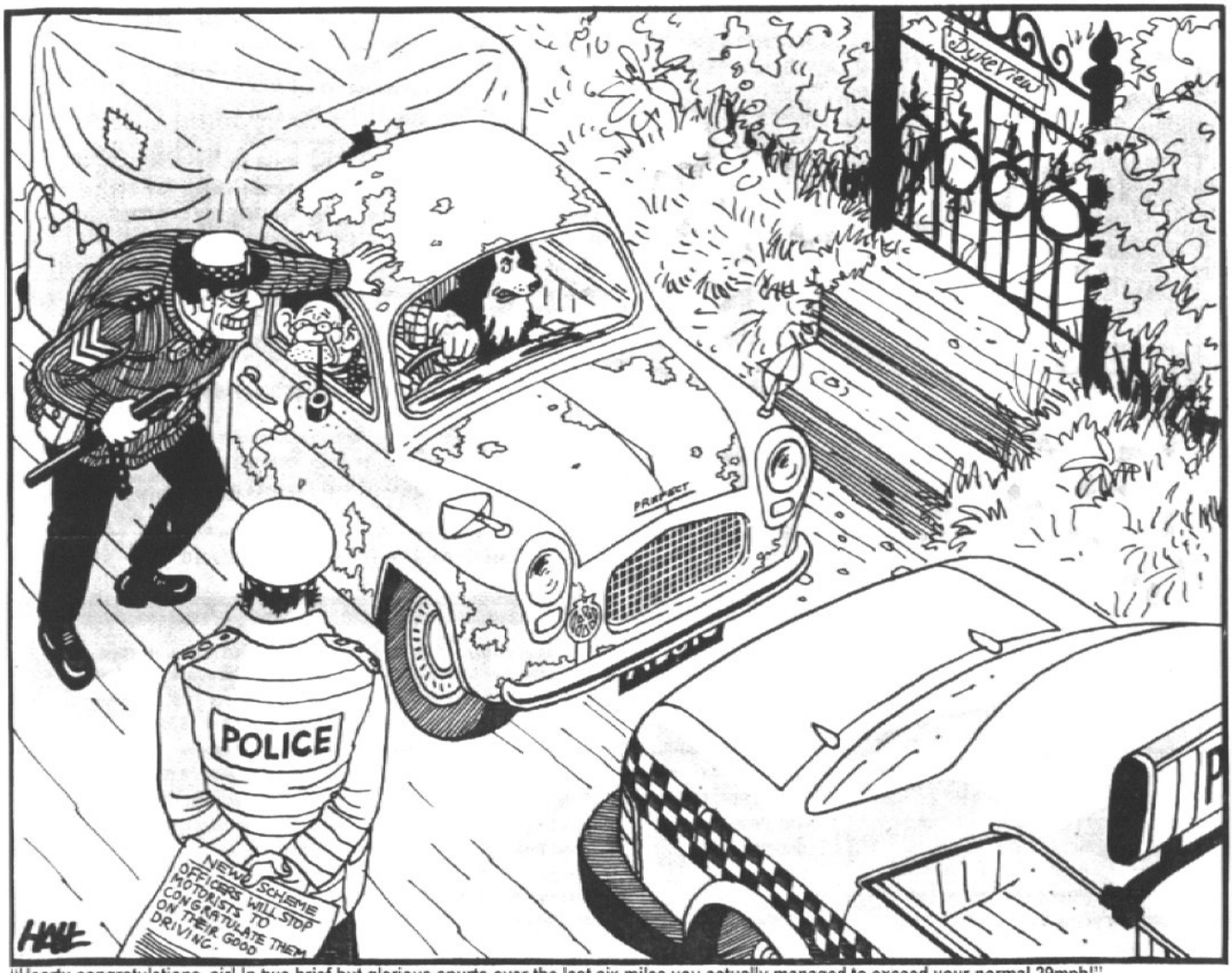
SIDEVALVE NEWS

Journal of the Ford Sidevalve Owners' Club Vol 16 No 4 August 1999



"Hearty congratulations, sir! In two brief but glorious spurts over the last six miles you actually managed to exceed your normal 29mph!"

Sidevalve Bucket & Spade

Flathead Meltdown

Jersey Jottings

www@fsoc

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Registered Office:
36 Fengates Road, Redhill,
Surrey RH1 6AH

Reg. No: 2604000 (London)

Editor:
Fred Fielder
fred.fielder@easynet.co.uk

Editorial/Advertising address:
5 Coastguard Cottages, Pegwell,
Ramsgate, Kent CT11 0NH.

