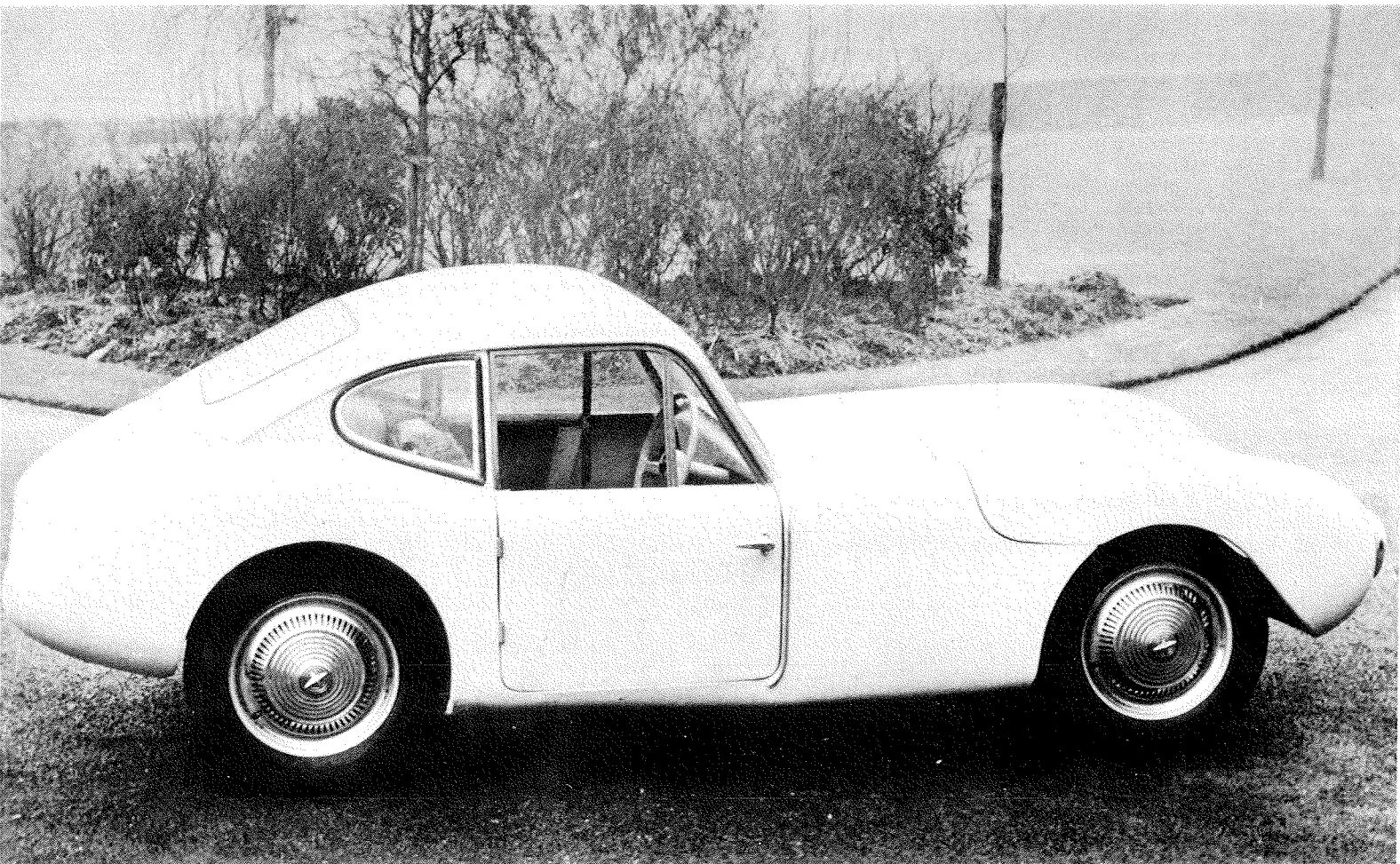


SIDEVALVE

News

February 1991



PUBLISHED BY THE FORD SIDEVALVE OWNERS CLUB



"Best Car Club Magazine"
1990 & 1986 -
Runners up 1988



Awarded by -
"Classic Cars"
Magazine

Vol. 8
No. 1

Well, what can I say other than I am very proud and delighted to have won the "Best Car Club Magazine" award again. To have won in 1990 and 1986, and to have been runners up in 1988 is a tremendous record for the club. The award was for *"an attractive and highly readable publication always packed with interesting material"*. I'll take the credit for the layout, but the content is down to individual club members consistently sending me good material. Thanks, keep them coming, and well done!

Right, what else? Oh yes, please note our new address is -

We actually moved in the Thursday before Christmas, but had a very nice welcome to Leeds. On the Saturday Lynne noticed the postman with a copy of S/V News, and assumed it was ours redirected. Nope, it was for the people opposite! So, Lynne being Lynne, nosed over and discovered that our new neighbours, Andy & Sue, had a recently restored 100E Pop! Andy came across to welcome me later, and asked if I realised Steve Waldenberg lived around the corner! I'd intended to look Steve up once we were settled but did not realise we were in the same area. Steve came round to say hello on the Sunday! It's a small sidevalve world at times! Finally, the Regalia Prize is announced on page 12, thanks to all contributors in a prize winning year, and the notice for the AGM should be in the middle of the magazine.

CONTENTS

AREA NEWS	1
MEMBERS LETTERS	5
SIDEVALVE SIGHTINGS	8
MUSEUM GUIDE	9
EVENTS ROUNDUP	9
CLUB NOTICE BOARD	11
107E REGISTER	13
E83W REGISTER	14
ANGLIA, PREFECT & POPULAR REGISTER	16
PREWAR REGISTER	18
SPECIAL REGISTER	20
100E REGISTER	22
PRACTICAL PAGES	25
CLASSIFIEDS	28
INTERNATIONAL SECTION	29

FRONT COVER - Courtesy Autobodies, a Autobodies MkII, see page 20.

BACK COVER - From Laurie Menear, shame it wasn't in time for the photo competition.

COPY DEADLINE - 15th March

NEXT ISSUE - second class post, 15th April

AREA NEWS



OXON & BUCKS RAMBLINGS

An apology to all my loyal fans for not contributing to the last 2 mags - deadlines came and went before I had even realised it was due! Anyway, it means I've got even more to ramble on about this time. So, casting my mind back to the heady days of summer, what has happened since I last put finger to keyboard?

Most of the group went to the All Ford Rally in September and got totally drowned. Ernie had the all pervading smell of 'soggy doggy', complete with snuffly nose imprints all over the windows and muddy pawprints on the carpet, and the picnic was a bit cramped with 4 of us in the model 'B' - the cool box had to stay outside and the dogs were left sulking in Ernie next door! For us the rally was made more bearable as Terry & Margaret Bullard - owners of Jemimah, that well travelled 100E, came to stay with us from Suffolk. As it had been 2 years since we last saw each other, there was a lot of 'catching up to do, photos to show and sidevalve news to swap.

Three valiant members of the group are due for 'Services Beyond The Call Of Sidevalve Duty' medals as they were an essential part of the team that built John's workshop! Basically they got conned into 2 Saturdays of concrete mixing to get the foundations done before the winter - no mean feat when you consider the workshop is 80' by 20'! As you can imagine, there was much drinking of alcoholic beverages, kicking of cement mixers, tea making, and fish and chip scoffing (wot - no apple pie?!). John is so romantic, he bought me a navvies barrow and a pair of steel toed boots just so I wasn't left out - trouble was, the first barrow load of concrete I took to the trench, I tipped the barrow in as well! Public Honours and recognition to Graham, Colin and Dave for all their help. (if you need any skivvies, let me know and I'll sub-contract them to you).

Monthly meetings are regularly attended by about a dozen members, although Shirley & Martin have been noticeably absent from the last few - was it something we said, or is it because apple pie isn't on the menu any more (oh no, I hear you cry - the Oxon & Bucks group deprived of their apple pie - what is the country coming to?!). Newest recruits are Jim, with a 7Y, and Colin with a Y - both seen on photos but not in the flesh, but at least they are both on the road!

We were talking to Bert Thomas the other day, and he referred to something that appeared in the Oct mag about the proper colours for 'Y' wheels - he has an original salesmans reference book, in which it states that the 'Y' can have wheels in a choice of 4 colours - black, green, yellow or red.

Twelve of us got together at the Lamb for a Xmas bash. There was of course much consuming of food and alcohol, laughter and merriment and I got everyone confused by putting the Xmas cards in the wrong envelopes! (oh, to be organised just ONE Christmas in my life!). Can't think of any other news to impart - Ernie is now in hibernation, luckily Oscar's electrical fault was solved just before I had to start driving home in the dark - I can't cope with 6 volt, 2 candle power sidevalve headlights!! Happy New Year to all our sidevalve friends.

Teresa Butler.

SOUTH WALES BRANCH

Well here we go again, one season ending and another to start. May I say that it was a busy year right from the beginning; from the Treasure Hunt organised by Alan and Ann, which would have made a Sherman tank grunt and puff, through to our last. That was our Christmas dinner held at our new meeting place The Upper Boat, 25 attended (Beat that Bill) and a good time was had by all. We would like to thank Alan for his extra hand and Rhianon for her interesting and wonderful raffle prizes. The chastity belt will come in handy when I go to Scotland. Seriously, thank every one for making a good evening.

The start of this years activities is a social evening with our neighbours at Bristol. Have you warned The Fox that we're coming? On second thoughts better not as they might close for the evening, and by the way the first round is on Dave Sheldon.

If that isn't enough to keep us occupied we're all looking forward to the invasion at Whitsun. If any of you are in doubt, just ask someone who went to the Isle of Wight last Whitsun, what sort of time they had and I can assure you that we will do our best to make this Whitsun just as enjoyable. You may even meet "The Dragon" (my mother-in-law), that is if she can get the weekend off from the haunted castle. Anyway we hope to meet lots of you sidevalvers soon, all the best everyone for the New Year.

Linden Evans

MERSEYSIDE GROUP

Our Christmas meal was held at the Punch Bowl, Sefton, and as usual was a most enjoyable evening. Please remember that we no longer meet every month at the Brooke Hotel - the date and time remain the same but we are trying out some new venues. Ring me on [REDACTED] for details.

Mark Prescott

NORTHAMPTON GROUP!!!!



(Photo - A. Non) MUD & Nellie sporting trophies to prove that there is life in Northampton...

Surprise, surprise.... news from Northampton! What a busy year 1990 was, new faces at nearly every one of our monthly meetings and excellent member turnouts at all the local rallies attended.

The season began with May's Northampton to Rusden Road Run to join around 600 other vehicles at the Historical Transport Cavalcade - great weather, great day out.

June saw a good showing at Billings 50's & 60's show, with a first outing for Mark & John's 7W, even if it was a somewhat shy entry. June also heard Danny's velvet tones at the Earls Barton Carnival as a last minute stand in commentator for the main ring parade of vehicles - a very professional job, in spite of "best pal" Ian's refusal to speak into the mike! Again in June, 5 sidevalves were invited to display alongside other classic Fords to mark the anniversary of Kettering Ford Dealer "Wards" opening - an event that created a lot of public interest and had some good press coverage.

Danny, Bill and helpers organised another highly successful Midland meet at Hollowell Steam in July - we realise they're only there for the "Barn Dance", but thanks anyway lads!

Trips to Stoke Goldington, Wellington, and Towcester followed, and in August 103E "MUD" & 100E "Nellie" took 1st & 2nd places in the "Fords over 1100cc 1956-65" class at Kettering Classic and both received cups from the Mayoress.

A full season came to an end in September with some members braving the rain to visit "All Fords Day" - another interesting visit.

The summer monthly meetings saw the "Stags Head" car park consistently bustling with sidevalves, with Mark & John's 7W project the first newcomer of the season. September's pride of place went to Nancy & Jim's immaculately restored 103E Pop, a great asset to the club, that will go back to the States with them when they decide to go.

In October we marvelled at the result of Steve's 18 months of complete restoration on his supercharged 100E powered competition Dellow, which even glistened in the dark. We didn't get to see it in the light as Steve was on a really tight schedule to meet the start of the Edinburgh Trial the next day - thanks for popping in Steve!

At both November & December meetings we welcomed new members, but the biggest surprise of all was for Sue, for when Nancy & Jim arrived with 2 enormous Pumpkin Pies she realised Val had taken her out for a meal!

There are a lot of sidevalve projects going on in, and around, Northampton (isn't that right Danny), perhaps we'll have news of them in 1991, and we look forward to seeing the friends who have not made it to recent meetings, same place, same time - Happy New Year!

"Press"ed Correspondent

[There's only one way to protect your anonymity - send me a column every issue! Paul]

SUSSEX GROUP

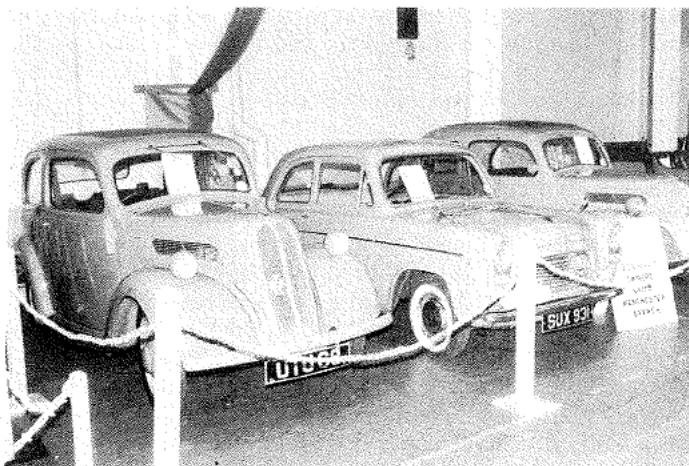
On Sunday 9th December, six of us, plus three from the West London group, met at the Red Lion Pub at Ashington, just north of Worthing on the A24.

This was the first meeting of any group in Sussex for quite some time, and we hope it will go from strength to strength. It was just a get together for a few beers and a good natter, mostly about cars and the Club. My thanks to Martin & Lisa who travelled from Seaford in their newly acquired Squire. To Mark and 2 friends from Arundel, and to Bill Ballard, Arthur & Eileen who travelled down from Surrey.

I am hoping that more will join us in the new year now that the Sussex group has restarted.

Barry Lund

MANCHESTER BRANCH



(Photo - Rod. Peters) The Manchester branch at the Lancs Classic Car Show.

Happy New Year! First of all we all enjoyed our Christmas meal at the Owl & Spindle in Oldham, with 19 people attending despite Oldham being almost snowbound and very cold. We are still trying to work off the turkey and mince pies. So far we only have 2 dates for the rally season calendar, they are as follows :-

11th-12th May- Oulton Park, for further details contact Kath on 061 665 3612.

19th May - The Oldham Historic Preserved Vehicle Gathering. To be held at Hathershaw School & Sports Centre. This was formerly the Lyndhurst gathering but is now being held at a bigger venue, with a lot more attractions and hopefully more Auto-Jumble. For further details on this event contact Ken or Kath on [REDACTED] or Tony Whalley [REDACTED]

Hopefully we will have more events lined up by the time the next magazine is due. Finally we would like to wish Paul & Lynne all the best in their new house and hopefully meet them at sometime in the future on this side of the Pennines.

Harry Wheeldon

LONDON - WEST

Christmas is the season of goodwill to all men and for visiting other local groups, it seems. Having popped over to Bishops Stortford, a mere 80 miles away from home, for a memorable meal with Robin, Jenny and John on the afternoon of 2nd December, the "Three Musketeers" and their entourage called in at Arkley to boost the numbers at Chris's meeting to a "standing room only" situation.

It was a similar situation 2 nights later, when we unexpectedly played host to 9 members from Yvon's branch at our meeting. Boosting the attendance to 25, but they did not, unfortunately, contribute to the 8 sidevalves (107E's included!) that were in the car park. Incredible! Five days later we were on the move again (despite the atrocious weather), when we invaded the inaugural meeting of the newly revived Sussex branch to give Barry and the boys a boost.

Our Christmas dinner on 15th December was a very pleasant affair and was quite remarkable for the number of spouses that were giving their "other halves" a "night off" (or should I say a "night out"?). That brings me to Laurie's

remarks (p13 December S/V News) which tickled me pink; just in case anybody has got the wrong idea about our meetings at the Marquis, it usually does a roaring trade in diet cokes at our meeting nights!

My apologies to anyone who may have gone to the Marquis on the 1st January, for obvious reasons we postponed our meetings for a week, and I thought I'd contacted everybody who regularly comes. The 8th January just happened to be Chris Meneer's birthday, and there was a special atmosphere for the dozen that braved the severe gales that night to be there. Even Eileen had brought her driving boots with her so that Arthur could let his hair down!

I would like to finish off with a word of advice to all UK members: please don't turn up at a local meeting for the first time without contacting the local organiser beforehand. They might just be "playing away" that night!

Bill Ballard

SUFFOLK GROUP

January saw some more new faces at the meetings, and consequently new sidevalves though not in the flesh! The cars being a 100E Popular and a Falcon Bermuda Special. This boosts the groups range of sidevalves to include almost every model.



(Photo - Steve. Minns) Ron Bowers Prefect at last year's Colchester Classic

Plans are now afoot for the groups stand at the Colchester Classic car Show in May, so I'd like to hear from members who would like to show their cars. And, I need ideas on a theme for the stand... maybe before and after, or a garage scene! I've got hold of some bunting and a huge Ford flag, but it would be nice if we could have a banner made up - perhaps we could get a local business to contribute - any ideas?

The treasure hunt is planned for the Easter weekend, so phone me for details, or see me at the next meeting. Also, any other FSOC members from neighbouring groups interested in the treasure hunt should give me a call... the more the merrier!

I've managed to locate another Model Y in our area, this one is an abandoned street rod project, but luckily the body has not been touched as yet, so if anyone is interested, I'll point you in its direction.

Anyway must get back under the Anglia, see you at the next meeting.

Steve Minns

DERBYSHIRE AREA

Firstly, many thanks for your help in finding space for my letters regarding a Derbyshire area group. I have had a very good response and we are all getting together at the end of January/early February to sort out ideas etc. An encouraging range of cars too, from 2 model Ys, a 7Y, Prefects, 100E and 103Es and a 107E.

Mark Slack

WEST YORKSHIRE AREA

A new year brings new interest at the Grove, as 100E members begin to outnumber the Uprights. Mark Bruce and his brother from Mirfield have a restored '55 3 bar Anglia ad are nearing completion of a 107E that had been part customised. Another '55 100E has moved to Upton from Liverpool and is now the daily transport of Keith Ashton, having an immediate spares need. He was directed to the Castleford yard which has a stock of 100E cars and vans. It also had an E493A but that has been rescued by Darren Bollard from Batley who came to The Grove to ask assistance and guidance in its restoration from Dennis Skelton. There is news of an interesting Special for sale locally but has eluded inspection so far.

Gordon McKenzie

LONDON NE

For the first time since we began the London North East group, we've had a couple of meetings with no new members appearing! Have we finally flushed out all the Sidevalvers in our neck of the woods, or is it just the rain that keeps you away?

Our December meeting was the usual mixture of light hearted chat telling of hairy motoring stories and updates on the various restoration projects that members are engaged in. Marcus Dain paid us another visit to report some progress on his E493A also known as 'Gumdrop'. Bill Finch negotiated the collection of some further parts of the 107E he's buying from Frank.... in instalments!

One of our members admitted to having been a long haired E83W-driving hippy at some point in the dim distant past, and another revealed that parts from a Goblin hoover can be adapted to provide an exhaust for a Reliant Robin!

More usefully, Sandy Glen's girlfriend, Helen sent along for our inspection a beautiful E83W seat that she's recovered for her van - she's looking for other upholstery work...

John Howe

BRISTOL GROUP

Two new members to join our group! A welcome to Mike & Lyn Edwards, our first 107E, and Martin Clemments. I was also pleased to welcome Maurice Butcher. It was good to meet him again and thanks for the photos of the 1988 Bristol Classic Car Show.

