wings, in VGC, Tel Doncaster 850013
E494A Anglia bonnet badge, any condition Wakefield 0924 369150
107E wanted, in good cond body & engine. 01 231 1037 day, 01 856 9333 eve

Prefect 1959, genuine 21,310 miles, very good condition, full MOT, Pale Blue, stored one year, any trial, £850. [redacted]
Squire 1957, in a fair cond, £100 ono, only selling as cannot run on pension. Mr Stanley, [redacted]

Squire 1956, restored to running order, sound body full MOT, original needs tidying, + good engine, bonnet wings etc. Offers [redacted]
Squire 1957, Corfe Grey, MOT 3/86, Tax 8/85, regular use, not to be broken, bodywork needs attention, good home wanted. Bath [redacted]
Squire 1957, fair condition, working order, offers on Cottenham [redacted]
Escort 1959, 107E conversion, good body & running gear, but dud engine & no MOT £50 Stevenage [redacted]

Prefect 1958, green, very good cond, MOT. £575 [redacted]

Popular 1959, Blue, dry stored for 3yrs, good home wanted. Offers to Colchester [redacted]
107E Prefect, good cond, 6 months tax & MOT, 2 new front wheels, £400 ono. Romsey [redacted]
Prefect, 100E 1959. 44,000 from new and 1,000 on new engine. Only 2 owners, must be seen. Many spares. New MOT poss £250 Medway [redacted]

Prefect, 100E 1959, used daily for 5 yrs, fair cond with original radio. £150 ono. Sandra Newton [redacted]

Anglia, 1956, years MOT, black, all original inc log book, offers or swaps, Shoeburyness [redacted]

Popular, 1961, Reg 533 VPD, one owner from new, 47,140 miles (original, but not able to prove). £780 ono. Henley 574411

Prefect, 100E 1959, needs bodywork, no MOT. large amount of s/hand spares. Offers [redacted]

Popular, 1960 Deluxe, very original, black, red trim, period extras, good overall cond, MOT. can deliver. £450 ono Leicester [redacted]

Anglia deluxe, 1951, rare 3-bar grille VGC, tested. Maroon & Grey 2-tone. Award S-S/V Day 1981. History known, recon engine 9,000 miles. Offers £750. Matlock [redacted]

Popular 1961, VGC, resprayed black, MOT, many new parts, new bumpers, exhaust, sun visor, 99% original, £475 ono. Uxbridge [redacted]

Popular 1962. Blue, 82,000 miles, in daily use, 1 previous owner, Taxed Nov, MOT March, £350. Kent [redacted]

Anglia 1957, Lt Blue, good headlining, engine restored cost £300+. 12 months MOT £400. Mrs Plappert. Southend [redacted]

Van 100E, 1959, complete for restoration, 42,291 genuine. Best offer to good home. Late evening on [redacted]

WANTED

Tailgate badge for 100E Escort, Ian Davie, [redacted]
Urgent to complete restoration, front doors, front wingd, screen, radiator, instruments etc., for Fordson E83W pickup. Sheerness [redacted]

15" Ballamy wheel, plus 4 hub caps to fit same, Newport Gwent, [redacted]
103E Pop fornt seats red, and door panels, hand brake cable, rear light lenses etc., prefer Manchester area. [redacted]

Urgently needed for 100E Pop 1962, rear boot rubber seal, also hanbrake lever gater Orpington [redacted]

103E rear lights glass and unit. Lyn Phillips [redacted]

103E Popular, urgently needed rear n/s wing. [redacted]

POST-WAR UPRIGHTS

103E Popular, in sound condition but in need of some restoration, £300 no offers, also one for spairs, negotiable, will not split, 01 [redacted]

103E Pop, 1956, 5 times concours winner, restoration cost £2,000 excl labour & purchase price, taxed, MOT £1,950. Stone Staffs [redacted]

E494A Anglia 1952, black with brown interior, original log book, many new & s/hand spares, will sell either car or car & spares. Sensible offers. Business hours [redacted]

103E Pop, 1956, decoked, work needed on body & trim, offers. Wokingham [redacted]

103E Pop, 1955, mechanics sound, body solid, used daily till Nov 84, laid up, 12 months MOT. £500 ono Goole [redacted] after 6pm

1953 Ford Sidevalve Van, will be like new when remaining parts are fitted by purchaser, many spares, best offer, tow away, call Sunday mornings, Mr Alley, 111 Park Avenue, Mitcham, Surrey.