FSOC Web Site:
www.menear.freeserve.co.uk/fsoc/

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CHAIRMAN	John Porter, 16 Nuneaton La Higham-on-the-Hill Nuneaton Warks CV13 6AD
GENERAL SECRETARY	Shirley Wood, 17 Baker Road, Abingdon, Oxon OX14 5LW
MEMBERSHIP SECRETARY	Mick Crouch, 30 Earl's Close, Bishopstoke, Eastleigh, Hants SO50 8HY
TREASURER	Tony Young, 36 Fengates Road, Redhill, Surrey RH1 6AH
SPARES 8hp, 10hp Models	Shirley Wood, 17 Baker Road, Abingdon, Oxon OX14 5LW
SPARES 100E, 107E	(Acting) Mick Crouch, 30 Earl's Close, Bishopstoke, Eastleigh, Hants SO50 8HY
REMANUFACTURED ITEMS	Neil Patten, 2 Cypress Road, Woodley, Reading, Berks RG5 4BD Peter Ketchell, 2 Manor Road, Westminster Park, Chester CH4 7QW
RAC LIAISON	Geoff Hammond, Pendula, Rugby Roac, Long Lawford, Rugby CV23 9DS
TECH ADVISOR 8hp, 10hp	Bryan Baker, 7 Wantz Chase, Maldon, Essex CM9 5DN
TECH ADVISOR 100E, 107E	Paul Reddell, 130 Maryland Ave, Hodge Hill, Birmingham B34 6EB 0121 784 3141 **between 7.00 pm and 9.00 pm ONLY**
REGALIA AND BOOKS	Shirley Wood, 17 Baker Road, Abingdon, Oxen OX14 5LW
ARCHIVIST	Bryan Baker, 7 Wantz Chase, Maldon, Essex CM9 5DN
EVENTS CO-ORDINATOR	John Porter, 16 Nuneaton La Higham-on-the-Hill Nuneaton Warks CV13 6AD
PUBLICITY	John Palmer, 318 Nottingham Road, Eastwood, Nottinghamshire, NG16 2AQ
SV NEWS EDITOR	Fred Fielder, 5 Coastguard Cottages, Pegwell, Ramsgate, Kent CT11 0NH
WEB SITE	Laurie Menear, 10 Lindberg Way, Woodley, Reading RG5 4XE
COMMITTEE MEMBERS	Jim Norman, 7 Chaucer Place, Abram, Wigan, Lancs WN2 5QB
	Stephen Wood (8 & 10 hp Spares) 14 Piping Green, Golden Common, Winchester, Hants SO21 1TY
	Jean Crouch, 30 Earl's Close, Bishopstoke, Eastleigh, Hants SO50 8HY

REGISTRARS (SPECIFIC MODEL ENQUIRIES AND DVLA APPLICATIONS):

PRE-WAR	Yvon Precieux, Flat 1, Ashton Heights, Horniman Drive, Forest Hil, London SE23 3BS
E83W	Glen Bubb, 37 Sundorne Crescent, Shrewsbury, Shropshire SY1 4JF
ANGLIA, PREFECT, POPULAR	Andy Main, 52 Windermere Drive, Gillingham, Kent ME8 9DX
SPECIALS	Malcolm McKay, 75 Woodmansterne Road, Carshalton Beeches, Surrey SM5 4JW
100E	Tony Lloyd, 16 Harvard Walk, Elm Park, Hornchurch, Essex RM12 4BB
107E	Philip Hardwicke, 121 Baldock Road, Letchworth, Herts SG6 2EG

AREA GROUPS

Local area groups are organised on a voluntary basis. Their interests can include social gatherings offering mutual help and advice, outings, events and even holidays. To start a group in your area please contact the General Secretary. When telephoning, please call between 7.00 pm and 9.00 pm ONLY.

BRISTOL AND SOUTH WEST	**Ivor Bryant 01454 411028** Last Fri; The Fox, Easter Compton. 8.30pm.
DEVON AND CORNWALL	**Ian Rooke 01752 228498** Please ring for details of local activities.
COVENTRY	**Barry White 01203 403789** 2nd Tues; Queen's Head, Meriden. 8.30pm.
GLOS, HEREFORD & WORCS	**Philip Birch 01531 820575** 3rd Thurs; Black Dog, Newent, Glos. 7.30pm.
HAMPSHIRE	**Mick Crouch 01703 692359** 3rd Wed; Please ring for details of local activities.
LONDON NORTH	**Robin Thake 01279 659245** 1st Mon; The Gate, A411, Arkley. 8pm
ESSEX	**Pam Lincoln 01708 507117** 1st Tues; The Maypole, Lambourne Road Chigwell Row, nr Romford. 7.30pm.
LONDON SOUTH EAST	**Stan Bilous 0181 764 5785** 2nd Tues; Dutch House, A20 Sidcup Road (nr jct A205).
MERSEYSIDE	**Frank Hayes 01942 708536** 2nc Mon; Bottle and Glass, St Helens Rd, Rainford. 8.00pm.
NORTHAMPTONSHIRE	**Danny Moody 01604 810095** 1st Thurs; Stags Head, Earls Barton. 8.45pm.
SCOTLAND	**Jim Hendry 0141 951 4177** 3rd Tues; Country Club, Strathblane. 8.00pm.
SURREY	**Tony Russell 01737 221578** Please ring for details of local activities.
WALES SOUTH	**Rhiannon Jones 01222 254159** 1st Mon; 49'er Club, The Cresc Trecenydd. 7.30pm.
YORKSHIRE	**Vacancy**