England v Wales - or to be more precise Bristol v South Wales Group at skittles in February. The gauntlet has been thrown down and I look forward to our match (and return matches!)

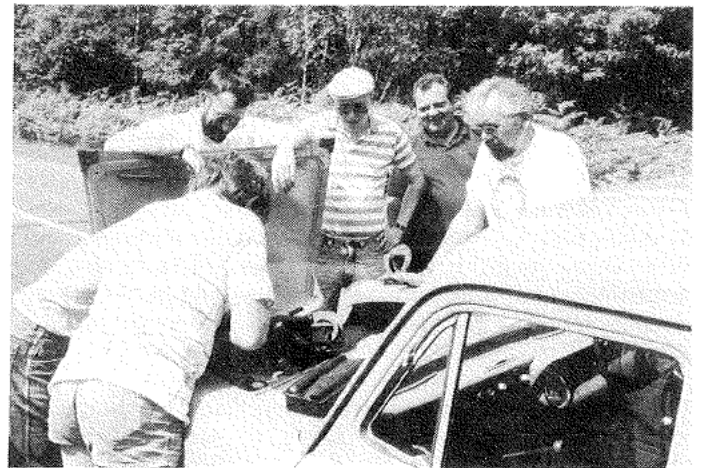
North Devon Run 18/19 May Tel [REDACTED] for application form - details are nearly complete for what will be a super family weekend event, regardless of weather. Most of us have kids so a fun time is planned with all the

family in mind. The Run will start in Bristol and will collect members 'on route'. The Castle Hotel in Dunster has kindly offered us free parking space and will open the garden bar just for the FSOC, and it is there that we shall aim for lunch. A drive then through beautiful Exmoor National Park to end up at 'Bodstone Barton' just outside Combe Martin, North Devon. Our hosts run a Country Park and working farm and includes a farm museum with shop, restaurant, and most important, plenty of undercover things for us all to do. A list of camping/ caravan/ hotels/ B&Bs within a 2 mile radius will be provided and under cover, secure parking will be provided, with our hosts acting as taxis to our accommodation. A barbeque is planned for the evening on an 'at cost basis' and again on request you can be collected and returned to your accommodation.

After lunch, on the Sunday, a drive is planned through the Valley of the Rocks after which we make our way home. Bill Ballard reminded me of the Exeter Group that nearly formed. I would love to hear from you as its in your area. Give me a ring. Perhaps we can make it an annual event! Route and further details will be sent by post.

Rob and Katrena Stear

SOUTH EAST LONDON GROUP



(Photo - Clive & Janet Jones) Sorry Bill...

The group's entry to the December 1990 photographic competition was a bit too late for inclusion, so it was decided to submit the group effort photo, compliments of Clive and Janet Jones, early for 1991. Note Bill's guilty look after the South East Group discovered 2 of Bill's West London Group with Tandem, well knackered in the engine bay of his 107E, instead of the normal power unit. 2 more "spare" members were found in the boot, one of them being the wife, Sandra. From left to right, Dave, me, Alan, Kevin, Jimmy and man of the moment Bill.

Finally congratulations to Clive and Janet on the birth, on 10th December, of their daughter Claire, weight 9lb 2oz.

Yvon Precieux

HAMPSHIRE GROUP NEWS

1991 sees the Hampshire Group entering their 8th year with many of the original members still attending on a regular basis. During the past 8 years we have had many new members join our group, some of whom we have never seen again, (was it something we said/ ate/ drank/ or did?) We have certainly made some very good friends and I would like to thank them all for their support and loyalty over the years.

In November '90 we had an excellent skittles match which I am pleased to report we WON - well it makes a change! In December, of course, we all went to the Potters Heron for the Xmas meal and a good time was had by all.

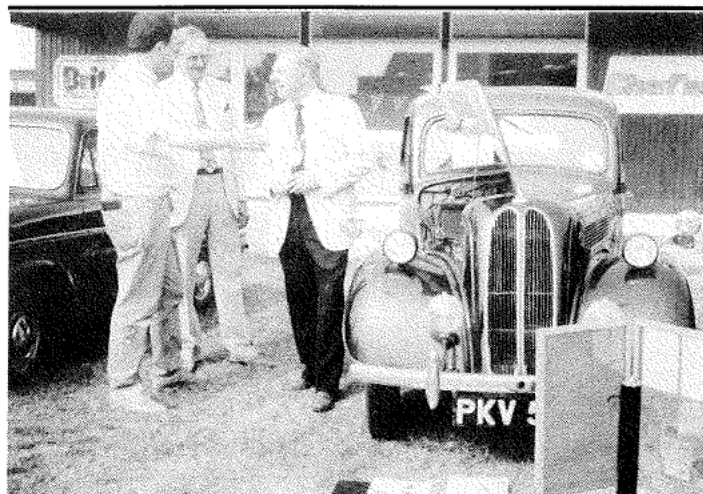
At our next few club nights we will be discussing the various club stands and rallies which we will be attending, and where we hope to meet up with some new and old members from the rest of the club.

There is 1 new member we are all looking forward to welcoming this year, and that's Jackie and Graham's new arrival, expected in March. I can see that when the Hampshire Group go camping this summer we will have to put an extension on the tent to serve as a nursery, and a trailer on the 103E to carry it all!! - Rumour is that Jackie is coming on her own in the 'Pop' and Graham is staying at home with the baby. (I think that's what they call a modern marriage).

We shall be putting on a Club Stand at Enfield and Ardingley this year so if anyone would like to display their vehicle on the stand please contact me.

Mick Crouch

SOUTHAM GROUP



(Photo - Dave Aston) L to R, Dave with the "Town & County Show" organiser & the Mayor of Kenilworth.

We had a wonderful time at the Christmas meal at the Old Mint, Southam. There were 6 sidevalvers and 7 guests from the Nostalgia Car Club, but no cars! I wonder why? Geoff Dec has promised to get his car on the road next year, he is totally rebuilding it and recently displayed it on a trailer at the Restoration Show at Stoneleigh. Practical Classics have recently, January '91 edition, given us a little publicity, and this year we look forward to seeing more of you at the Old Mint in Southam. It boasts the finest ales in the area.

David Aston

NORTH LONDON GROUP REPORT

Our December meeting was invaded by Bill and Arthur and a few other members of the West London gang. The publican has taken to providing live music on a Sunday evening and in the main room of the pub, which is where we usually sit. You can hardly maintain a conversation. We found some respite from the 'noise' by moving into the small conservatory at the back of the pub where it was quieter, but colder and smokey due to the chimneys of Ballard and co (and in a no smoking area!). Despite these minor prevarications, we had a very enjoyable evening together and I thought it was a smashing way to end

another decade of Sidevalve motoring. On the subject of the live music, it is disturbing. We can't always sit in the conservatory and in any case it is not soundproof, so we may have to consider moving to another pub, or changing the day of the week to one where there is no music, live or recorded in the evening. For the present I intend that we should continue meeting as before and will let you know if I and the regulars decide we need to move.

Graham and Jackie Coe had a minor prang up the rear end of their recently bought 107E while spectating in the London to Brighton run, when another driver ran into the back of the car behind them. Fortunately they have now tracked down all the necessary parts to repair the car and the cost will be borne by the insurance company of the driver who caused the accident. We wish their car a speedy recovery. Russell [redacted] a member who lives in Welwyn Garden City, bought a Popular some years ago and another 100E for spares and made a start on the restoration. Now he has more or less decided to break the cars for spares. His number is [redacted]

1991 got off to a good start with 5 members at our January meeting, and no music! At least not until alterations to accommodate a new steak bar have been carried out. Bet that won't be long! I can't promise that any of my cars will be on the road this year, but I'll try. In the meantime I look forward to seeing more of you at The Gate whether in a sidevalve or not.

Chris Drinkwater

MEMBER'S LETTERS



RECYCLING - 1940s STYLE

JG 3241, or at least the original buff logbook came into my possession a few weeks ago and started me on the trail of the rest of the car!

A series of letters between myself and JG3241's last registered owner produced the pieces of an interesting puzzle. The tale starts back on 6th March 1933, when JG3241, a Ford Model 'Y' Fordor resplendent in black coachwork was put on the road by Northfield garages of Tankerton, Kent. Northfield garages, a Ford dealer, ran JG3241 for some 3 1/2 years, selling her on 10th November 1937 to a Reg Harris (of cycle racing fame?) who lived in Swalecliffe, Kent. Reg held onto her for 2 years and then sold her to Percy Sweetman on 5th May 1939. Percy decided to undertake a degree of improvement to JG and in July 1939 her wings were painted cream, to contrast with the black body.

Not long after the outbreak of war, in fact on 6th May 1940 Percy was called up, and sold JG to her last owner, who we'll call Mr Wye (he wishes not to be named) for the princely sum of £14. According to Mr Wye JG was in excellent condition, but the low purchase price was not unusual for cars and houses in the Medway ports area, due to the high risk of air raids by the Luftwaffe.

During the next year JG spent her life either travelling around the Rochester area, or garaged in her 2/- a week lock-up. JG was in daily use, transporting Mr Wye to his workplace at the Medway Ports, where he was employed on defence work in the naval base and aircraft factory.

Due to Mr Wye working long hours on the war effort he was allowed a petrol ration for JG as well as headlamp hoods, for use during the blackout. Evidently they were very effective and made it almost invisible to see!

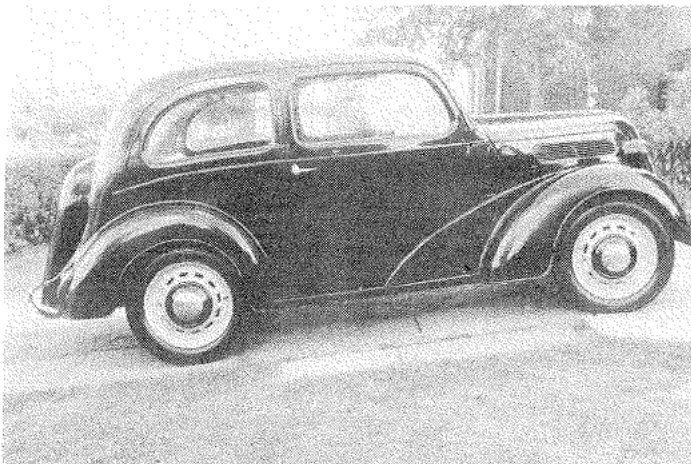
Unfortunately, I've been unable to trace any photos of JG mainly because photography by the general public was not allowed in the Rochester area, in case the photographs should fall into enemy hands. On top of this photographic materials were very scarce.

During a night air raid in early 1941 disaster struck and JG suffered bomb damage. Fortunately the damage was not too severe, but whilst Mr Wye was making arrangements for repairs he was called up and posted abroad, not returning home until 1946. Whilst on active service with the Royal Navy Mr Wye carried JG's log book with him as part of his personal effects. Together they took part in several Atlantic convoys and visited places as far apart as Egypt, Italy, The West Indies and North America. On his return to Rochester in 1946, Mr Wye discovered that during his absence JG had been appropriated by the war department as war scrap and to this day no compensation was forthcoming.

The missing piece to this puzzle is - where did JG 3241 actually end up? - was she part of one of Mr Wye's Atlantic convoy escorts, or maybe she took part in the battle of Britain - I wonder!

Steve Minns

ANOTHER 103E IN THE FAMILY...



(Photo - Philip Stanley) Looking immaculate, the successor to the 103E of Philip's father.

Dear Paul,

I enclose a photo of our Ford Pop 103E, bought from a garage in Braintree about 9 months ago. The car had a very limited history, but was first registered about 1953. The reg. no. on the MOT was 918 GNO, but that was sold just as we bought the car and the reg. no. then was UHJ 685V?!! I have already re-registered the car, and have a new number 760 URA. The car was in very good condition and feel it has been very well looked after.

We have already been on the rally held earlier last year by Perry's of London, and had a great day out. During the first few days we had the car it took a lot of getting used to, and I couldn't understand why it was not driving straight? I then found out from my father that's how his was years and years ago! I remember my fathers 103E with all six of us in going from Ashford in Kent up to Milton Keynes on several runs.

I am very proud of owning a Ford Pop, and find the magazine a very good read. I wish all your readers the best for 1991 and hope to meet more owners soon.

Philip Stanley

TWO GENERATIONS AT WORK



(Photo - Sid Richmond) Sid & grandson finishing of his Anglia

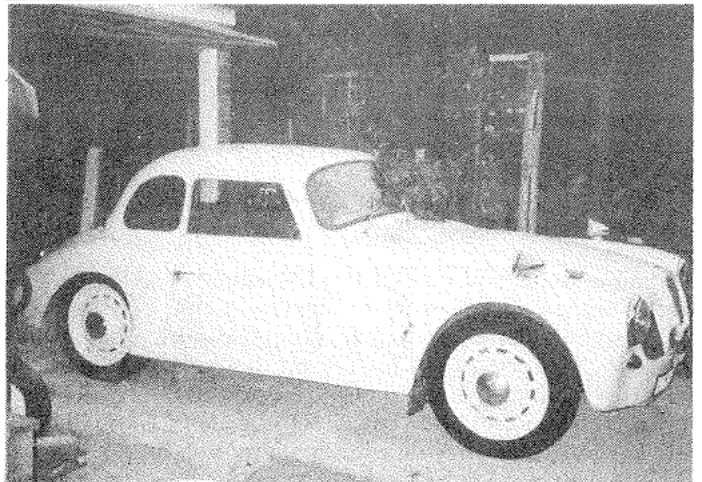
Dear Paul,

The photograph is of me, with the help of my youngest grandson, putting the finishing polish to my newly sprayed Anglia. With friends & family help, I was really proud of the finish we put on it. In fact I took the car to show at the Nottingham City Show at Woolerton Park. Mine was the only 100E on show, and quite a lot of people took an interest.

I have contacted Mark Slack at Derby, and I hope we shall be able to make up a local group.

Sid Richmond

A NICE LOOKING SHIRLEY.....!!!



(Photo - Rob Thomas) Looking very smart indeed.

Dear Paul,

I have enclosed a picture of a Shirley that I purchased in the summer months. It has a 100E engine with 3 speed box. The front and rear suspension has been modified, but I don't know by who as it is awful. I was wondering if there is anyone else out there who has one, or knows anything about them? I need to make some rear wheel covers as these are missing, and would appreciate any pictures of the original car to get them to look correct.

The roof appears to be a bolt on affair which I would like to remove as there is no headroom. If there is anyone out there with a soft top Shirley then I would be particularly interested in meeting one day and comparing notes.



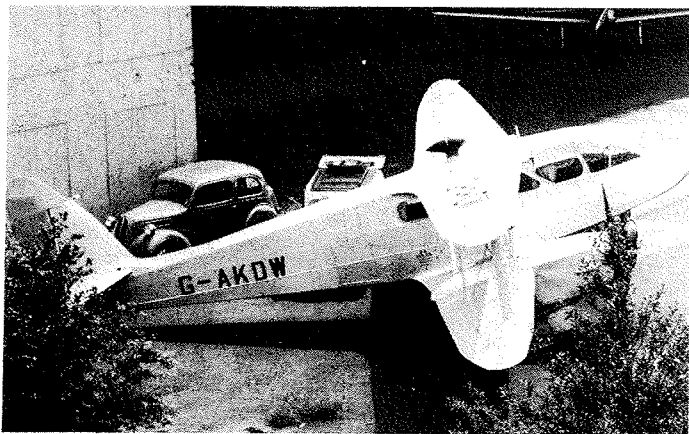
(Photo Courtesy "The Motor/Classic Cars")

ANGLIA FOR A SHILLING...

Above is a gorgeous pic of a "show of new Ford cars & holiday fashions at Tate of Leeds - Leeds University Stand". The date I'm fairly sure is March 1956.

Malcolm McKay

SIDEVALVES IN FLIGHT????

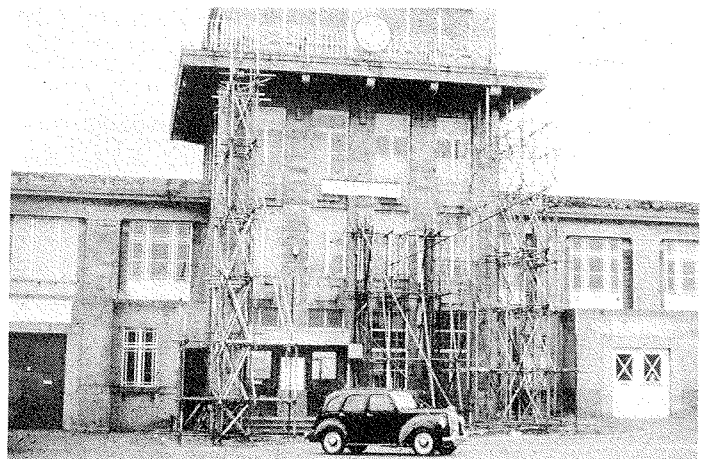


(Photo - Unknwon)

Dear Paul,
Enclosed is a post card found on a junk stall - only I know what it is and where! The Anglia and 5cwt van are at Croydon Airport - the photo is taken from the original

terminal building. The DH Rapide, although built in the late 30's and early 40's, would be in use for private charter work when the photo was taken some time in the 50's - prior to the closure of the airfield for flights in 1959. Scheduled services had of course finished in 1939.

There are however a couple of links with "Ford", as the workshops associated with the hangers were taken over by the Ford Motor Co., and are still open as a small Ford plant producing sub-components. Heaven knows why they need a factory in Croydon and what they actually make there! However, closure is about to take place so presumably no chance of an F.S.O.C. visit!



(Photo - Bruce Palmer)

The original buildings are "listed" but currently occupied by a number of small companies - one of whom, "NORDEC"

(North Downs Engineering Company), once produced Ford sidevalve based specials! The main departure hall is unusual and is the sight of an annual "Aerojumble" on 1st Jan, which is where I bought the photo. The intention is to use the building as a museum and restoration has started - I took my 493A to the aerojumble and drove around the building to the original control tower and exits to the runway. This is where you can see Imperial Airways planes standing in prewar photos, but is now a car park! Continuing the aeronautical theme is the following cutting from "English Mechanics", July 30th, 1937 :-

SMALL LIGHT AEROPLANE



The ubiquity of Ford Products is further demonstrated by the entry of the "Ten" engine into the light aeroplane sphere. It may be recalled that many "Flying Fleas" (Pou du ciel) built in this country adopted a 10hp Ford engine as the motive unit. Following its initial spell of popularity the "Flying Flea" has fallen into some disfavour as the result of one or two fatal crashes. The aeroplane illustrated in the accompanying photograph may be regarded as a British version of a machine suitable for the man in the street. While in this respect it fulfils a similar object to the design evolved by M. Henri Mignet, it follows much more orthodox lines. This high wing monoplane has a span 25', while its overall length is 15' 6". Its total weight is only 490 lbs, without the pilot, and when laden with petrol, oil, etc., its weight is 725 lbs. The machine has a top speed of 80 miles per hour and a cruising speed of 70 mph. The fuel consumption varies between 2.5 & 2.75 gallons per hour so that under favourable conditions the 'plane will do about 28 miles to a gallon of petrol, which is very nearly equivalent to the performance of a light car of corresponding horse power. The machine shown was flown by F. W. Braughton, and incorporates a conversion of the standard Ford Ten engine.

Does anyone have any more details?