E493A Prefect 1953, 1 owner only 25,000 miles. Jeff Harris on Rearsby [redacted] Prefect, 1947, body and floor not good, but mileage 19,115. To enthusiast £50. Altrincham [redacted]

Anglia 1952, MOT good runner, £500. 1954 Austin Somerset T&T, showroom cond but knock on engine, number worth £500, £550 Tel [redacted]

E494A Anglia, 1953, very good original cond, stored 2yrs, full history, Reg HAP 45. £750 Chichester [redacted]

E494C Xcwt van, fully restored, offers to RW French, [redacted] Essex, [redacted]

103E Pop 1958, clipon sun roof, new head lining, mudguards need attention, 2 rears ready, was used regularly until MOT ran out, £300, Colchester [redacted]

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MISC

Holidays on the Isle of Wight, 2 six berth caravans. Fully equipped at Whitecliffe Bay, Bembridge. 10% discount to FSOC members. Tel Jean White [redacted]

Scimitar GTE 1969; needs work for MOT, £600 (inc £100 spares) Wentworth [redacted] Con rods cut to accept shells £8 each. Keith, Southend on Sea [redacted]

SPARES

1933 Y bits, F C Hicks, Swindon 851233

Ford 8 grille, Norman Bull, [redacted]

Headlamp base pads, steering box, 5" headlights, rear No plate light. Robin Shackleton, [redacted]

103E gearbox, Bessell, [redacted] Stapleton, Bristol.

5 wheels Model C, 4 wheels Model Y+tyres, all side windows 2 door Y, Aquaplane inlet & exhaust manifolds + carbs for 1172cc, speedo cable Y, brake rods Y etc., Stoke on Trent [redacted]

Reconditioned Ford 8 (M35G) starter motor, [redacted]

100E engines + Aquaplane heads. Bristol [redacted]

6 103E wheels, hubcaps, tyres, n/s & o/s wings & lights. radiator. Weston Super Mare [redacted]

100E backaxle complete, £25. Wentworth [redacted]

107E Prefect, dismantling for spares, most parts available. Rainham, [redacted]

E493A Prefect, 1949, for spares, registered Swansea. £75. Frome [redacted]

100E engine rebuilt, reground crank, new rings, recut valves, conrods adapted for shells, new timing chain & oil seals £150. Keith, Southend on Sea [redacted]

103E gearbox, back axle, brake drums, carbs, F/glass wings, all cheap or P/ex V8 Pilot bits. Fareham [redacted]

100E bonnet, front surround, gearbox, headlight assemblies, generator, etc offers please on [redacted]

100E twin SU carbs on special manifold, 2x107E crossmembers, breaking 57 Anglia, hub puller etc., [redacted]

103E boot lid, grille, bonnet, £10 each. Iver [redacted]

100E new spares, part head gasket set £2, top & bottom hoses £2, coil spring compressors £6, Monroe shockers £20 [redacted]

7Y stainless steel grille trims, Clive Prew. [redacted]

E493A, brand new NSF wings, genuine ford £75, s/h front wings excellent £40, rear doors £8, radiators £10, also 103E, 100E parts. Tel [redacted]

100E front wing, front valence, class 2 condition £10 each. [redacted]

100E rear damage, all parst for sale, also tuned engine with Aquaplane parts. Doncaster [redacted]

Ford Y Type engine, complete, was running when removed. Offers on [redacted]

SPECIALS

Ford 8 Special, 1936, very incomplete, original log book, any reasonable offer, after 6pm or w/kends, [redacted]

Ford Shirley Special, any offer considered, buyer collects, if not sold will be broken, Tel Lustleigh [redacted]

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