INTERNATIONAL CONTACTS

AUSTRALIA Gordon Cowley	Box 42, Greenacres SA 5086. Tel 00 61 88 261 7631
BELGIUM François Jordaens	Reetsesteenweg 143, 2630 AARTSELAAR. Tel 03/844.07.68
CANADA Ed Ingold	PO Box 1978, Lunenburg, Nova Scotia B0J 2C0. Tel 902 634 3080.
IRELAND Colm O'Neill	29 Allen Park Drive, Stillorgan, Co. Dublin. Tel 01 288 7173.
ITALY Pasquale Amico	Via Anfiteatro 66, S Maria CV 81055, Caserta. Tel 010 39 823 841615
SWEDEN Borje Jernheim	Tennisv. 33 192 77 SOLLENTUNA. Tel 08-754 30 32 0707-15 08 78.

Bucket and Spade

Fred Fielder

CAN you remember when you went to the seaside as a youngster, the smell of the sea the warmth of the sand and the taste of those sandwiches?

My earliest recollection was going all the way to sunny Bude, from the urban sprawl that was Wansted in East London, in the back of the family Austin 16. The journey seemed interminable but my brother and I spent most of the time on the floor playing with our dinky toys in the huge cavernous area in front of the back seat.

Holidays seemed idyllic then with never ending days of picnics, sandcastles and waves pounding the far distant shore.

I have been reminded of those halcyon days of yore when I joined the Bucket and Spade run to Ramsgate in my 107E Lizzy some, dare I say, fifty years later.

The parade of vintage and classic cars trundling along the old A2 route to the coast was far more exciting.

The roadside awash with well-wishers from all walks of life and all ages enthusiastically waving and encouraging the entourage as it sped ever onwards to the coast through some of the prettiest and most Kentish of landscape. Past so many former oast houses ('ghost houses' my elder son used to call them when a small lad), hop gardens, called gardens to save the tax on the fields, former brickfields where the brick earth had been excavated to build the continuos urban development throughout the Victorian and Edwardian periods; the towns all having a ring of their origins in the names such as Sittingbourne, Teynham, Faversham. Then on to the Thanet Way the A299 past the seaside towns of Herne Bay, Whitstable and Birchington until the bleakness of the Isle of Thanet and sunny Ramsgate.

A much more leisurely age where speed was not the only consideration but the reliability of actually getting there in the automobile.

Yes there were one or two cars that had pulled up with their drivers and passengers looking under the bonnet but not to be left out waiting for the RAC or AA to come and rescue them other cars had stopped to assist the driver in instant diagnosis and set the car on its way.

I'm sure many of you have enjoyed the privilege of taking your cars out, perhaps not with the proverbial bucket and spade but with the aim of just enjoying the pleasure of the summer exodus in a classic car.

No road tax for those fortunate enough to have the 'Historic Vehicle' label and the sheer fun of following the country roads and if possible avoiding the sanitised motorways, meeting up at the rallies and shows held throughout the summer months.

All of us are proud in the knowledge that maintaining an older car is like having a special member of the family nurtured and much cherished to enjoy the delights of a meeting of engineering and simple childlike pleasure in building that first sandcastle on the beach.

May all our spades dig long roads of contentment and our buckets be full of inspiration and sweet smelling oil of delight as we venture onward...

AREA NEWS

NORTH LONDON

JENNIE AND ROBIN THAKE

AS I write this month's report we are in the middle of the Show Season with much varients of weather. Enfield was as usual a very busy day with the auto jumble and meeting up of old friends, hot and sunny and ending with a thunderstorm and a traffic jam to get out.

The following weekend we headed off with five cars from our group for a holiday at Dawlish Warren meeting up with other group members. An excellent holiday was had by us all with some cold, cloudy weather and a little sun (See the report elsewhere). Having returned from Dawlish with up to a total of 250 miles homeward journey John Perrin and I met up at Luton's Stokewood Park. We were joined by Colin Irwin and also Dick Symonds with his newly restored car. Jim Tyler was there amongst the auto jumble and wouldn't let us go until we had filled his pockets.