Bruce Palmer

TION! RESTORATION! RESTORA

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that really shows you how-to-do-it
WE COVER IT FROM EVERY ANGLE

**Practical
CLASSICS
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STORATION! RESTORATION! RE

SIDEVALVE SIGHTINGS



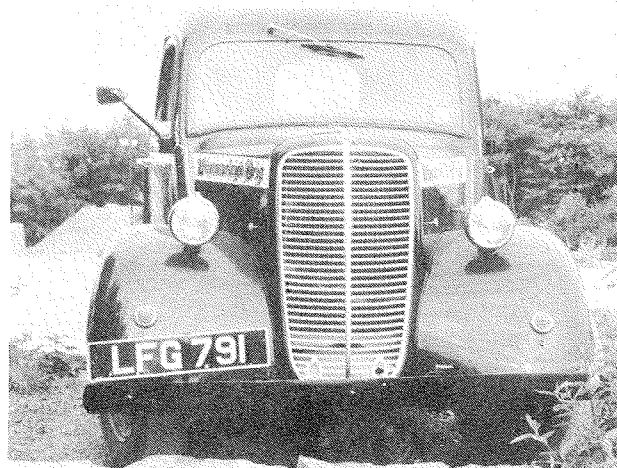
(Photo - Malcolm Ashworth)

Malcolm Ashworth from Sychdyn, Clwyd, sent me this interesting photo from last summer. It shows a Pattison tractor, and was taken on the 19th June at the Cheshire Show. I don't think it is Mick Crouch - I've never seen him smoking a pipe!

Andy Main



(Photo - Ian Gaw)



(Photo - Ian Gaw) Many thanks to Ian Gaw for these photos of the Safeguard Storage (Winmarleigh, Near Grastang, Lincs) E83W. It looks like it still earns a living.
Rodney Peters

SIDEVALVE MUSEUM GUIDE

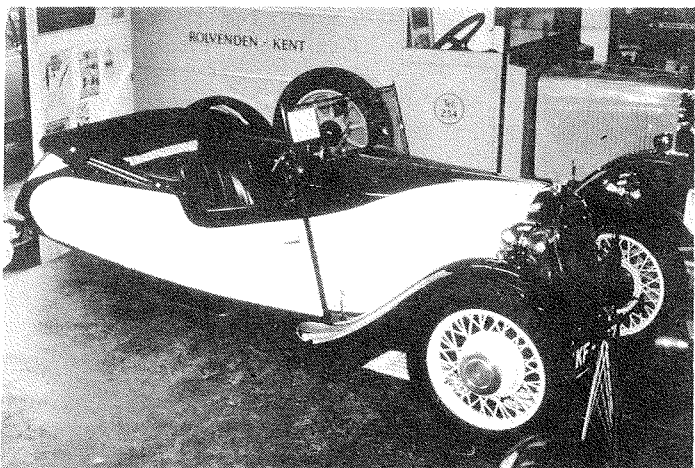
ROLVENDEN MOTOR MUSEUM



(Photo - Andy Main) "Pops" posing outside the museum.

The delightful village of Rolvenden is situated on the A28 about 4 miles south of Tenterden, Kent. In the High Street is Falstaff Antiques and behind it a motor museum.

The shop and museum is owned and run by Chris Booth who has a unique collection of Morgan 3 wheelers. It was back in 1972 that the collection was first opened to the public.



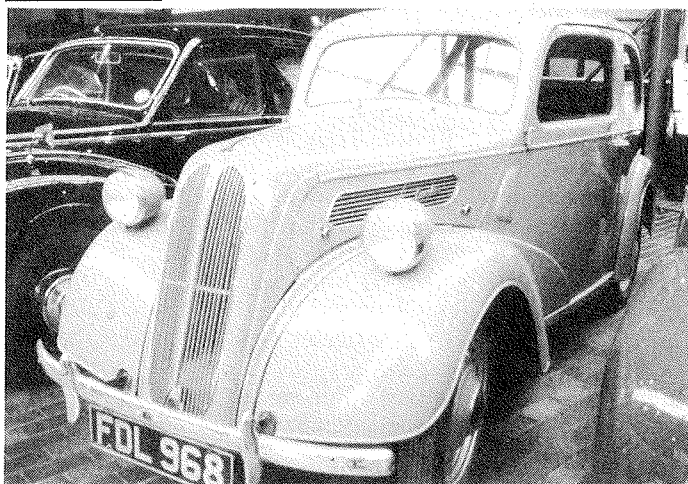
(Photo - Andy Main) F-type with sidevalve power.

The first Morgan was built by Malvern link garage owner H.F.S. Morgan in 1909 with the intention of producing a small vehicle that would be cheap to buy and to run. A large proportion of Morgan 3 wheelers have been standard and family models. The basic design of the 3 wheeler stayed the same till 1932 when it was realised that the design had to be updated to compete with small conventional cars.

In 1934 Morgan introduced the F type powered by a Ford 4 cylinder sidevalve engine under a conventional bonnet behind a conventional radiator, the first Morgan to hide its engine under the bonnet. As well as the collection of Morgans a large collection of automobilia including garage signs, advertisements, lamps, mascots, badges and diecast models are on display. Nearby the Kent and East Sussex Steam Railway runs, so an enjoyable day can be had looking at and riding on an historic transport. Opening hours of the motor museum can be obtained by telephoning (0580) 241234.

Andy Main

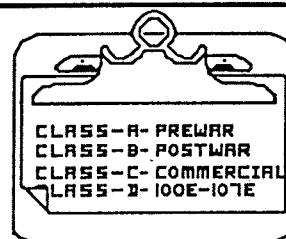
BEAULIEU



(Photo - Steve Minns)

Steve took this photo of an Anglia, complete with upside down overriders, at Beaulieu. Perhaps a visitor this year could supply full details on any sidevalves there for inclusion in this column?

EVENTS ROUNDUP



WEMBLEY WHEELS (30/12/90 - 1/1/91)

The North East London group organised a stand at Wembley on behalf of the club. Two very smart vehicles were shown - Mick Williams 1954 E83W pickup and Tony Lloyds rare 1958 Newtondrive equipped 100E Anglia. Attendance at the show unfortunately seemed to be low, the second day particularly so, perhaps the New year holiday is the wrong time?

Several club members did come along for a chat, and we also handed out some membership forms to other sidevalve owners. Mick's E83W won an unprecedented prize in as much as it was for "Runner Up, Best Pre 1960 **Saloon**"! It was the only commercial in the show, and this was the most suitable category! From now on, Mick's vehicle is destined to be known as the "Builders Coupe". How many other E83W saloons are on the Register Malcolm?

At the show a new motoring trivia quiz called "Quizimoto" was launched. Each day 3 games were given as prizes to the club stands that scored the greatest number of correct answers in that days quiz. The London NE "brains trust" managed 19 out of 20 each day, due to a combination of genius, inspired guesses, phone calls home research at the bookstalls, help from visiting members, not to mention espionage!! We were duly announced as overall winners on the last day of the show.

Many thanks to both Mick & Tony for taxing their vehicles, braving the rain and providing an excellent stand on behalf of the club.

John Howe

MCC EXETER TRIAL

9.25 pm Friday 4th January the weatherman is predicting heavy rain and driving winds of up to 90 mph which is bad news at any time, but when you are about to leave for the start of the MCC Exeter Trial it is VERY bad news, especially when you're driving an open top car and it's too late to back out! My other half, Viv, has made the sandwiches and filled the flasks, so it's off we go.

Our official departure time is 11.01 from Saltash in Cornwall, we arrive in good time, sign on and go through scrutineering. Then it's off on the night run up to Cricket St Thomas Wildlife Park in Somerset, and so far the weather is OK, just some light rain.

On nearing Exeter, at just after midnight on the A388, I thought to myself, that the steering doesn't normally pull to the left, so I pulled into a layby to work out why. Quite simple really, a flat front tyre. Now this would not normally present a problem, but recent alterations to the rules in certain areas of motorsport is restricting competitors in trials to carrying no more than 2 spare wheels. On the front I use 17" and on the rear 15" (wider selection of tread patterns available in the 15"), and as we have never actually had a front tyre puncture whilst trialling I left the spare 17" wheel behind and carried a spare inner tube instead. So, it was just a matter of fitting it - even if it was pitch black, and now raining hard, and oh, I had never done it before!

With Viv holding the torch and doing a balancing act standing on the tyre as needed and me sat on the ground in the rain, wrestling to do the job with midget sized tyre levers, we eventually got the tyre back on (what better way to learn) and on we went, reaching our next check point at about 2.30 am.

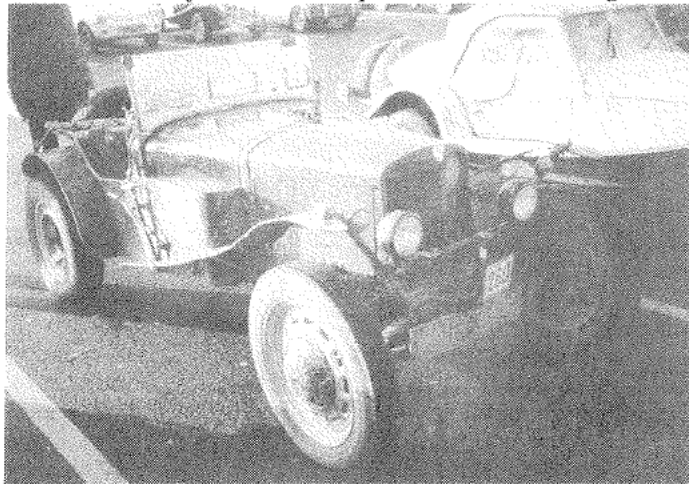
This was a chance to fill up the petrol tank and go through another scrutineering session then down to the wildlife park for breakfast. By now the wind was giving us quite a buffeting and every raindrop felt like pebbles being thrown in your face. Cricket St Thomas is the main start venue for the trial proper, and other competitors who had assembled at Fleet and Cirencester were also arriving - all 320 of them, 123 motorbikes and the rest were cars of all shapes and sizes from classic vintage stuff like Mike Furze's Ford 8, to Vauxhall Chevettes and a TR3. But ours was the only Siva, although there were 12 other sidevalves entered ranging from Dellows to Pops, a Falcon and some other specials.

We were not due out until 6.01 am (very strict on timekeeping these MCC people) so it was a chance to get some breakfast and maybe a snooze, but with 4 layers of clothing its difficult to get comfortable so that's out, especially sitting in an upright plastic chair. Outside the wind is really howling and the rain is beating on the windows, we'd have given anything to be at home in our warm bed. 6 o'clock arrived and we travelled the 10 miles to the first observed section, once there we let the rear tyres down and its time for McGinty (every car should have a name) to show what he's made of. With lots of engine screaming and Viv bouncing in the back and some very strange noises coming from beneath the car we make it to the top unaided. The adrenalin is now flowing and we feel better than we have for the past 8 hours - we pump up the tyres and on to the next section.

One of the great things about doing these events is seeing all the beautiful places in between the sections, that and meeting up with fellow competitors and marshalls who you may only see a couple of times a year, and yet who greet you like old friends.

Well, we can actually see some scenery now as it's just about light and I can turn off the headlamps. The next section is called Norman's hump (what a wonderful name)

on this one we have a restart which means half way up we have to stop and then pull away again. No sweat, McGinty is muttering things like "Sidevalves rule" and we make it to the top in fine style. Several sections and many miles later we arrive at the half way stop at Exeter services - we are delighted to have cleared all obstacles so far and routine maintenance is just a small capful of oil for the engine.



(Photo - John Turner) John west's Oliver Special at the Exeter service.

I had been looking out for other sidevalve friends, but unfortunately they were either running in front or behind us, although John West did appear as we were leaving the service area. The rest of the day went just as well for us and we even climbed the notorious hill called Simms, with a 1.3 gradient on muddy slate complete with restart. The finish of the event was at a hotel in Torquay where we collected our finisher's certificates and claimed our first class gold award.

By the time we reached home we had covered some 380 miles in 20 hours and the car had performed faultlessly and was still in much better shape than its 2 occupants!

John Turner [Many thanks to John, lets have some more reports from the other competitors please - Paul]

SURREY & SUSSEX FUN RUN 23/9/90

Although this was organised as a "London Area Groups" joint venture, the absence of our friends from S.E. London was most noticeable : there were simply no uprights present! With the exception of you know who's Mk II Zodiac, all the remaining cars (12) were 100E/107E's, made up of representatives from North, North East and West London Branches, plus Barry & Pam Lund (107E) and Mark [redacted] (100E) from Sussex.

The weather stayed fine for the 52 mile run and there were no casualties, although I would like to know how 2 cars managed to cover 42 and 72 miles respectively - their wheels looked normal to me! I allowed 3 hours 5 minutes for the run, including stops for refreshments, photos, etc., and Arthur & Eileen Bowerbank made it in exactly that time (must have been the Heineken at the "Hurdle Maker" that did it!). Even John Swade made the prize rostrum (modesty prevents me from saying why!) and Graham & Jackie [redacted] from Leighton Buzzard were deemed to have travelled the furthest distance to participate.

All in all a "reet good do" (you'll have to get used to such sayings in Leeds Paul!) and my grateful thanks to all who participated. watch out for the Essex Fun Run the same time this year!

Bill Ballard



(Photo - John Howe) At stop for refreshment on the Surrey & Sussex Fun Run.

N.E.C CLASSIC CARS SHOW



(Photo - "Classic Cars" Magazine) The F.S.O.C. stand at the N.E.C. You can just see the Fairthorpe stand on the far right.

One again, for the fifth year running, the Coventry Group flew the F.S.O.C. flag at the N.E.C. Classic Cars Show. We showed 4 vehicles, they were Steve Hancock's E93A Prefect, Nick Whitehouse's Fordson 5cwt van, John Bailey's Woody Squire and my 107E Prefect.

The show took place in early December, the theme was Christmas. Considering the time of year it was very well attended by the public. Our stand proved to be popular and we were kept busy, particularly with membership enquiries. We were fortunate to have the Falcon Register alongside. These great little D.I.Y. sports cars were mainly Ford based and so the two stands complemented each other.

My wife and I attended the awards party sponsored by Classic Cars magazine, which was held within the N.E.C. complex. Our own editor Paul Edwards, won an award for best club magazine 1990, and I was delighted to step forward and accept the trophy on his behalf. This has been sent to his home, congratulations Paul, well deserved. Finally, as I write this article there is about 15" of snow on the ground outside my home. So anyone out there has a snow plough to fit my 107E don't hesitate to call me.

Barry White

[I'd like to express my thanks to Barry for both receiving the award on my behalf, and for sending it on so well packed. Paul]

CLUB NOTICE BOARD

REGALIA

Many thanks for all you regalia orders which I managed to get in the post before Christmas. I hope all the recipients enjoyed them. You will see by this months regalia list that some items are on sale at reduced prices. I do not have a large stock of the sale items so buying any do not hesitate and get you orders in the post today. It is always a good idea to buy your regalia as soon as you can, because due to inflation, each time we reorder stock it has gone up in price and although we do keep prices as low as we can it is inevitable that costs keep rising. I am sorry to say that the price of the 100E/300E workshop manual, which are on order, has gone up. I am out of stock of the old ones; so anyone who wants one will have to pay the new price. Details of these will be in the next magazine.

I am hoping to order some new items for 1991 amongst which will be a new design tea towel, and mug. I am always willing to listen to ideas for regalia items so if there is anything you think would be a good seller, let me know.

Best wishes for 1991 - Jean Crouch

MEET THE COMMITTED...

JEAN CROUCH - REGALIA OFFICER

If any of you are wondering how it came to pass, that a sane, sensible woman is now a silly arse

Well.....

It is simple to explain how I got into this state, I chose a sidevalve lunatic to be my lifelong mate

Mick's first restoration was E494A Henrietta She's rallied many times now, so you might have met her.

Each year brought new arrivals, a special and a chassis Mick certainly knows how to interest a lassie.

Soon we were rallying most of our weekends, Meeting lots of people and making lots of friends.

In 1986, it is a well known factor, For Christmas that year, I got a sidevalve tractor!

And in 1988 I could not believe my eyes, When the Bitser this time, was my Christmas surprise.

In 1990 my life took on a different twist, When I fell off the back of it and broke my blooming wrist!

Before I knew what was happening I was totally involved, And that's how Jean Crouch - Regalia Officer was evolved.

LADIES MY MOTTO IS IF YOU CAN'T BEAT THEM JOIN THEM

Jean Crouch

MEMBERSHIP SECRETARY

Many thanks to the 456 members who renewed early which helped spread the work load over Christmas, and to all you members who are reading this in February - because that means by renewing promptly it saves the membership team a lot of time and the club a lot of money, by eliminating the need to send reminder cards at the end of February.

We now have copies of the Constitution & Rules in stock and any member who would like to receive one, free of charge, please send a stamped addressed envelope (9" x 4") to me (address inside front cover) and I will send you one by return of post.

Many thanks to all of you who sent Christmas cards and good wishes over the festive season, it is heart warming to know that the hard work that is put in by all the committee members is appreciated, and it makes it all worth while.

A very happy New year to you all - Mick Crouch

EVENTS DIARY

I would like to begin by telling all concerned that Sandra and I will be "down under" in the land of Utes, tourers and E93A vans from 18 February to 18 March inclusive. Half my family emigrated there 10 years ago and not one of them is interested in Sidevalves!

Congratulations to Mick Williams, who won Runner-up in the Pre-1960 Saloon Class at the Wembley Wheels exhibition over the New Year period - with his E83W pick-up! My thanks also to Tony Lloyd, who displayed his immaculate "Newtondrive" 100E Anglia, and to John Howe for the hard work they put in at that show.

We are also indebted to Barry White and the Coventry lads for providing our stand at the N.E.C. last Autumn. No honours here, unfortunately, but they did come home with the news that S/V News was Classic Car's "Car Club Magazine of the Year" - congratulations, Paul and Lynne! Although Bob Stear & David Aston have kindly volunteered to run a South West Sidevalve Meet & Midland Sidevalve Day respectively, I've not yet received word of volunteers or ideas for other Club events, such as National Sidevalve Day. If you would like to help in any way please contact our chairman Jim Norman whilst I'm away.

Now for some news of events that are in the pipeline.

South Wales Fun Week 25 May - 1 June 1991

At the time of writing I have 18 cars (over 40 people) from England and a large contingent from Wales participating in this event. We have plumped for the Rhoose campsite, near Cardiff, because no members have contacted me wishing to camp; everybody has settled for caravans. Linden Evans, with tremendous support from the South Wales Group, has got matters well in hand and it promises to be a "reet good do"! Linden will be circulating interested parties with prices of caravans, etc shortly. If you would like to participate in this fun event, whether or not you can manage the full Whitsun week, ring Linden on [REDACTED] immediately.

South West Sidevalve Meet 18/19 May 1991

This is a chance for all members living in S.W. England to meet each other and have a good time at a picturesque location within a day's travelling. There is something for all the family at Bodstone Barton, near Coombe Martin, and special rates will apply to all members and their families. Accommodation can be arranged nearby. The weekend starts

with a run from Bristol to Bodstone via Dunster and Exmoor. Give Bob Stear a ring on 0272-507261 if you would like further details.

Preserved Vehicle Gathering, Oldham 19 May 1991

As usual the Club will be having a stand at this popular family event, which is transferring to Hathershaw School, at the junction of Ashton Road and Hollins Road, Oldham (1/2 mile from Lyndhurst School) because there is much more hard standing for vehicles there. Come on, all you folk in Lancashire, Yorkshire and Cheshire; let's have a good turnout this year! There is no limit to the number of vehicles we can enter and the optional, pre-rally, 17-mile road run is well worth the effort for its scenery, and you get an additional brass plaque for doing it! Please contact Tony Whalley on [REDACTED] for further details.

Bill Ballard

FORWARD PLANNER

18/19 March *	Bristol Classic Car Show (Bob Stear tel [REDACTED])
5/6 May	Wheels of Yesteryear Rally, Crystal Palace, London
18/19 May	S.W. Sidevalve Meet, Bodstone Barton, near Combe Martin, N. Devon (Bob Stear tel [REDACTED])
19 May *	Preserved Vehicle Gathering & Road Run, Oldham (Tony [REDACTED])
25-27 May *	Enfield Pageant of Motoring (Mick Crouch tel [REDACTED])
25 May to 1 June	Sidevalve Fun Week in South Wales (Linden Evans tel [REDACTED])
1/2 June	MOTORWORLD '91, North Weald Airfield, Epping, Essex
13/14 July *	Ardingley '91, Sussex County Showground (Mick Crouch tel [REDACTED])
13/14 July	Bexley Show, S.E. London
29 Sept *	All Ford Rally, Abingdon

* We shall have Club stands at these events

DVLA - THE LATEST

The club is hopeful that the situation regarding our involvement in the re-issue of numbers will be successfully resolved in the near future. In the meantime please be patient.

REGALIA PRIZE - THE WINNERS

As always there are 2 regalia prizes - the first of £20 for the best contribution to a registrar, and the second a F.S.O.C. T-shirt for the best contribution sent direct to me. The nominations were :-

Anglia Popular & Prefect - Keith Dewhurst for his Whitter tow bar article in June.

Special Register - Keith Jewell for the "Porcus Volans" Special in August, page 24.

Prewar Register - Mark Slack for his article & back cover photo in August.

100E Register - Alastair Gilmore for "The Van" in December.

107E Register - Laurie Menear for "Why 107E" in December.

E83W Register - Derek Williams for the of "Oddjob" in August/October.

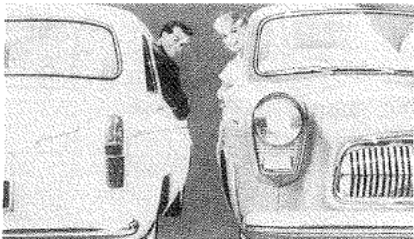
The names went in to the "big brown envelope", and Laurie Menear came out for his 107E contribution. His car also appears on the back cover of this issue.

For the Editorial T-shirt, I considered Doug Brown for his superb article on the Monte Carlo Challenge in April, Ted Broadhurst for his reply to Model Y queries in October and David Bridgland also for his contribution to Practical Pages, but this time in December. Ted came "out of the hat", and his article does illustrate the depth of knowledge about matters sidevalve contained within the club.

Paul

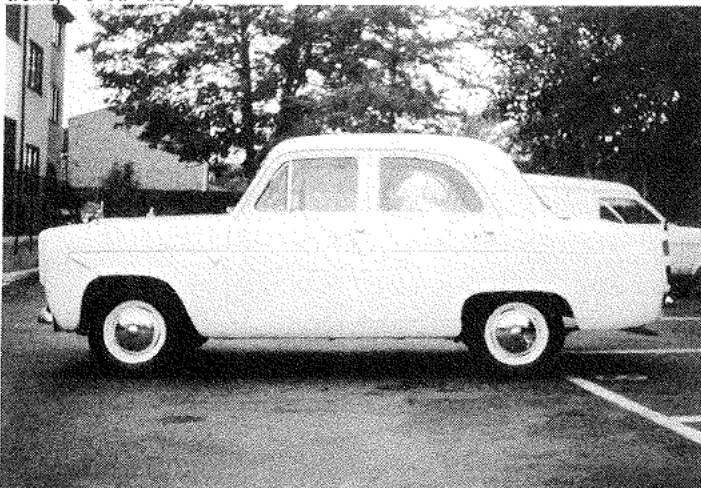
107E REGISTER

Registrar
Philip Hardwicke



REGISTRAR'S COMMENTS

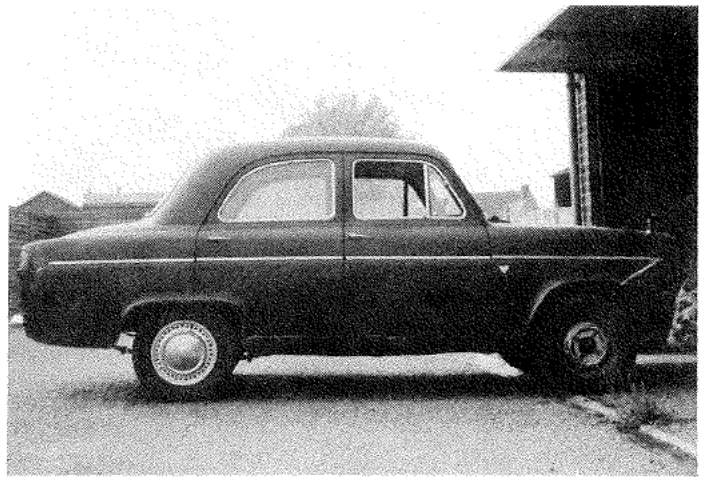
Since December, things have been fairly quiet. I managed to dig myself out of the snow, and returned to South Wales for Christmas - without breaking down! Prior to this, however, in November, my generator packed up again at Tamworth, on my way home from the RAC Rally at Clumber Park. Appropriately enough, I was escorted home by an RAC van, completing the last leg under my own steam and with no dynamo, once more at night! 313HUP has now lost her dent, fortunately.



(Photo - Marion Margetson)

The profiles this month are of four cars, including two two-tone yellow/white cars, not seen on the register for several years. First off is Marion Margetson's two-tone, 1991MV (an appropriate reg.!). Marion has done some 54,000 miles

in 7½ years, using it nearly every day. The car has recently been restored, and it looks very smart indeed.



(Photo - Simon Norris)

Secondly, a car owned by Simon and Karen Norris, a maroon 107E, registered nearly 30 years ago (18/3/61). This was 9 days after production of the 107E finished. It was probably made during the last week's production, and is currently the second youngest 107E on the register. Simon has had the car since last July, and although it is not on the road, he is restoring it.



(Photo - Laurie Menear)

Finally, our "roving reporter" Laurie Menear has spotted two more 107Es. Firstly another two-tone yellow/white car, apparently used until last August, registered WRX651 (photographed). The other one, white, is being used for spares, to keep others on the road, itself past restoring. This was formerly registered 387AXR, chassis number [REDACTED] from May 1960.

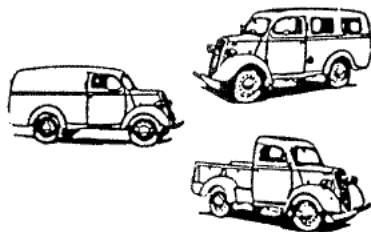
That's all the cars this month, bringing the total up to "Heinz varieties", 57!. News of the Register Certificate is good, the first draft has been produced, and hopefully soon they can be printed up and sent to you.

If you want one for 1991, you will have to send me updated information, or perhaps an article?...

This year I want to see more 107Es out and about again, hopefully breaking the 10 barrier at a show, which would make a good photo for the magazine. If you've never been to a National Day, perhaps if you attend this year, we can break last year's record seven cars!

Philip Hardwicke

E83W REGISTER



**Registrar
Malcolm Wells**

REGISTRAR'S COMMENTS

Happy New Year! I hope all E83Ws have survived the gales we've been having lately. The photo of FFV 709 in the August mag should have been credited to Bill Ballard. Sorry Bill. 1990 ended with 198 E83Ws on the register and '91 started with a pick-up from Northern Ireland joining. I hope to feature a few E83ws from Northern and Southern Ireland in April's mag.

The register comprises of 95 vans, 53 pick-ups, 7 shooting brakes, 6 flat bed trucks, 3 ice cream vans, 1 breakdown truck, 1 fire truck, 7 steel pick-ups, 12 utilitycons, 12 Patisson tractors, 1 gown van, 2 pantechinicans, 1 Naafi van, 1 custom truck, 2 milk floats, 1 ambulance and 1 crew cab truck. In this list are 7 vans, 1 pick-up and 1 sted pick-up that have been scrapped.

Next is a list of 10hp engine chassis numbers, hope they are of interest. The post war numbers will be in the next issue, and when I get the 56 & 57 numbers I'll include them.

10th Sept 34	001	
1st Jan 35	1324	
1st Jan 36	28158	
1st Jan 37	59461	
18th Mar 37	70534	(first 7W)
1st Jan 38	120605	
5th Oct 38	150198	(first E93A)
1st Jan 39	168968	
1st Jan 40	208276	
1st Jan 41	219863	
1st Jan 42	223803	
1st Jan 43	229653	
1st Jan 44	237443	
1st Jan 45	246984	

The Fordson ad comes from the Ford Times May 1938. I was wondering if anyone has one of the cap badges, or know what they look like?

The following story is from Colin [redacted] of South London, who was accompanied on the journey by his wife Anita and children Ben and Hannah. There'll be more on TPD in a future issue, as Colin will be doing the HCVS London-Brighton run in it on Sunday May 5th '91. The photo of TPD is a B&W shot taken by David Lewis, the previous owner. All the best for now, Malcolm.

THE GREAT DORSET STEAM FAIR

Following the article on Derek William's trip in Odd Job, I thought I would write in about the drive to the Great Dorset Steam Fair we had in TPD 302, our 1953 E83W gown van, at the end of August last year.

We attended the Merton Concours event on Bank Holiday Monday and, upon arriving home my wife and I loaded the tent and camping paraphernalia into the van, ready to leave

early on Tuesday morning. After just 2 hours sleep we left at 5.30am with the van loaded to the limit by the time our 2 children and ourselves had got in. We made very good time, stopping near the Hog's Back for a cup of tea at 7am. This gave the engine a chance to cool down in preparation for the next stretch of the trip.

We set off again at 7.30am, only to take a wrong turn at Farnham, where we encountered some heavy traffic. The van coped very well and we were soon on the M3 heading towards Salisbury. After leaving the motorway and having now completed 90 miles we stopped for breakfast.

After a most welcome meal I checked the oil and water. All being well we set off again on the last leg of the journey. By this time we began to see other vintage vehicles also heading in the direction of Blandford. The van carried on going strong and not missing a beat.

Just before Shaftsbury we saw a signpost directing light traffic to the Steam Fair to take the next turning on the left. We took the turning and went some distance before we came to a very steep hill. We ended up in first gear and while nearing the top, the fuel evaporated and we came to a stop 150 yards short of the top of the hill. I let her cool down and after 10 mins or so started her again, only to find we came to another stop after 20 yards! This time she would not start after a break, so I took off the carb chamber, filled it with petrol which enabled us to reach the top and coast down the other side to let the engine cool down. We arrived at the show-ground at 12.45 feeling a bit tired, but nonetheless having enjoyed a most pleasurable drive of 140 miles. My wife made what I feel was the best comment when she said it was lovely to be able to see so much of the countryside travelling along at a sedate 30 mph. Whilst writing I would recommend that any readers who have not already done so should go to Blandford one year - it really is the place to go for enthusiasts of all manner of vintage vehicles, be they steam or motor driven. There are also a host of rural crafts of yesteryear, some still being practices today, and a variety of displays and other attractions.

During the 5 days of the show, we covered 11 miles on the 700 acre site, which during the event becomes more of a village, with its food and dairy supplies tents selling just about anything and everything, the endless choice of take-away food vans offering a good variety of food, the huge marquees for evening entertainment, etc., etc.



(Photo - David Lewis)

When the time came for the journey home, we did this in 2 stages, staying overnight on the Sunday with friends at Reading. We set off again on the Monday afternoon and the van behaved perfectly without a hiccup. In all, we covered 300 miles in a week, but what a way to travel!

Colin Morley & TPD 302

AGM 1991

The AGM of the Ford Sidevalve Owners Club will be held on Saturday, 4th May 1991, starting at 1.00 p.m. In the last few years a spares day has been held in conjunction with the AGM in an effort to encourage members to attend the AGM, unfortunately at last year's AGM a number of spares were stolen from the hall and therefore the Committee have decided that spares will not be sold at the AGM, members will be able to collect pre-ordered parts. The Committee regret having to make this decision but felt that they had no alternative. Regalia will be available for sale from 11 a.m.

I would still urge the membership to attend the AGM as there are a number of major changes to the Club that the Committee believe that the membership should vote on.

As the members are aware many of us have been concerned about the personal liability aspect of being a Committee member and the question of forming a 'Guarantee Company' now needs to be addressed.

The current legal position or status of the Club is known as an unincorporated association, in other words, a collection of individuals who are personally liable for their actions. In order to safeguard our position the Club carries reasonably extensive insurance cover but this is no guarantee and a successful claim against the Club could, for whatever reason, fall outside the scope of our insurance policies. It was for this reason that the Treasurer, Tony Young, investigated "Directors and Officers Liability" insurance, details of which were supplied to a Committee meeting in 1990. The level of the premium was very high for the limited level of the cover and the Committee could see no justification in pursuing the matter further.

What is a 'Guarantee Company'?

A guarantee company is a legally constituted organisation that is registered with the "Registrar of Companies" like any other limited company. It does not have a share capital (like Ford Sidevalve Spares Ltd. did), its membership being the duly registered members of the Club. The constitution and administration of a 'Guarantee Company' come under the rules laid down in the various Companies Acts. Limiting by guarantee means that each member of the Club, (Committee included) is only responsible for the amount of limit set, usually £1.00. For example, if a claim was made against the 'Guarantee Company' that was not covered by insurance and exceeded the funds available to the company, the company would obviously be wound-up, but could be reformed under a different name. Personal liability of the membership would be limited to £1.00 each.

Guarantee companies were created by Parliament specifically for the benefit of charities, professional associations, non profit organisations and clubs.

Why Change to a 'Guarantee Company'

1. To avoid Committee and general membership personal liability.
2. The present Club could not own property in its own right whereas a company could.
3. The present Club could not borrow money, (e.g. a mortgage), whereas a company could.
4. The size of the membership and breadth of activities has outgrown the unincorporated association status.
5. The 'Guarantee Company' would consolidate and formalise the present Club and provide a legal entity, separate from the individuals of the Club, from which future expansion can take place.

Disadvantages of a 'Guarantee Company'

1. The Club, once incorporated as a 'Guarantee Company', would have to comply with the various Companies Acts which lay down certain requirements that have to be followed.

2. An annual audit would be required which would have to be carried out by a firm of Chartered or Certified Accountants. The following firm, which is well known to the Treasurer, has been approached and they estimate the cost of an annual audit to be about £700 plus VAT.

Newby Crouch
Westminster Bank Chambers
11 Bridge Road
East Molesey
Surrey. KT8 9EU

3. The cost of incorporating a guarantee company would be at least £350 although £500 is more likely, depending upon the number of special requirements that the Club might have, (i.e. different from standard). In addition, the Club would take legal advice over certain aspects of the set-up, say another £250. These costs are not that significant considering the annual premium required if the Committee took the "Directors and Officers Liability" insurance route.

Corporation Tax Considerations

The Club is registered with H.M. Inspector of Taxes in Redhill, reference 594/9245. Each year the Treasurer completes a form CT1, "Return of Profits and Other Particulars". In this return the Treasurer declares the gross interest received from the Club's deposit account and states that the Club continues to be a non-profit making unincorporated association. The Club is not liable to Corporation Tax on its profits because of the mutual trading provisions of Sections 346 And 347 of the Income and Corporation Taxes Act, 1970. The principle of "mutuality" or mutual trading is very important to the Club. Basically it means that a person (or group of people such as members of a Club), cannot derive a taxable profit from trading with himself (or themselves). Changing the status of the Club to a 'Guarantee Company' will make no difference whatsoever. The Club should remember that all activities and, in particular sales of spares, books and regalia must be confined to members. If the Club (or 'Guarantee Company'), sells to outsiders the Club would become liable to Corporation Tax on the profits.

ANNUAL GENERAL MEETING 1991

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club to be held at 1.00 pm on Saturday 4th May 1991 in Steventon Village Hall, Steventon, Oxfordshire.

Membership cards will be checked at the door and members who are unable to produce their card may not be admitted.

Motions for discussion at the AGM must be sent to the General Secretary at least fourteen days before the date of the AGM for inclusion in the Agenda.

Nominations of candidates for election to the FSOC Committee must be received by the General Secretary not less than fourteen days before the AGM, with an intimation in writing signed by each member nominated that he/she is willing to stand. Nominations of candidates must be signed by the member proposing them. A candidate may nominate himself but shall require the signature of another member as his seconder. All nominations correctly received by the General Secretary shall be included on the Agenda.

AGENDA

1. Apologies for absence.
2. Minutes of the last AGM.
3. Matters arising.
4. Annual Reports of Officers and Committee Members
 - a. General Secretary
 - b. Treasurer - Present Accounts
 - c. Membership Secretary
 - d. Sidevalve News Editor
 - e. Spares
 - f. Regalia Officer
5. Report by Officers and Committee Members giving reasons for the proposal to change the Club from an unincorporated association to a company limited by guarantee.

6. Debate on item 5.
7. To consider and if thought fit, pass the following resolutions:

Resolution No. A: "To approve the proposal that all assets and liabilities of the present unincorporated association, known as the Ford Sidevalve Owners' Club, which is deemed to be commenced on the first day of January 1970, be transferred on 30th June 1991, to Ford Sidevalve Owners' Club Limited, being a guarantee company set-up exclusively for this purpose."

Resolution No. B: "That the membership of the Ford Sidevalve Owners' Club approve and adopt the Memorandum and Articles of Association of Ford Sidevalve Owners Club limited, copies of which have be made available earlier in the Meeting."

Resolution No. C: "That the Registered Office be the Treasurer's address in order to maintain the continuity of registration with the various taxation authorities."

Resolution No. D: "That the present Club Officers and Committee Members be deemed to be elected to the Council of Management of Ford Sidevalve Owners Club Limited until the first Annual General Meeting of the company, when they shall be obliged to retire but may offer themselves for re-election."

Resolution No. E: "That James Norman be and is hereby appointed Chairman of the Council of Management of Ford Sidevalve Owners' Club Limited."

Resolution No. F: "That the seal produced at the Meeting, be and is hereby adopted as the common seal of the company."

Resolution No. G: "That Lloyds Bank Plc, Currie Avenue, A.E.R.E. Harwell, Didcot, Oxon, OX11 0QH be and are hereby appointed the bankers of the company."

Resolution No. H: "That Messrs Newby Crouch, Chartered Accountants, of Westminster Bank Chambers, 11 Bridge Road, East Molesey, Surrey, KT8 9EU, be and hereby appointed auditors of the company to hold office until conclusion of the first general meeting at which accounts are laid before the Company."

Resolution No. I: "That the accounting reference date be 31st December."

Resolution No. J: "To consider and if thought fit, adopt the By-Laws of the Company, a copy of which will be made available to the meeting."

7. Election of Officers and Committee Members
8. Any Other Business

A form of Proxy is enclosed.

Shirley A. Wood
General Secretary

Form of Proxy

I / We,
of
being a member / members of the Ford Sidevalve Owners Club, hereby appoint
of
or failing him
of
as my / our proxy to vote in my / our name(s) and on my / our behalf at the Annual General Meeting of the Ford Sidevalve Owners Club, to be held on Saturday, 4th May 1991, and at any adjournment thereof.

This form is to be used in respect of the resolutions mentioned below as follows:

Resolution No. A	*for	*against
Resolution No. B	*for	*against
Resolution No. C	*for	*against
Resolution No. D	*for	*against
Resolution No. E	*for	*against
Resolution No. F	*for	*against
Resolution No. G	*for	*against
Resolution No. H	*for	*against
Resolution No. I	*for	*against
Resolution No. J	*for	*against

* Strike out whichever is not desired.

Unless otherwise instructed, the proxy may vote as he thinks fit or abstain from voting.

Signed this day of 1991
Membership No.

PUT YOUR NAME HERE!

It will identify you as alert, up to date, willing to enlist in your customers' service the best, most economical, most efficient transport-unit of its class.

This Latest FORDSON 10-CWT. VAN is equipped with the power-unit already famous as that of the Ford "Ten." In every other respect the chassis is one expressly designed for its job, dependable, sturdy, proof against every reasonable contingency, a model created to save money while making money, and a real picture as to its external features, painted Royal Blue, ready for lettering, or, if preferred, in priming coat of colour only, at the same price, when specified by the purchaser.

The Local Ford Dealer will be pleased to show it to you, in his depot, and in service, on the road, doing your everyday, fetch-and-carry work, over the identical routes it would travel in your business.

Folder, fully illustrated and really detailed, on application, direct or from the Local Dealer.

FORDSON 10-CWT. VAN

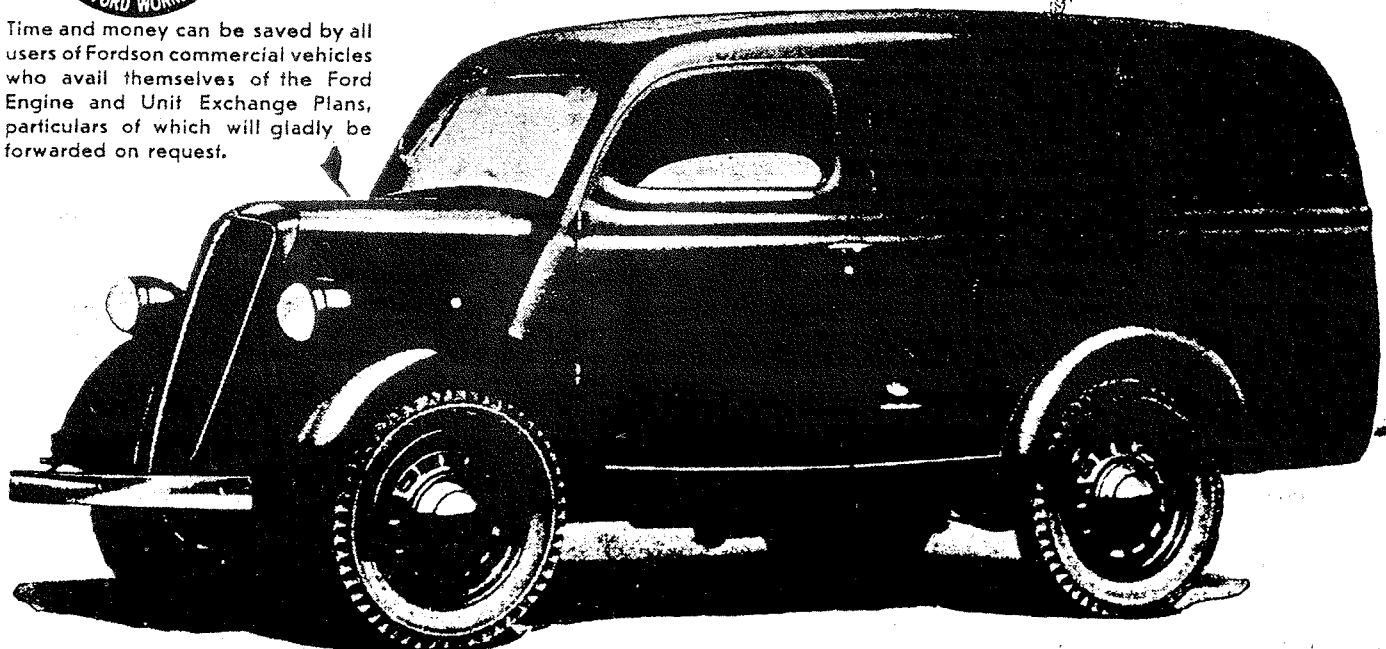


PRICE, at Works, £168
Capacity 120 Cubic Feet

FORDSON DRIVERS!

A neat badge for your cap, or coat-lapel, can be obtained, free, through any Ford Dealer, or from Dept. J, Ford Motor Company Limited, Dagenham

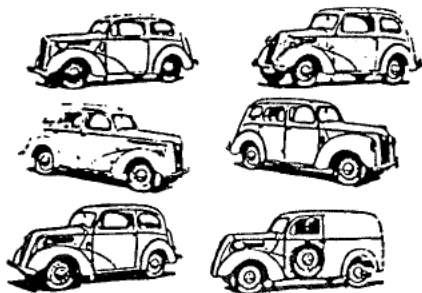
Time and money can be saved by all users of Fordson commercial vehicles who avail themselves of the Ford Engine and Unit Exchange Plans, particulars of which will gladly be forwarded on request.



FORD MOTOR COMPANY LIMITED, DAGENHAM, ESSEX. LONDON SHOWROOMS: 88 REGENT STREET, W.1

ANGLIA, PREFECT & POPULAR REGISTER

Registrar
Andy Main

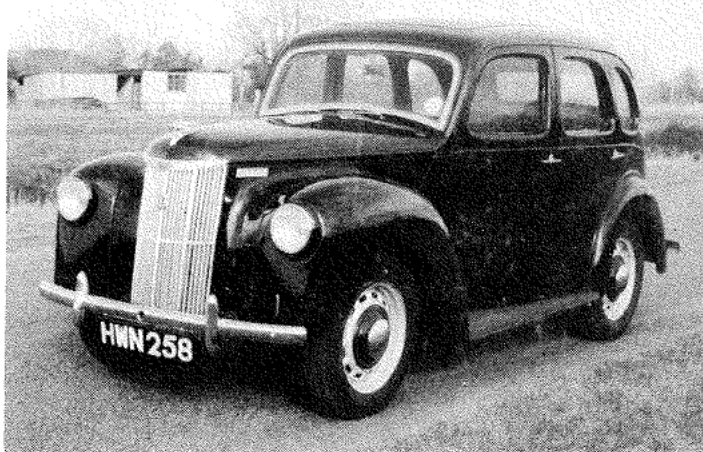


REGISTRAR'S COMMENTS

I hope everyone had a good Xmas and are still keeping their New Year's resolutions. We had a surprise present on Xmas Day when we all went down with the 'flu. We were not the only ones as most at work suffered too. My new year's resolution, I have been told not to buy any more old vehicles, so its down to collecting Corgie models and the club's ceramic 103E model.

This year I will be attending events in the 100E Anglia, (I can hear words of outrage - for the post war registrar) as Pops needs some major work undertaken due to the rear end mishap last year. This edition is set aside for Steve Evan's 12 volt conversion article.

12 VOLTS FOR YOUR UPRIGHT



(Photo - Steve Evans)

Steve [redacted] from Highbridge, Somerset, purchased his 1952 E493A Prefect in March 1987 and since then has had the engine totally rebuilt along with new running boards fitted. Steve's Prefect was first purchased on 20th Feb 1952 by a Mr Evans (no relation) of Swansea who was a farmer. It was later used by his daughter who by then lived near Bristol, but due to ill health the car was laid up for a number of years. In the early 1980's the daughter sold the car in its laid up condition Mr Lintern of [redacted]

[redacted] who spent a good deal of time getting it running. In March 1987 Mr Lintern advertised it in the Western Daily Press. Steve saw the advert by sheer chance when "thumbing through" a copy in Smiths whilst killing time before work. Steve's first car he can remember travelling in was an E493A Prefect, so this was an ideal choice.

During 1990 Steve wrote to me regarding converting his Prefect to 12 volts and offered to produce an article on the conversion in good faith, which is produced below:-

In the past I have seen reference in Sidevalve News to converting the 6 volt electrical system of the upright cars to

12 volts. I have read it is a viable proposition as it merely involves swapping the battery, all the bulbs, the voltage regulator, dynamo and coil for 12 volt equivalents. Apart from the battery all are physically the same size and fit and are direct replacements. All the switches & ignition components etc run just as happily on 12 volts. The starter motor is so over-engineered that it too will run on 12 volts, turning the engine over much quicker, ensuring better starting under all conditions. The horn does not come to any harm either, as it is not in continual use.

However the snag with the conversion lies with the fuel gauge (which will tend to read twice the tank's contents) and with the semaphore indicators, if fitted. I have read vague references to the fitting of resistors into these circuits to enable them to run on 12 volts, but nobody has quoted specific details.

I had thought that a 12 volt conversion would be a good idea, not only for the easier starting but also to have more powerful lights after dark. In terms of road safety, the 30/24 watt headlamp bulbs leave much to be desired. The 12 volt 50/40 watt type are a direct replacement and are much brighter. Also, the beauty of this modification is that if afterwards, a return to originality is sought, provided all the 6 volt components have been retained, it is only a few hours work to convert back.

As my 6 volt battery was "giving notice" I thought this would be a good opportunity to convert my car, a 1952 E493A Prefect, if I could overcome the fuel gauge and trafficator problems. After taking initial advice from Andy Main, who had already converted his car, I consulted an auto-electrician and electronics buff for help. Measurements of the resistance of the fuel gauge and trafficator circuits were taken, together with their current consumptions on the 6 volt system. These figures were then used to calculate the value of the resistors required to enable them to operate on 12 volts. I was then able to obtain these resistors from a local TV and radio repair shop. Total cost was under £5. At first just the fuel gauge and semaphore circuits of the car were wired up temporarily to a "donor" 12 volt battery, with the resistors in circuit. In this way it was possible to confirm that the theory worked in practice before buying the rest of the parts needed for the conversion. All worked satisfactorily, further measurements confirmed all was well. I was already in possession of a 12 volt dynamo, which I believe originated from an early mini car. I took the 6 volt regulator and coil along to a local Lucas dealer and he supplied identical 12 volt versions off the shelf (part nos NCB101 37290 and DLB 101). The only difference was that the new voltage regulator had "push-on" type terminals instead of the screw type on the 6 volt version. I understand the 12 volt screw type version is still available to order but, rather than wait, I fitted the appropriate terminals to the loom on my car and fitted the regulator readily available.

I chose a 12 volt battery intended for a Mini saloon as it was relatively cheap, and it was the same length as my old 6 volt one. This meant it fitted exactly into the space allocated for it under the bonnet. The mini battery was however narrower, necessitating packing out the clamp with strips of wood. The battery had a red case which made it look out of place in the engine compartment. However, I made it look old fashioned by wrapping black insulating tape around it and fitting a black painted wooden cover. I believe "old looking" black cased 12 volt batteries (with separate exposed cell tops) are still available from specialist sources, but I don't know at what cost.

I fitted the newly acquired parts, swapping each wire terminal for terminal, and then changing all the bulbs. The 2 bulbs illuminating the dashboard were originally of 3 watts each and only 5 watts is available in the 12 volt

version. I reduced their brightness by painting them with heat-resisting grey paint. The number plate light was originally a double contact 18/5 watt bulb with just the 5 watt filament in use, and the 18 watt filament not connected. I found that, provided the 18 watt wire remains unconnected to the loom, a single contact 12 volt 5 watt bulb (the same as used in the dash lights) works perfectly, as it bridges the 2 contacts in the holder, making good contact.

To modify the fuel gauge circuit, disconnect the 2 wires which are black with blue tracers from the terminal on the back of the fuel gauge. The other terminal is connected to the tank sender unit and is left alone. Once they are off the gauge don't separate them. One of these wires runs from the ignition switch and the other runs to the coil, they merely 'feed' the fuel gauge on the way. Connect a 33 ohm 17 watt resistor to these 2 wires and connect the other end of the resistor to the terminal on the gauge. Use proper connectors and put insulated sleeving over the bare wires from the resistor to guard against possible short circuits. It doesn't matter which way round resistors are connected - they work either way - but they are designed to get quite warm in use, so make sure they don't touch other part of the wiring loom. I initially used an 11 watt resistor as this was calculated to carry the load, but changed to the larger 17 watt version as it ran cooler - important as it is in operation when the ignition is "on" with the gauge working. To modify the indicators, 3 separate 4.7 ohm 17 watt resistors are used connected in parallel. (It takes 3 to get correct resistance required and to spread the current load so they don't overheat.) I joined them together as shown using electrical connector blocks. The plastic type you can cut to the length required.

Again I put sleeving over the bare wires and I left a gap between each resistor for the air to circulate as they get warm in use - which will only be when the indicators are actually in operation, not all the time the ignition is "on". I then screwed the blocks to a piece of board about 6"x5" which I secured to the bulkhead next to the battery, using the stud end already there holding the inner wiring and panel in place. Again I was careful to leave a gap between the board and the resistors. I mounted the board so that the resistors were vertical. If they were horizontal the lower resistors would heat up the upper ones. In the location described the resistors are virtually out of sight and out of the damp in wet weather. I then used 7/8 amp wire to join the connecting blocks to the loom as follows.

At the base of the steering column part of the loom is threaded up through it to "feed" the horn and indicator switch. The yellow wire is the feed to the indicator switch and this is where the resistors have to be connected. Pull apart the "push in" type connector in the yellow wire, and connect one lead from the resistors to one end, and the other lead to the other. Again, it matters not which way round the leads from the resistors are connected. I also thought it advisable to insert a line fuse into the circuit at this point. I fitted it to the thicker yellow wire from the main loom ie before the resistors, using an 8 amp "blow" fuse. Because of the resistors the indicators are still working at 6 volts, so the original bulbs in the semaphore arms are retained.

There are 2 or 3 other ways of converting the semaphores. One method is to dismantle a spare 6 volt semaphore trafficator, if one is available, and connect the solenoid coil from it into the circuit in place of the resistors. The 2 solenoids then run in series and the trafficators again run at 6 volts. Another method is to wire a 6 volt 18 watt bulb in series with the circuit, again in place of the resistors. This method works (I tried it) but when the semaphores are in use the bulb lights as well! This would mean building a box

to house the bulb and holder in it, this is not really recommended. The last method is not to convert the semaphores at all, but to run them directly on the 12 volt system. The problem here is obtaining 12 volt bulbs identical in size to the original 6 volt ones. I tried, but could not obtain any, but was told they are available. I ran my semaphores temporarily on 12 volts (with the bulbs removed, not to "blow" them) and they worked perfectly well. They certainly seemed robust enough to take the voltage, there was no signs of overheating of the coil.

The total cost of my solenoid conversion was about £72 and from this must be subtracted the cost of a 6 volt battery, which I would have needed to buy anyway. This cost could be considerably reduced if second hand parts were used. Since my conversion it has occurred to me that the coil, regulator and dynamo may be available from the Club, if the 12 volt components used on the 100E range will fit. I am not familiar with the electrics on these cars. I only encountered 3 unexpected snags carrying out my conversion. The first was that in spite of a pulley swop, with the second hand mini dynamo I used I could not get full range of fan belt adjustment. The dynamo was marginally too large to swing freely in the mounting bracket. I had to fit a larger size belt which fortunately I had to hand. I would suggest a dynamo designed for a Ford would probably be a better fit. Secondly I didn't realise that the original battery earthing strap was not long enough, as the positive terminal on the 12 volt battery is further back on the 6 volt version. I had to return to the auto-electrician for a longer one.

As stated, I converted an E493A Prefect, but I would think the conversion would be identical for all other models in the range, but only those with 2 brush dynamos and voltage regulators. Those with 3 brush dynamos and cut-outs should be possible, but a bit more complicated. If in doubt, ask locally. I found people were pleased to advise as it was an unusual problem for them to tackle.

Finally, if you use your car regularly, I would thoroughly recommend a 12 volt conversion. I would not change back as the extra powerful lights and the improvement is almost instant, reliable, starting has to be tried to be believed.

Steve Evans

AND FINALLY..

From the inside of the Xmas card sent to me from the Welsh bard.

Andy Main and family

Count the sheep there are but three
Now counting sheep will make you sleep
But counting Andy's cars will make you weep

I feel so sorry for you Mrs Main
For I suspect Andy is a real pain
He lives and dreams Sidevalves all day long
I hope his insanity does not last long

Steam engines are another fascination
You'll most probably buy a railway station
Now Linda love with you I plea
Don't send the husband down here to me

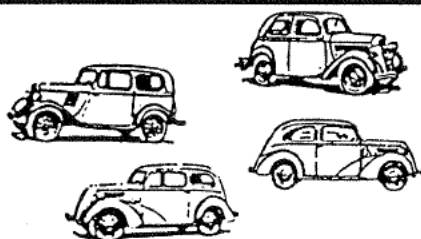
This is the land of verse and song
Must finish this rubbish 'tis far too long

Many thanks David, I can't wait for next year's verse.

Andy Main

PREWAR REGISTER

Registrar
Yvon Precieux

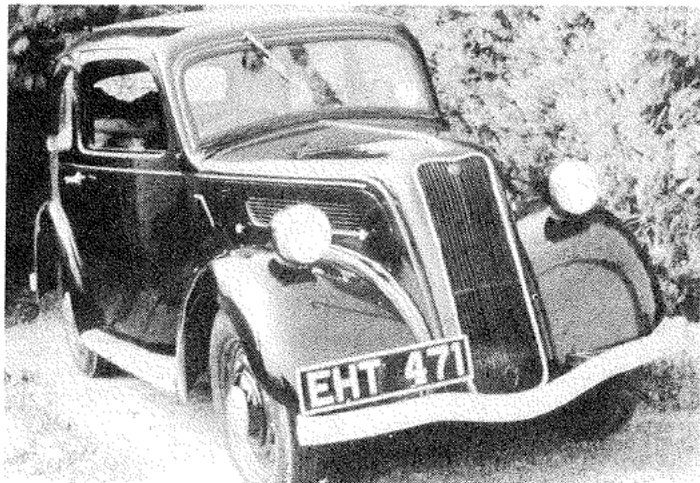


REGISTRAR'S COMMENTS

"Vehicle registration details", my opening remarks for 1991 are probably familiar, as indeed they are the same as in previous years. Again I would emphasise the necessity and importance of up-to-date information for club record purposes. In retrospect I found 1990 disappointing in membership participation, although interestingly our prewar membership is ever increasing. Unless I know your needs I cannot lobby at committee level for remanufactured parts. The FSOC has the capacity for the remanufacture of any part you require, providing there are sufficient requests for same. Naturally MOT items necessitate priority, but there is no reason at this stage for a feasibility study to be made of panel etc parts. What about you C members, interested in sills, repair patches, likewise Y members, rear valances? These pages are your voice in the magazine, why not take the opportunity to use them.

Gerald Reed sent me this article last year and sums up the true meaning of an enthusiast and a good start for 1991.

A BORN AGAIN 1937 FORD 7Y



(Photo - Gerald Reed)

I found EHT 471 at Stockland Hill near Honiton, Devon. I knew it was an 8hp Ford as the 8 badge was displayed on the grille. However not knowing the model or year I went to the owner, a farmer who informed me that it used to be his father's car. The vehicle was used on a regular basis until 1967 when it was placed in the barn due to MOT failure. I asked if EHT was for sale and on being informed that it was I made an offer which was instantly accepted. Prior to obtaining transportation I decided to again have a further look at my purchase which remarkably seemed to be in reasonable order. Next day she was loaded up on a lorry and after a 35 mile journey arrived at Rackenford N. Devon where I live. For 2 years the 7Y lay where she was and in 1987 restoration commenced. First priority was an inspection to find out what was wrong. The bottom of the door pillars were gone, the floor boards had dry rot, the front and back wings were very corroded and there were some holes in the chassis. On the mechanical side, kingpins, shackles, brake

shoes were the order of the day. On reflection the body was really bad and I take back what I said earlier, with big dents everywhere. I think the cider was a bit free flowing during the car's history and it looked like the vehicle had hit a gatepost. With dedication I set to work with a purchase of mig welder. To plate the wings, inner wings, door pillars, chassis etc I used an 8ft by 4ft sheet of mild steel and to make the work easier I turned the car on its side. The car was totally stripped right down to the body shell. After replating, I derusted the underside of the remaining parts of the chassis and body shell and painted with smooth hammerite paint. The same paint was used on the engine bay, easy when the engine's out. Next front and back wings were welded with new metal and with engine components, placed back onto the car. As I don't have a good workshop I took the car to a mate of mine Jack Cannon, who has a body spraying garage. Both Jack and I panel beat the dents out of the bodywork and to make the door fir better the pillar pulled out slightly. With working 4 hours of the day on the car, then an 8 hour shift and then at home during the evening was a real headache, the latter especially as I was restoring the upholstery with an ordinary sewing machine. In the end much of it was painstakingly done by hand.

Further reading of magazines confirmed it as a 1937 Ford 7Y. I even found 7Y embossed on the inside of the door panels. The car is one of the earliest as it was built in September 1937, the specification being standard rather than deluxe. I knew it was early as the later 1939 vehicles had the wipers at the lower scuttle.

Next was the registration number. I wrote to Swansea requesting retention but being a pain in the butt they sent it back saying I could not keep it, although a period plate could be provided if I supplied them with information stating it was rare. I wrote to Martin Howard of Sidevalve Spares who suggested I wrote to Yvon Precieux the Pre War registrar. Yvon was very helpful and supplied me with historical data which clearly identified the rarity of my vehicle. This I despatched to Swansea who sent an engineer to inspect the car. On completion of this, Swansea let me retain the original plate. However getting back to the car, the actual bodywork took a number of months to make ready for painting, with so much rubbing I had blood coming out of the tips of my fingers. Once this preparation had been done Jack Cannon sprayed the car "superblack" and what a finish, well worth the effort.

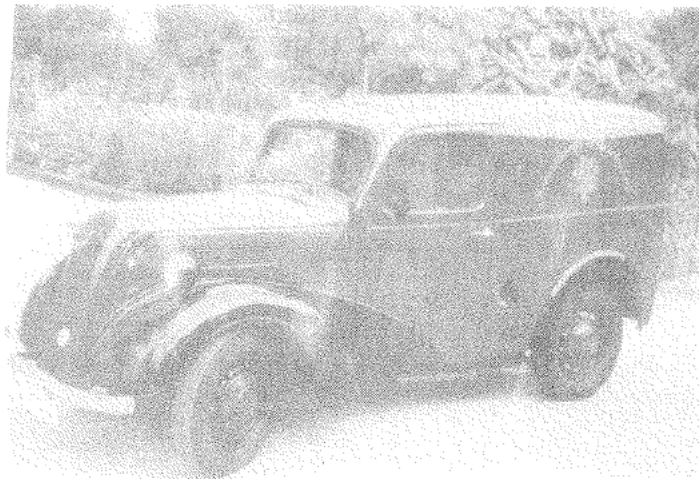
Next step was the mechanics, shock absorbers were reconditioned and a secondhand hub purchased from Martin Howard with 2 new bearings. I took the car for its first MOT since 1967 and it passed first time. On the road the ride and feel of the car was simply wonderful and I felt really proud on having bought EHT 471 back to life after nearly a quarter of a century off the road.

I would like to thank the following people for their help:- Martin Howard for supplying new and second hand parts, Yvon Precieux who had a very big part in getting my registration retained as if it wasn't for Yvon I don't think I would have achieved it. Thanks also to Jack Cannon of Crossways garage, John and Mike Dibble from [redacted] for supplying and making parts and most of all my wife for not divorcing me or raising the roof after using the sewing machine. Final thanks go to the FSOC for an excellent magazine. I hope to see some of the members on the rally field so happy sidevalving to all members.

Gerald Reed

(Registrar's comments: an excellent article from Gerald and a good start for the year, lets have more!)

MEMBERSHIP PROFILE



(Photo - Henrik Andersson)

NY 57004 is a 1946 5cwt van owned by one of our Danish members Henrik [REDACTED]. The vehicle was located in a totally scrap state not being used since 26 1961. Originally the van had belonged to a fish dealer but over the years had been neglected. The E04C was introduced in 1940 and was virtually identical to the preceding model, the 7Y. Variances included the introduction of the chain driven engine, 8" brakes on the 40 and 41 models, although production was halted in 1941. 10" brakes a la 7Y being introduced on post war production vehicles in late 1945. Hendriks van has the fuel tank at the side position which during 1946 was sited here as opposed to the rear of the vehicle. Until 1949 overseas vehicles still retained the 8hp unit, the 10 engine becoming optional in 1949. Hendrik's van has retained the original engine no:- [REDACTED]

A Y IN THE WEST INDIES



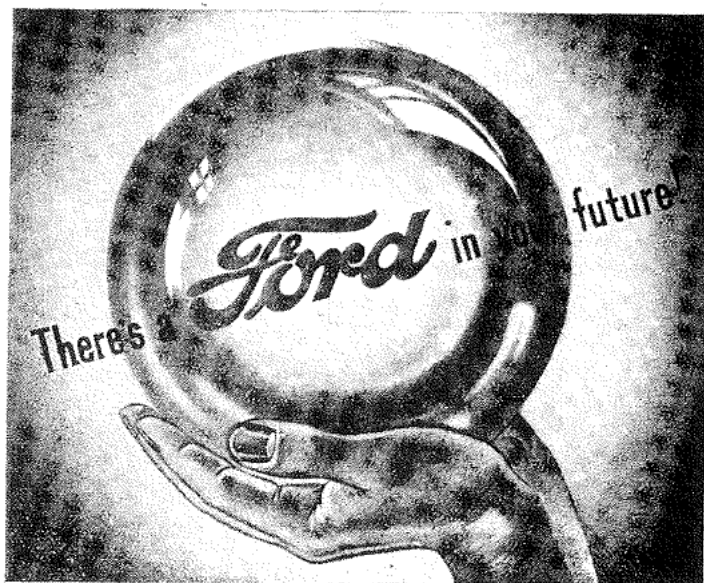
(Photo - Constantine Scott)

The Ford 8 illustrated belongs to a dealer in Trinidad. According to Constantine Scott the vehicle is gutted and is devoid of windscreen assembly, door handles, headlamps and rear lamps. From the pictures the mechanics appear to be non standard. In its stripped form the vehicle looks in remarkably good condition. Note 1957 Humber Hawk in background.

NEW FORD CARS

By November 1945 Ford GB was back in production, but limited by Government contracts as the advertisement shows.

Yvon Precieux



And now... with Victory assured, the future is in your hands. But remember, there is still much work to be done—to speed the happy day when new Ford cars and all the other pleasures of peace will be available again.



FORD MOTOR COMPANY LIMITED, DAGENHAM, ESSEX

New FORD cars

"Anglia" and "Prefect" cars are again in production. Distribution — now limited by Government contracts — will steadily increase.

Prices are :—

"Anglia"

(8 h.p.)

£229

Purchase Tax £64 7s. 3d.

Improved

Braking
Headlamps
Electrical equipment
Condensator caps
Silencer
Anti-rust body-work
Upholstery
Carpets
Shock absorbers
Engine supports
Drainage (body)
Sun visor, etc.

"Prefect"

(10 h.p.)

£275

Purchase Tax £77 2s. 9d.

Improved

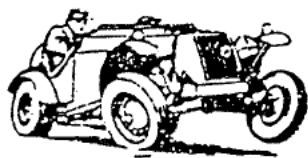
Generator (CVC)
Electrical equipment
Lighting
Carpets
Silencer
Anti-rust body-work
Front seating
Upholstery
Headlamps
Engine supports
Improved riding comfort
Larger tyres, etc.

Deliveries against Ministry of War Transport permits.



FORD MOTOR COMPANY LIMITED, DAGENHAM

SPECIAL REGISTER



**Registrar
Malcolm McKay**

REGISTRAR'S COMMENTS

First, don't miss the March and April issues of 'Classic Cars' magazine: I hope you will excuse the plug, because the magazines contain a 2 part feature by Mike Lawrence giving his case for the Ford Sidevalve as one of the UK's most significant competition engines. I had some input to the articles and have also been in charge of seeking out suitable illustrations (several days digging through the archives - great fun!), so hope you enjoy them. The March issue will be in the shops now...

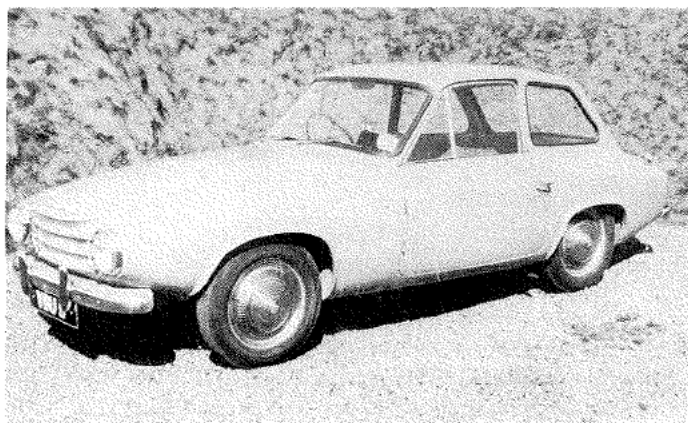
Thanks to those who responded to my column in the last magazine. Eric Lane of [REDACTED] reports that Allard did make 100E cylinder heads, but do not seem to advertise them, so perhaps they were sold with the supercharger kits (Shorrock's) which Allard supplied. Eric also mentioned the 'Allardette' Anglia - I hope to track down some photos of this so more another time. Both Mike Furse and Steve Waldenburg wrote in response to the piece about the Wilson Special, LUM 290. You were quite right Steve, that LUM is a 1948 Leeds issue - I never thought to check the number though I was very doubtful of the 1936 date suggested by the owner, though the chassis could have been of that date. It now seems likely that the Special was built and registered in 1948, when trials were beginning to take off and the first Dellow's and Bucklers were on the roads. Mike Furse points out that the car bears an MCC badge and wonders if Tim (or DVLA) have any record of former owners so that he can check MCC records?

AUTOBODIES

No-one contacted me about the Autobee Pacemaker shown last issue, but that's just as well since I have already found a home for it. I can now confirm that this particular example was built on a Morris 8 chassis with Morris suspension and hydraulic breaks - the only modification, I think, is a telescopic shock absorber conversion at the back. Quite why someone went to considerable trouble to fit a shell which was expensive largely because it was designed to bolt straight on to a Ford chassis is a mystery, especially as the chassis was then adapted to take a Ford E93A engine! I can only assume that a 4-seater saloon shell was wanted and there was little choice. Unfortunately there was no time on the day we recovered it to check the gearbox - I suspect it will be the Morris 4-speed adapted to fit the E93A, in which case this will be a very pleasant little car to drive. Perhaps that is the answer: the builder wanted a 4-speed gearbox and hydraulic brakes with the cheap and powerful Ford engine, and this route was cheaper and easier than trying to fit a 4-speed box and hydraulic brakes to the Ford chassis...

Shortly after recovering the Pacemaker (with the aid of friend Peter King and his Rover 3.5 to the barn I still rent near Southampton), I opened the Fairthorpe Sports Car Club newsletter to find a wanted advert for information on the Autobodies MkIII - the other designation for this same shell. It turned out that Steve Beard (who has now joined the FSOC) had recently bought one - a third known survivor. Steve's car has a damaged wing and no dashboard, both of

which are intact on my car, while mine has no bonnet or grille (an alloy casting). After discussing swapping parts and making moulds, I had to admit that it would be some years before I could get round to it and I was likely to have to sell the car on. Steve leapt at the chance and has bravely undertaken to rebuild both cars, one for himself and one for his son (currently aged 11...). This is tremendous news and I look forward to sampling and comparing the 2 cars!



(Photo - Autobodies) Autobodies MkIII - the Autobee Pacemaker.

Steve also loaned me 2 photos, which are Autobodies factory publicity shots of the MkII and MkIII/Pacemaker models. See above and the front cover.

AKS MOVEMENTS



(Photo - Chris de la Mare)

I'm not sure who was the owner of AKS Continental MkIII, reg HAX 32, but I remember seeing the car on an FSOC stand at the Bristol Classic Car Show a few years ago. Recently it found its way into the hands of a Bristol sports car dealer, who (perhaps not surprisingly, as it is a good looking car with much tuning equipment) thought it was worth asking £3,500. However it lacks detail like the original grilles and bumpers so is unlikely to reach that price. Basil [REDACTED] wrote from Guernsey to say his son saw it auctioned at the Bristol Kit Car Show at the end of November - for £1,300.. Presumably the dealer's price is negotiable.. If anyone is interested contact Peter [REDACTED] on [REDACTED]. The original full hardtop roof with windscreen is with the car. I have a correct original cast alloy AKS grille if anyone is interested (perhaps I should sell it to Mr Kerpner?) which I acquired at an autojumble last year. Needless to say, the stallholder had no idea what it was and it is a miracle that it hadn't been junked. I will sell for a

fair sum to the first AKS owner to restore their car to running order - until then I'd rather see it on my garage wall than yours!

Most AKS cars seem to have kept their original grilles intact, and the latest to turn up is no exception. Bob Wilkinson kindly passed on to me details of one such, which I hope to have visited by the time you read this, as it is just down the road at Worcester Park. It also appears to be a MkIII, which seems to be the commonest surviving model. A shame, really: the AKS was an unashamed copy of the late '50s Alfa Romeo Giulietta Spider and in 2 seater MkI open form (and 2 seater coupe MkII) was very pretty. the MkIII was produced in response to demand for a 4 seater version and, not surprisingly, was rather ungainly, especially with the awkwardly square and high hardtop.

FALCON BERMUDA



(Photo - Steve Minns) Falcon Bermuda with Tornado chassis, never completed.

A few years ago it was widely believed that no Falcon Bermudas had survived, despite the fact that Peter Pellandine remembers some 50 or so being made (considerably less than the more attractive but less roomy Caribbean, which is believed to have sold 2,000+). However now they are popping up, and the latest is with Alan Fairbrother in Essex. There was quite a flurry of excitement when this one surfaced, as it is a highspec car with Tornado Typhoon chassis that has been stored, almost completed, for 30 years, having never been on the road! Good luck with the rebuild, Alan, it should be a super car.

ASHLEY ARRIVES



(Photo - B.E. Wilson) Ashley 1172 after 22 years garden storage)

The latest register form to come in suggests an interesting story: B E Wilson's Ashley 1172 hardtop was built by a workmate in 1961, used until 1968 and then stored until Mr Wilson rescued it last year. Despite 22 years in the open with only a plastic sheet for protection, it started first time after attention to plugs, points and a high ration differential, plus semi-hydraulic brakes, and the car was registered new ("built from new and spare parts") in February 1961. Unusually, especially for such a big car - if you haven't seen an Ashley 1172 you'd be amazed at the size compared to other Specials - it has the 933cc Ford 8 engine, with twin carbs.

ANOTHER TRIALS MYSTERY



(Photo - Tim Ticehurst) Another mystery trials car, with Austin 7 derived chassis.

Tim Ticehurst has acquired this diminutive trials car, which apparently uses an Austin 7 based chassis but Ford axles and power unit. Brakes are cable/rod and other than the photo that is all the information I have at present - but its just possible someone may recognise it - any ideas?

TECHNICAL HELP

John [redacted] writes from California, where he is hoping to improve the performance of his 1950 Morgan F Super. The Morgan 3-wheeler continued up to 1952 with the Ford E93A engine (having been fitted with the model Y 933cc as early as 1933) and it is the E93A which John has. To quote him:

"It is a good machine, but needs a bit more power to be safe in modern conditions - if only to be able to get out of the way! I've read the Ford 10 tuning book and plan to fit the 8hp head, a Howe Exhausts cam, twin SUs and 4 branch exhaust, bigger oil pump (use 1.5 pump gears in an extended case), water pump and so on. There are 2 things I'd appreciate some help on:

1 With the cam there ought to be adjustable lifters - are these available anywhere?

2 I'd like to have a lighter flywheel. I know some were made by specialist firms back in the '50s, but these seem to be hard to come by. Is it possible to cut weight off the existing flywheel safely? In truth, I'd be more comfortable with a modern flywheel and clutch - is there one that will fit?

I have been told that the E93A doesn't have the strongest bottom end, and that it might be better to fit a 100E, which is available. How do you rate the choices? If the 100E route was taken, it would be lovely to fit one of the IOE conversion heads - are these available? Are they worth it in terms of reliable performance?"

I have repeated most of John's letter because it is very interesting - and I don't know all the answers! To take the

last first, yes IOE heads do turn up very occasionally and they are worth it in terms of performance, almost doubling the standard power output with twin carbs and a decent exhaust. Interestingly, the LRG (later Elva) conversion was first made for the E93A, so that has to be your ultimate, though they really are rare. I would not advise using 100E, for the simple reason that it was not available until 1953 so is not a period for your car and was not used by Morgan in the 3-wheeler (though it did appear in the 4/4 of 1955). If you did use it you would probably have problems with engine mountings, oil filter and sump. Stick to the E93A, its still tough if you treat it well.

Adjustable lifters: try Belcher Engineering, they do a conversion kit: Shepherds Grove Ind. Estate, Stanton, Bury St Edmunds, Suffolk, tel 0379 898668.

I hope someone else can advise on the flywheel, as I have no experience of lightening the standard one or fitting a modern alternative. Aquaplane etc ones do turn up occasionally, though; a 'wanted' ad is probably your best bet.

Malcolm

100E REGISTER



**Registrar
Tony Fox**

First of all I would like to thank all of you who have sent me articles, photos and register forms on your 100Es last year - please keep them coming. I have been hard at work on my Prefect to get an MOT after 7 years off the road, also a bit on the Anglia and fitting new windows in the house.

I have had a lot of register forms with the numbers such as 451A/2459 and TC/901/AC which are put down as engine and chassis numbers. The engine/chassis can be found on the registration book and the numbers are the same up to the late Popular. The first number is a body number which is coded for each model. I do not know all the codes but here are the ones I do.

ANGLIA	Years
Standard	450 = 53-55
	450D = 57-59
	450B = 55-57
Deluxe	450A = 55-57
	450E = 57-59
101E	450L = 57-59

PREFECT	
Standard	451 = 54-57
	451D = 57-59
Deluxe	451A = 55-57
	451E = 57-59

Squire 452B = 55-59

Escort 452E = 55-61

101E 4520 = 55-61

THAMES	
Standard	455F = 54-61
Deluxe	455B = 55-61

POPULAR	
Standard	456 = 59-62
Deluxe	456B = 59-62

TC/901/AC. This is the trim code (which I have not worked out colours to yet) and paint codes for which I have worked out all but some.

H/Winchester blue	53-57
F/Lichfield green	53-54
G/Westminster blue	55-56
D/Canterbury green	55-56
E/Dorchester grey	55-56
P/Wells fawn	56-57
K/Corfe grey	56-57
N/Sarum blue	56-57
O/Warwick green	56-57
C/Bristol fawn	55-57
BP/Panama yellow	61-62
AE/Durham beige	58-59
AF/LIAC/Arundel grey	58-59
M/Norwich blue	56-59
M/Ambassador blue	59-62
B/Ivory	54-58
AN/Rougemont/Monza red	58-59
Y/Dover white	58-59
AQ/Morocco beige	59-60
AB/Pembroke coral/Salmon pink	58-59
AV/Shark blue	59-60
AR/Pompadour blue	59-61
A5/Lichen green	59-60
AX/Vulcan grey	59-60
AC/Newark grey	58-59
AU/Smoke grey	59-60
AZ/Imperial maroon	59-61
Z/Kenilworth blue	58-59
AA/Richmond blue	58-59
AD/Ludlow green	58-59
AH/Sunburst/Conway yellow	59-60
AP/Cirrus white	59-60
BL/Ascot grey	61-62
BE/Chateau grey	60-61
BJ/Linden green	60-61
BN/Sapphire blue	60-61
BD/Mink yellow	60-61
BC/Lime green	60-61
ABPBA/Ermine white	60-61
BB/Regency grey	60-61
A/Black	53-62
BS/Monaco red	61
AG/Guildford blue	57-59
BH/Caribbean turquoise	-
BM/Windsor grey	-
BR/Goodwood green	61

Colours for which I have not got the codes.

Carlisle blue	56-57
Hereford green	56-57
Edinburgh green	-
Deep bronze green	-
Opal blue	-

The next set of colours are for the 300E only, not saloon.

W/Cargo/Brecon grey	57-61
X/Rochester/Rialto red	58-61
U/Marchant fawn	57-61
V/Express blue	57-61
S/Galleon green	57-61
T/Highway yellow	57-61

I have no codes for these:

Stirling green	-
Buton grey	-
Holden blue	-
Suede grey primer	54-61

2-tone 100Es, yes there were.

Ivory/Hereford green	56-57
Ivory/Sarum blue	56-57

And there were also saloons which had a different coloured roof.

I also have an update on the register with 3 new 100Es.

1954 Prefect KBK 812 - chassis no [REDACTED]

1961 Thames 8966 HP - [REDACTED]

1959 Popular ESU 561 - [REDACTED]

ESU 561 was the 107th Popular built and is owned by Colin Hughes of Northampton. He would like to know if anyone could help him with a steering box for his Prefect, I will forward replies.



(Photo - Malcolm Faithall) Slightly too far gone?

Malcolm Faithall of Newbury Berks sent in a photo of a Thames van which he found in his local scrapyard.

Well thats all for now. See you in April.

Tony Fox

A TALE OF TWO 100Es

Dear Tony

A couple of months ago we wrote to you to register our 'NEW' car and we thought that now it has settled in with us we would tell you the full story!

I first joined the FSOC in about 1984 and at that time I owned several upright 103Es. Then after several years without a sidevalve I got bitten by the bug again in February 1990.

A number plate dealer in my area had a very tidy 100E Anglia for sale after selling the plate. I agreed to buy it and then waited for the paperwork to be completed fully expecting an 'A' plate. Finally after much stalling it transpired that the number had not been sold and after more serious haggling EJK 947 was finally mine.

It was at this point that my girlfriend Lisa discovered why I had been so keen to buy our bungalow without looking inside! Fellow sidevalvers will understand that it was nothing to do with the garage, car port and long driveway. We then spent the spring and summer attending a number of events and shows including the infamous Bill Ballard Isle of Wight weekend and Southern Sidevalve day at Bexley. In October of last year we took the Anglia off the road to tidy it up a bit and MOT it. Then as luck would have it we received a large tax rebate and before Lisa could even think about new carpets and double glazing I was on the phone to Bill Ballard and then Barry Lund in Worthing.

Two hours later we were in Ashford in Kent looking at a white Ford Squire on a car sale forecourt. A week later we had swapped Lisa's Vauxhall Chevette for the Squire and the driveway was filling up nicely with sidevalves.



(Photo - Martin Lewis) Both Anglia & Squire look very smart.

Having investigated further it appears that the Squire is a bit of a rarity. It is I believe the latest known example being registered on the 1st September 1959, the last month of production. It is slightly unusual in not having 'woody' strips and it is I believe the only example left in Dover white. It would appear to be the lowest mileage one as well, having covered 18,400 miles.

Since purchase the only work done so far has been to replace a broken exhaust mounting and fit a rear seat belt for the child seat.

I am currently corresponding with Swansea regarding getting an age related plate. It is at present XKP 60A although it made a brief appearance in a sidevalve news in 1984 under its previous plate 316 LPF. The number quoted in SV news was slightly different to this but I think it must be the same vehicle as it was spotted in Dorking which is where my vehicle lived nearly all its life being owned by one gentleman for 27 years.

Unfortunately I feel the time has come to part with the Anglia as I cannot devote enough time to both cars hence the advert in the classifieds this month.

Martin Lewis

Over the page we feature the third page from the Autocar's article on the Newton Drive Anglia, held over from October's edition. The delay was due to brain fade on my part - Paul!

Ford Anglia (two-pedal) . . .

the controls are intelligently arranged. The twist-and-pull lighting switch, for instance, is by itself on the right of the facia and can be found instantly. Full marks, too, for an accurate, steady and very easily read speedometer of the black-and-amber, rotary-band type. The remote instrument lighting at night also is very effective. Among the dials is a water thermometer, which rarely approached even a normal reading during the test mileage.

An infuriating traditional Ford fitment is the vacuum-type screen-wiper mechanism. Despite a large vacuum reservoir, and however the control valve is set, the blades progressively slow to a complete standstill on full throttle, yet with the same setting on closed throttle they slap violently from side to side at high speed. However, they are certainly powerful.

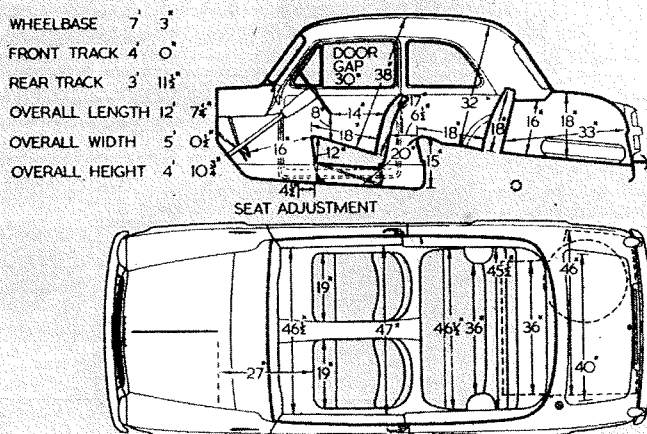
Loud Windtone horns were appreciated on this de luxe

version, and the head lamps, although poorly adjusted on this particular car, can be set to give satisfactory results. A powerful recirculatory heating system (also an extra) with a rheostat-controlled booster fan was installed. Water-flow from the engine's cooling system is fed to the heating element through a tap under the bonnet, for which a spanner is required.

Although the luggage boot is large, the horizontally mounted spare wheel interferes with both its capacity and shape. Its floor is bare metal, but most owners would find an old piece of carpet with which to trim it.

Now very firmly established in the public's favour, the Ford Anglia is the more attractive for its extra luxury of trim and equipment in this de luxe form. It is a thoroughly honest, robust and roadworthy product with attractive road manners and an agile performance. For those who prefer, or for any reason need, the two-pedal control, this installation is inexpensive and serves its purpose within the limitations already outlined.

FORD ANGLIA DE LUXE



Measurements in these 1/4 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

PERFORMANCE

ACCELERATION: from constant speeds			
Speed Range	Gear Ratios	Time in sec.	
M.P.H.	4.43 to 1	8.89 to 1	17.25 to 1
10-30	13.9	6.5	—
20-40	13.0	8.3	—
30-50	14.0	—	—
40-60	20.8	—	—

From rest through gears to:—

M.P.H.	sec.
30	8.1
40	12.8
50	22.0
60	32.4

Standing quarter mile, 25.6 sec.

SPEEDS ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean) 70 (best) 72	112.6 115.9
2nd	35-45	56.3-72.4
1st	17-23	27.4-37.0

TRACTION RESISTANCE:
32 lb per ton at 10 M.P.H.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70
True Speed:	10	20	30	39	49	59	69

TRACTION EFFORT:		
Pull (lb per ton)	Equivalent Gradient	
Top	170	1 in 13.1
Second	353	1 in 6.3

BRAKES: (from 30 m.p.h. in neutral):		
Efficiency	Pedal Pressure (lb)	
48 per cent	25	
72 per cent	50	
91 per cent	75	

FUEL CONSUMPTION:

30.1 m.p.g. overall for 750 miles (9.4 litres per 100 km.).
Approximate normal range 26-34 m.p.g. (10.9-8.3 litres per 100 km.).
Fuel, Commercial grade.

WEATHER: Dry, light breeze.

Air temperature 61 deg F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of 18 October, 1957.

DATA

PRICE (basic), with saloon body, £400.
British purchase tax, £201 7s.
Total (in Great Britain), £601 7s.
Extras: Heater £14 5s. Two-pedal control £24 7s 6d. Leather trim £13 10s.

ENGINE: Capacity: 1,172 c.c. (71.55 cu in).
Number of cylinders: 4.
Bore and stroke: 63.5 x 92.5 mm (2.5 x 3.64 in).
Valve gear: Side.
Compression ratio: 7.0 to 1.
B.H.P.: 36 (nett) at 4,500 r.p.m. (B.H.P. per ton laden 38.4).
Torque: 53 lb ft at 2,500 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 14.87.

WEIGHT: (with 5 gals fuel), 15 1/2 cwt (1,764 lb).
Weight distribution (per cent): F, 55.6; R, 44.4.
Laden as tested: 18 1/2 cwt (2,100 lb).
Lb per c.c. (laden): 1.8.

BRAKES: Type: Girling.
Method of operation: Hydraulic.
Drum dimensions: F, 8 in diameter; 1 1/2 in wide.
R, 8 in diameter; 1 1/2 in wide.
Lining area: F, 38.4 sq in. R, 38.4 sq in (82 sq in per ton laden).

TYRES: 5.20-13 in.
Pressures (lb sq in): F, 24; R, 24 (normal).

TANK CAPACITY: 7 Imperial gallons.

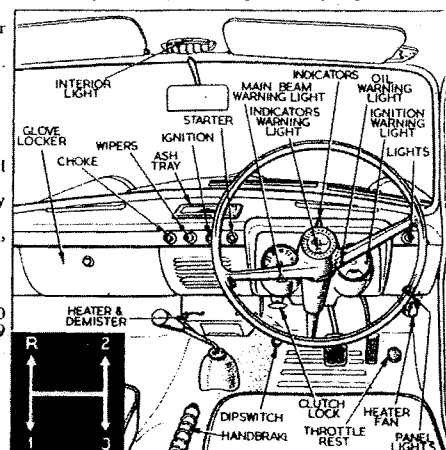
Oil sump, 4.5 pints.
Cooling system, 11 1/2 pints (plus 1 pint if heater is fitted).

TURNING CIRCLE: 34ft 6 in (L and R).
Steering wheel turns (lock to lock): 2.

DIMENSIONS: Wheelbase: 7ft 3 in.
Track: F, 4ft; R, 3ft 11 1/2 in.
Length (overall): 12ft 7 1/2 in.
Height: 4ft 10 1/2 in.
Width: 5ft 0 1/2 in.
Ground clearance: 7 in.

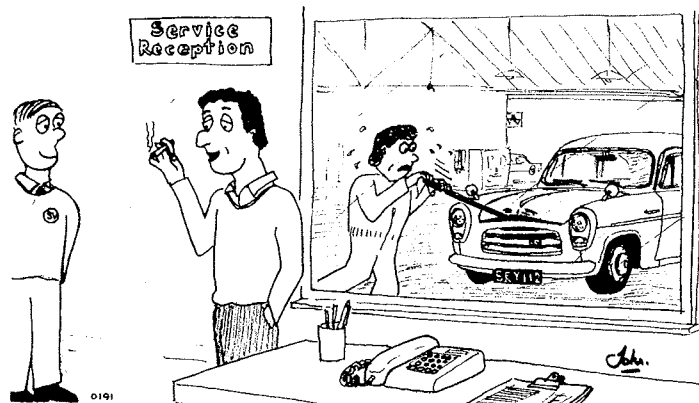
ELECTRICAL SYSTEM: 12-volt; 40 ampere-hour battery.
Head lights: Double dip; 42-36 watt bulbs.

SUSPENSION: Front, independent, coil springs, anti-roll bar.
Rear, live axle, semi-elliptic leaf springs.



TECH TIPS - JIM NORMAN

"So, REST ASSURED, SIR. YOUR LITTLE 100E IS IN THE BEST OF HANDS..."



At last we get to fit the ammeter. Apart from the instrument itself, you will need some wire, about 6 feet should be enough. The wire must be heavy to carry the current so ask for 65/30. You will also need some connectors, the yellow coded ones. You will need an eyelet with 5/16" (8mm) hole, 2 others to suit your particular ammeter and, if you have a 107E or Popular, a large spade connector.

First job is to disconnect the battery earth terminal, after which you can undo the 7/16" AF nut holding the battery and yellow leads to the starter switch. Your new wire is pushed through the bulkhead grommet alongside all the other wires (it will fit, although you may need to remove the 2 Philips-headed screws at top and bottom first) until the end in the engine bay will just reach the starter switch. Remove the insulation from the end 3/8" (10mm) and crimp on the eyelet connector, preferably using a proper crimping tool. The new eyelet and battery lead are now fitted to the starter switch and the 7/16" nut securely tightened. The original yellow lead is left off and taped up out of harm's way.

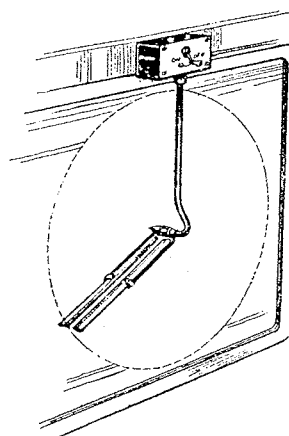
Inside the car the wire is taken to the ammeter and cut so that it will reach comfortably. A connector suitable for the instrument is crimped on and fitted to one of the terminals. The left over piece of wire is now fed through the bulkhead grommet alongside its twin, the connector crimped on and attached to the other ammeter terminal. The other end of this wire should, if all has gone according to plan, be wandering around the engine compartment. Following the loom, lead it to the voltage regulator mounted on the offside suspension mounting. Remove the thick yellow wire which goes to the "A" terminal. 107Es and Populars use spade connectors here, so the wire is easily pulled off and taped up. The previously mentioned large spade connector is now crimped on to the new wire and pushed onto the "A" terminal. Unfortunately earlier cars do not use this system. The regulator employs slot-headed grub-screws so this must be removed to release the wire. Spray with releasing oil first and use a good fitting screw driver to avoid damaging the screw head. It is a good idea to solder the end of the new wire before fitting. With all the connections made, you can now reconnect the battery, switch on the headlamps and see which way the ammeter needle moves. It should of course go over to minus, if it goes over to plus, then you must reverse the connections behind the instrument, disconnecting the battery first of course.

In the last magazine I suggested I would also discuss fitting a vacuum gauge - this was a rash statement which I now regret. However, here goes. You will be aware, of course, that there is a vacuum hose to the windscreen wipers and you may be tempted to tap into this. It won't work. On the 100E it will merely tell you how much vacuum you have in the reservoir, while the 107E's readings will be augmented by the pump under the fuel pump, giving very high readings at full throttle. In both cases you will need to feed the pipe to the gauge through the bulkhead. On the 100E you can insert a "T" piece (1/2" O/D) in the hose between the manifold and bulkhead, but with the 100E you will need to replace the gasket below the carburettor with one containing an outlet pipe. These certainly used to be available, although I have not tried buying one recently. And if the diameters of these stubs does not match that on your vacuum gauge, that is entirely your problem!

Jim Norman

A NEW WINDSCREEN WIPER

I spotted the following in the "English Mechanics" magazine sent in by Bruce Palmer. It was so neat I had to share it...



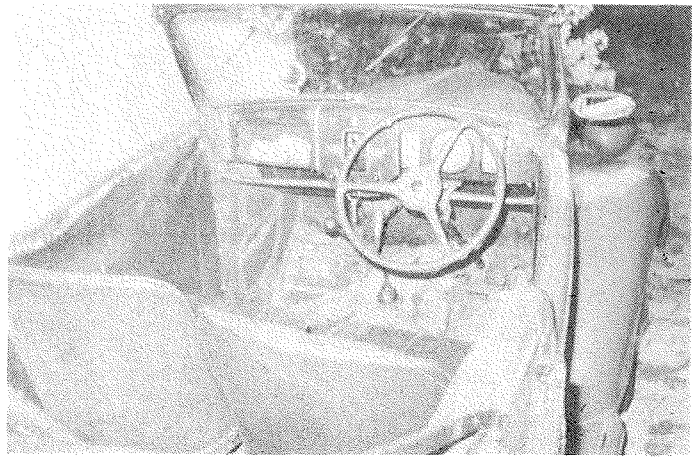
A clever design is the windscreen wiper illustrated herewith, uses 2 wiper blades, one on each side of the screen, a hole being drilled through the latter for this purpose. The blades are driven from an electric motor placed on the frame above the windscreen by means of a right-angle gear or worm drive and flexible shaft passing through a round copper tube. The advantage of having both sides of the windscreen clean will be obvious to motor drivers, for inside condensation on the screen is just as bad as the external rain and mist effects. The wiper in question is also suitable for keeping snow off the windscreen, provided the speed of the arms is sufficiently high so that the snow can be thrown off before it has an opportunity of settling and freezing. It is understood that the speed of the blades is sufficiently high to make them almost invisible when operating. The device in question is attributed to R Little of Wigan.

RESTORATION OF A 7W TOURER

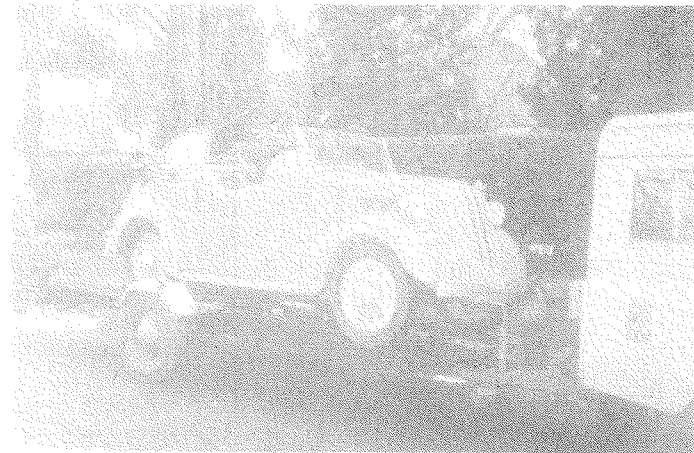
My association with sidevalve Fords goes back many years to the 1960s when you could buy these machines for £10 if you were lucky! My own E93A Prefect Saloon has done nearly 10 years reliable motoring to date and never let me down once. Since about 1983 I have had a hankering for an open Ford "Sports" car. I looked at a number of specials but frankly they ranged from the perfectly appalling to the totally impractical!

About this time I heard rumours through the proverbial grapevine of a "Ford Pop Tourer" alleged to be lurking in the back of a garage in the Weybridge area. The contact was tenuous to say the least, but I made the trip to Weybridge late in 1983, located the address, rather rudely peered through the back of the garage window and there indeed was the unmistakable profile of a "Ford Pop" with no roof on! I immediately retreated to my reference library and found this was indeed a 7W touring car!

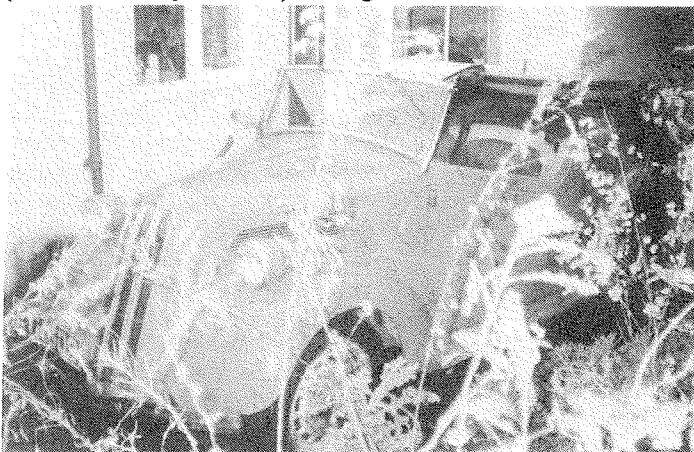
My next step was to take the bull by the horns and approach the owner. I did this quite simply by walking up the front drive, knocking on the door, introducing myself, showing the bemused gentleman pictures of my Ford and asking him whether he wanted to sell the old Ford in the garage! The response was quite predictable. However, several months later I reapproached the gentleman and indeed meaningful discussions began to take place. Well, the outcome of all this was that approximately a year later I found myself the proud owner of a completely worn out 1937 Ford 7W touring car. Part of the deal was that I also removed the 1940 Witter boat trailer with the car! This was done gladly.



(Photo - Tony Russel) The original, well worn, interior.



(Photo - Tony Russel) Being trailered home.



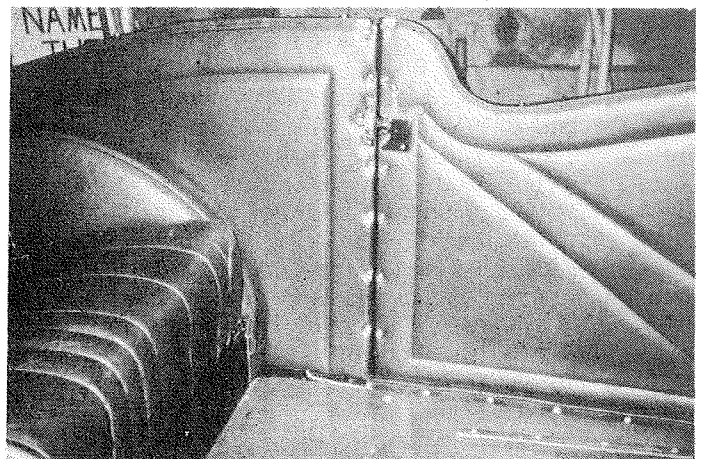
(Photo - Tony Russel) Safely arrived

Early in 1984 I set about the restoration in my spare time. Although the car was very original and complete, it really was mechanically worn out. The hood had fallen to pieces and the interior trim was in an extremely bad state. The bodywork was in generally sound condition, the ash frame having survived remarkably well. When I had removed the pale green brush painted top coat it revealed British Racing Green as it had been applied in 1947, and below this lay the original black cellulose.

My first step was to spend several days making a complete inventory of everything that was there and conversely everything that appeared to be missing. This was followed by a careful sketching and photographing session around the

vehicle. Dismantling began in earnest soon afterwards and indeed the entire vehicle was taken back to its last nut and bolt and the location and reference of every component carefully noted.

The chassis did require a degree of welding where the frame kicks up over the rear wheel arches, but this did not present a major problem. The boot lid resembled a net curtain and this had to be virtually completely remade and entailed a great deal of work. The wings were remarkably sound, although the bottoms of the doors once again resembled a piece of cheese! I carried out my own body work repairs to the major panels on the car and for the purpose of this I taught myself the long forgotten skill of lead loading. This is not particularly difficult, although extremely messy! The finished result is certainly worth all the effort. The chassis was completely shot blasted, etch primed, primed again and then finished off with 5 coats of 2 pack black yacht enamel. There is much debate over what is the best paint to use on chassis, but I think this depends on personal choice. Many people swear by Valspar enamel, others tend to go for the rather expensive Tecaloid chassis paint. In any case the 2 pack yacht enamel produced the most superb and indeed durable finish.

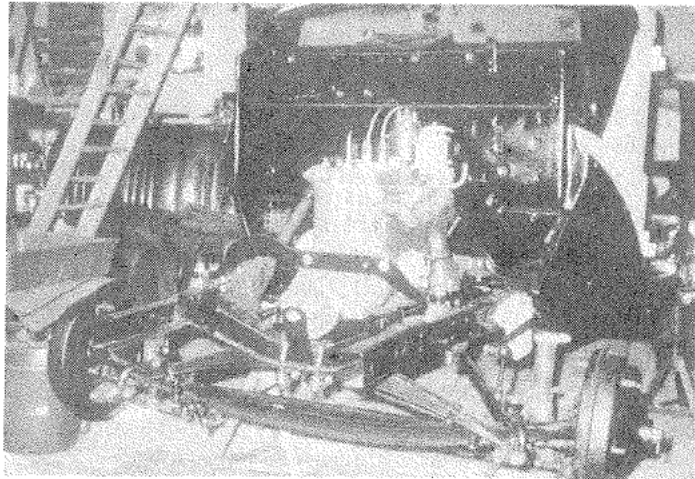


(Photo - Tony Russel) The superb retrim.

The hood was contracted out to be rebuilt by a local trimmer and at the same time he also remade the sidescreens. The interior trim panels were not salvageable, however they did serve as extremely good patterns. I had these duplicated and fitted the coverings to panels that I had made up myself. I also trimmed out the car myself using the correct Hidem banding, etc. The original rear seat squabs in leather responded very well to a week's work with a leather renovating kit and these have now come up

like new. The front seats had been recovered in an extremely good reproduction leather type material and following a little work with some pigment these had come up superbly too.

The engine in the car when I obtained it was fitted sometime in the 1950s and it was a most peculiar motor altogether. The cylinder head, I believe, came off a Ford Eiffel and various other components certainly did not look correct. I obtained all the correct 7W carburetter, manifold, cylinder head, dynamo etc and grafted these onto an early Ford Prefect short engine that I had in my possession. As some of you know a degree of internal polishing and tuning was carried out to certainly improve the rather appalling breathing qualities of the Ford 10 engine. This together with a straight through exhaust system which almost identically matches the original system has resulted in a quite dramatic improvement in performance, and it is well known that this particular tourer has been timed at approximately 70mph!



(Photo - Tony Russel) The rebuilt front end.

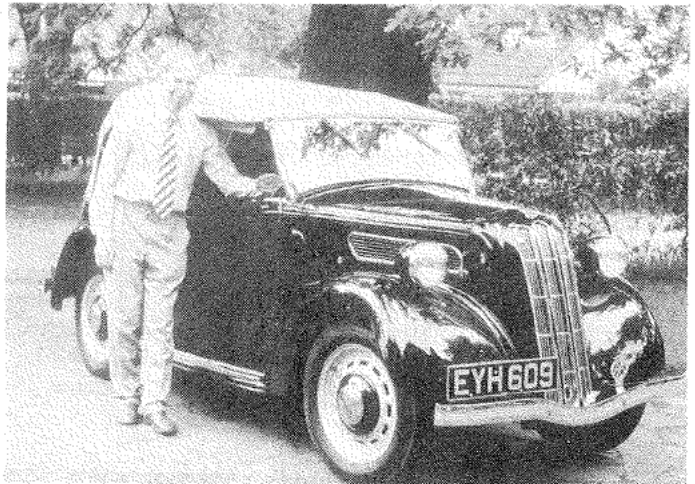
The front axle and steering gear were completely rebuilt with new components wherever possible and the transmission merely checked, cleaned and reassembled, and indeed this is in A1 condition! The reassembly started in earnest round about 1987 and it is a great pleasure actually to go through this stage and rebuild the car when you don't have to get your hands dirty! The body was sprayed by local apprentices at my neighbouring car repair shop as part of their training, and as they were being judged on the finish an excellent job was made of this. It is important that at this stage I should point out that all the body panels had previously been straightened, welded, shot blasted and thoroughly primed! By early 1988 we had a super looking rolling chassis with an engine that responded instantly to the first touch of the starter and produced some most encouraging, I would say almost sporting noises! The electrics were completely replaced with a loom from Autosparks in Hull that remarkably fitted first time and works perfectly.

The car was first taken out to the 1989 Southern Side Valve meeting at Leatherhead, and I was delighted to win best prewar car at that show. Since that time the tourer has gained quite a reputation in classic car circles and has already been featured in 2 national publications. Just for the record, only 1,639 7W Ford Tourers were made so it is quite clear their survival rate is very low indeed. In actual fact there are only 4 of these cars known in the UK today. One is of course mine, another one is alive and well in Essex, and I do know of another one in the West Country that is currently under restoration. There is of course the other one in Holland that is well known and, according to the club magazine has one not also surfaced in Argentina? That makes about 6 worldwide. So I would quite rightly lay

my claim to have one of the rarest 10hp Fords in the World!

A brief history of the war: the first owner was one H E Muller who clocked up 16,700 miles between purchase of the car in 1937 and sale of the car in 1939. In 1940 the car was purchased by [redacted] from Archie Simmons & Co of Great Portland Street, London W1. Mr Leehey used the vehicle intermittently during the war and as petrol restrictions allowed. In 1953-55 it was used extensively by the owner during a posting to Germany. It was fitted with that rather strange reconditioned engine in 1952 in Cologne, the previous engine having managed to reach 40,000 before it expired. In 1950 the vehicle was fitted with a Witter towing bar and indeed I still have this equipment with the car, the owner at that time was a keen sailor and used the tourer for towing his dinghy and trailer from one sailing venue to another. The car was laid up between 1955 and 1959. Following that it was used for 18 years as a 2nd family car. With the mileage standing at 61,200 it was finally laid up in 1978. Undoubtedly the fact that it only had one owner from 1940, plus the relatively low mileage has helped preserve this extremely rare car.

The vehicle behaves absolutely superbly on the road! Those of you who have read Jonathan Presnell's article in the October Classic Sportscar will bear evidence to the superb handling of this little tourer, indeed there is a quite petrifying photograph of the 7W in an alarming 4 wheel drift featured in that particular article. There are not many Ford 10s that will do this on standard suspension! On the road the performance is brisk and lively and the acceleration is quite impressive, no doubt due to the mild gas flowing and polishing work that I carried out on the ports and manifold. The brakes are extremely firm and positive and it just goes to show that once you have set up the Girling system properly they can produce impressive braking performance.



(Photo - Tony Russel) Re-united with [redacted] who had bought her in 1940!

So that brings us right up to date, the car is used regularly throughout the year and open top motoring is certainly enjoyed by all of my family.

So what's next?! Well, I still have my old faithful E93A Prefect safely sheeted up in the workshop, ... does anybody know of a nice Shorrock's Wade Supercharger setup for this car!..? I guess you'll all have to wait and see.

Tony Russell

CLASSIFIEDS

CONDITIONS OF ACCEPTANCE - An advert will only appear if you use one of the forms provided, or use **BLOCK CAPITALS** with a maximum of 28 words including area and phone number. Adverts must be sent **TO THE EDITOR OF SIDEVALVE NEWS**, and arrive by the 15th of the month preceding publication, non-sidevalve items not accepted.

DISCLAIMER - All adverts are accepted, and appear, in good faith. Please take care before parting with any money.

100E/107E FOR SALE

107E Prefect 1959, pompadour blue, same owner since 63, good runner, body needs attention, suit restoration, £800, High Wycombe [REDACTED] **NON-MEMBER**

100E Prefect 1955, unfinished project, stored in garage, needs wings replaced & rear end finishing, also interior, valuable number, TOD 108, offers around £1200, Basingstoke [REDACTED]

Anglia 1959, 2-tone, dogs legs, low mileage, good engine, interior, rear axle whine, recent underseal, orig no., spares, hub puller, genuine sale, £950 ono. Somerset [REDACTED]

Squire 1959, ESH 820 on V5, new tyres, exhaust, clutch, body good, needs inside retrim, £750 ono OWHU, Geoff Gateshead [REDACTED] after 5.30

Thames 100E van 1960, part restored, no rust, 10,000 miles on clock, stored for 20 years, offers, Nottingham [REDACTED] **NON-MEMBER**

100E Prefect 1959, MOT May, good runner, body & interior, 5 new tyres, reg 188 EYA, £895 ono, Chesterfield [REDACTED]

Anglia fawn, totally orig, 53,000 miles, 100% reliable, new MOT, shown at many events, not perfect but very clean, reg EJK 947, have bought Squire. £850 Scaford [REDACTED]

Popular 1962, 57,424, recon engine, black, needs some welding underneath for MOT, good interior, £800 ono, [REDACTED]

9DL NON-MEMBER

107E Prefect, no MOT, needs a bit of work, £150, must sell moving, [REDACTED]

Popular 1960, 7 months MOT, good bodywork, dark blue, running order, re-reg YNC 462A, £295 Malcolm on Manchester [REDACTED]

POSTWAR UPRIGHTS FOR SALE

Anglia E494A 1953, restored 1988 vgc, mechanically sound, £1500, also many spares ie body panels, axle, springs, dampers, g/boxes, electric, carbs, etc Derby [REDACTED]

E494C van 1952, orig beige/black, MOT, excellent engine, bought new, daily use, camouflaged body rust, 4 curtained side windows, drawbar, before 5pm, £2000 ono, Devon [REDACTED]

E493A Prefect 1952 chassis, with V5 and chassis plates, good cond, very little work, rolling at present, ideal for special, space needed, Abergavenny [REDACTED]

Anglia 1949, stored since 86, no MOT, running restoration, £1400 ono Chelmsford [REDACTED]

Popular 103E 1954, black, one FSOC owner since 1971, re-upholstered, re-wired, heater, many rare spares, but non-runner, bereavement now forces sale, offers over £1000, Guildford [REDACTED]

Popular 103E 1959, MOT & Tax, 34,000 miles VGC, green, spare engine & g/box, Graham [REDACTED]

Popular 103E 1954, grey g.c. orig car, own reg, 2 owners, MOT & Tax March, offers [REDACTED] Workshop area

E493A 1952, complete car stripped for spares or restoration, body poor, many good parts, 1 door reskinned, no V5, orig log book. Offers [REDACTED] Southampton

SPARES FOR SALE

Engine & g/box 1938 onwards, £50 [REDACTED] Burton-on-Trent **NON-MEMBER**

100E engine, carb, exhaust, starter, dynamo, w/pump, f/pump, e/mounts, distributor, g/box, clutch, propshaft, rad, £200 ono or split, Mick, [REDACTED] Yorks

Upright front & rear axles, van silencer, smaller parts, some new, [REDACTED] Wittersham **NON-MEMBER**

100E/107E Prefect recon rear springs in bushes, doors, overriders, boot lid, heater fans & rads, spot & fog lamps, few trim items, N. London [REDACTED]

8hp alloy head vgc £60, also 100E parts & E93A TREs. Gateshead [REDACTED] after 5.30pm

100E g/box £85, plus lots of spares & tools, Southend [REDACTED] after 6, **NON-MEMBER**

5 Ballamy wheels 15" with 4 hubcaps £100, Ballamy IFS with hydraulic brakes £75. Assorted upright spares, all items unrestored cond. Graham [REDACTED] Sidcup

Headlinings for uprights, as original, Pop £79.95, Prefect £89.95 Steve on [REDACTED]

Pop 103E parts, front & rear axles etc, front cowl & bonnet, engine & g/box, all cheap, Mark on Milton Keynes [REDACTED]

E493A Prefect new manufacturers parts in primer, pair front wings £100 each or £175 pair, rear n/side wing £65, o/s front inner wing £35. Front n/s wing welded & lead loaded £55, grille rechromed £55. Box of goodies inc 100E clutch, new boxed 100E crown wheel & pinion, semaphores, brake lines, Picavant hub puller - the lot £55. Head gasket sets £5 each, massive universal hub puller £20. Buyer collects [REDACTED] Cheshire, [REDACTED]

100E front panel new £100, plus lots of spares. Stamford [REDACTED]

Pop wheels & tyres 4.50 x 17 £25 Leicester [REDACTED] **NON-MEMBER**

100E 4 door new o/s front & one pair rear doors £30 each. New o/s running board, genuine Ford for 7Y. £40 ono. Mike [REDACTED]

WANTED

103E Pop body shell or remains of car with sound shell. Blackpool [REDACTED]

Upright splash guard fits on chassis under radiator, Geoff, on Rugby [REDACTED]

E493A n/side running board, interior door trims, Allen [REDACTED] Romford

300E rear bumper irons, n/plate light cover, 1959/60 vintage. [REDACTED] Eves

E83W bonnet petrol tank & drivers seat, plus any other E83W parts or panels. Peter on Chelmsford [REDACTED]

100E steel sunvisor also twin carb manif & 4 branch to suit Aquaplane head. Malcolm [REDACTED]

100E external sunvisor for Prefect, Aberdeen [REDACTED] evenings

Bumpers for 1960 100E Popular, in good cond, good price offered. [REDACTED] Surrey

8hp engine or just block for Model Y with double water outlet on block. Steve [REDACTED]
 E93S w/pump, Aquaplane exhaust manifold & 10 hp head. Stoke on Trent [REDACTED]
 15" wheels & 10hp tuning parts Alan [REDACTED] Essex
 Prefect 107E for restoration must be towable, pay upto £150, [REDACTED] **NON-MEMBER**
 103E single head washer jet & pump. Brake chain & interior mirror. Allan [REDACTED] w/ends
 100E Newtondrive parts, any condition, [REDACTED]
 1956 Prefect front quarter light window rubber seals, or some ideas on how to make a new set. [REDACTED]
 [REDACTED] Aberdeenshire, [REDACTED]
 Prefect 1956 chrome side strips, rear light clusters, front & rear seats. Sheffield [REDACTED]

SPECIALS

Rochdale Gt1957, part restored body on solid E93A chassis, Ballamy front suspension, no log book, £1000 ono Norman on [REDACTED] West Midlands **NON-MEMBER**
 Watford Chccctah 2 seater E93A running gear, tubular chassis, lost of history, best special at 89-90 SV National Rally , £4500 Mark on Milton Keynes [REDACTED]

MISC

MkII Fisherboy Marine Ford 10, rarely used Auxiliary boat engine, stored since 1976, service tested, sell or exchange small marine diesel. Merseyside [REDACTED] **NON-MEMBER**

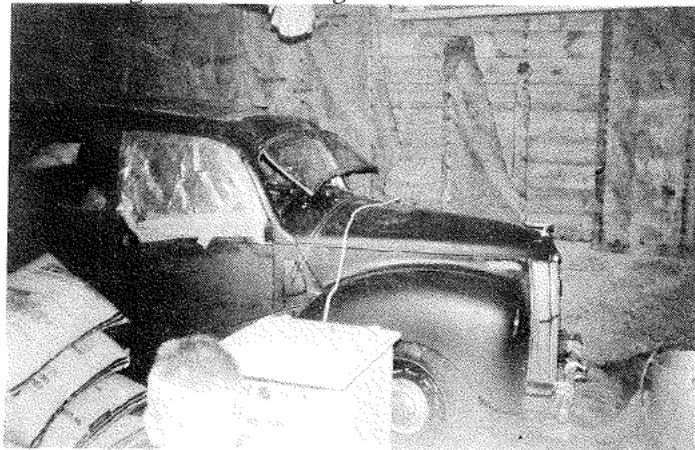
INTERNATIONAL SECTION



A SIDEVALVER IN ICELAND

Dear Paul,

I have been a member of the F.S.O.C. for about a year now and I have been getting your magazine since February and I have enjoyed it very much. I am the proud owner of three sidevalves. Two are Prefects and few days ago I rescued a 103E chassis from some Hot Rodders who had taken the body off and used it on some V8 racing machine. The 103E chassis is complete with engine, wheels, brakes and steering wheel and is right hand drive.



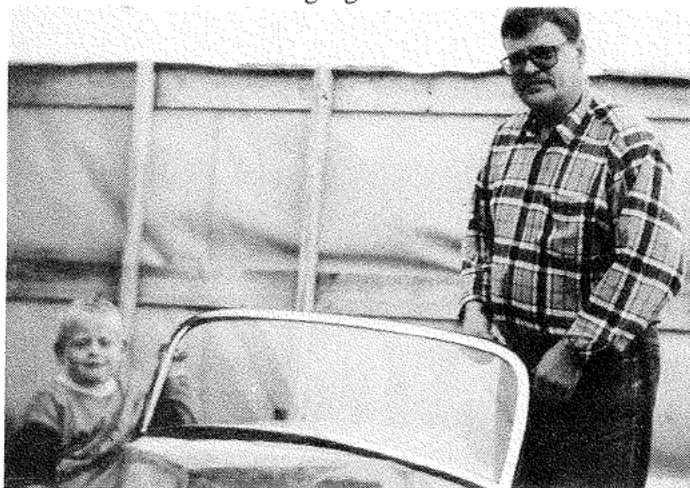
(Photo - Sigurour Magnusson)

Now to the Prefects. I bought the first one in 1989 and I though I was buying an E493A as you can see in the picture. But as I learned more about these cars I realised that somewhere along the line mine had been modernised.



(Photo - Sigurour Magnusson)

Last summer I bought the second one, would you believe it, behind a barn where it had been standing for many years and grass was growing thick around it as you can see in the picture. This one had an Icelandic registration saying it is 1946, although the grill is updated, it should be painted. Both my Prefects are left hand drive and the odometers are kilometre gauges.



(Photo - Sigurour Magnusson)

I have also collected many good spares like engines, gearboxes, doors etc., some of them even brand new original items. I often go on spares hunting trips with my son Einar and sometimes we get very lucky, as you can see in the picture where we are ready to install a windshield complete with rubber etc.

However, I am having trouble finding good rear fenders [wings] and grilles, so maybe you guys can help there. I would also very much like to hear from someone who owns Prefects like mine. I would also like to ask if I could somewhere get colour pictures of E93A and E493A - and where do I find those chassis numbers which you guys talk so much about, so that I can find the true identity and age of my cars and register them? The identity plates of both cars are so aged that I don't see any numbers!

I hope that a few years from now I will be able to send some pictures of an E93A Prefect roaring through one foot deep snow, chased by a white polar bear....

Sigurour R. Magnusson

[I hope someone can help Sigurour out, that's one photo I'd love to publish - it would win the photo competition hands down! Paul]



1959 107E Prefect
(Photograph - L. Menear)

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