This show gets bigger each year with more cars and a larger number of stalls. There is always plenty to do and see and fortunately it was a pleasant day weather wise; I hope they are not still looking for the lost falcons!

After a week off work I joined Richard Healey and made the long journey to Banbury again, always an excellent day out. The weather was a bit damp at times but not as bad as other parts of the country that day. It was all made worthwhile as I won the best in class with my E04A. We met up with some old friends from Wales, David and Paul with Martin Howard, Colin Irwin and Jim Staples were also there making a good turn out for the FSOC.

Hollowell was an excellent day out as with more people there than usual.

The Club meetings are very well attended, with much lively conservation and thanks to the bar lady who keeps any new prospective members informed of our whereabouts.

HAMPSHIRE

MICK CROUCH

ON the 16th May we attended a local steam and vintage rally with just three sidevalves from our group where we enjoyed a quiet, lazy day.

However, at the end of May we spent three hectic busy days at the Enfield Pageant of Motoring where we had a large Club stand with fourteen various sidevalves models and their drivers.

Despite the thunder and lightening and heavy rainfall on the Saturday evening we still managed to enjoy ourselves around the campfire exchanging funny stories and even funnier jokes.

As Jean and I were on our June club night the rest of the group went for a meal at The Old Horse and Jockey in Romsey again - any excuse to feed their faces!

At the end of June we had a small stand at the Mapledurham Classic Motor Show.

Despite the showers we spent a pleasant day in a beautiful setting by the River Thames.

Many thanks to all those who have supported our Club stands, we look forward to the rest of the summer rallies to come.

Scotland

JIM HENDRY

BUCKET! (bucketing rain that is), Yes, that's the only way to describe the weather we got on the 4th of July for the tenth anniversary of Scottish Food Day; though it could be rhyming slang for how most people thought when they looked out of their windows on that dismal Sunday morning with the prospect of another day spent splodging through the mud in a soggy field.

Obviously some of you did - the true die-hards that is - so I must extend a big THANK YOU to everyone that turned up, we were actually rewarded with better weather in the afternoon.

As usual the clan gathered and epidemics of animated conversation broke out everywhere - whether the talk was about what work had been done to the car actual or imagined or who had what bits - everyone got the chance to network (hope that's the right 'in term').

The sanatogen poppers nearly had a heart attack when a V8 powered pop trundled on to the stand. "'cause there was no room

anywhere else!" It provided a nice contrast with the surrounding machinery and as usual opened up the old custom (damn them to 'ell) versus 'Why can't we leave them alone? debate...

Again the standard of some of our members cars - no not mine - was recognised by the host club with Jim 'Rain' Magnet Murray and Richard 'Farty' Farmer picking up awards; at least the 'Rain' man did, the 'Farty' Farmer ran away!

Jim's car was voted the best car on our stand by his fellow sidevalvers and Graham Baird picked up the Choice Award for his immaculate Thames van. I must also thank A&K van hire for pulling out all the stops and bringing along their newly acquired E83W van to add some commercial interest.

Increasingly - due to contractural difficulties - as they say it's looking like this will be the last time this event will be held at Doune. I'd like to take this opportunity to publicly thank the Pre 67 Ford Owner's Club for all the hard work they've put in to organising 'Ford Day' over the last decade. At present they are investigating other venues - so please watch this space.

Well I hope you have an enjoyable summer and that the sun has kept shining at all the shows you've visited. If not just cry, "Bucket" and look for Isobel and Jim Murray - they're bound to be there!

COVENTRY

BARRY WHITE

Didn't we have a lovely time the day we went to Devon. Well, actually, it was a whole glorious week on a sidevalve holiday. So here's briefly what you missed...

A group of 24 sidevalve enthusiasts arranged to rendezvous at Peppermint Park. This was the name of our caravan park holiday site in the sleepy seaside town of Dawlish on the south west coast.

We were all there intent on having a good time and some action with our classic wheels. During the week we cruised the area, usually in convoy, visiting many places of interest including Powderham Castle where we did a nice photo shoot of our cars using the castle as a backdrop. Then after a conducted tour of the apartments we were introduced to the hereditary family pet, this being a very lethargic looking 175 year old tortoise! It certainly made me feel like a young pup.

Later that evening we all visited the local watering hole for some good old fashioned pub grub.

During the rest of our holiday we rode on vintage trams, steam locomotives, boats and even took part in a classic car show. Perhaps we should rename this annual event as Sidevalve Action Week.

So where will the club holiday be next year? Watch this space!

Coming closer to home our group were at the Hollowell Steam and Heavy Horse Show. This was in early July and the weather was superb. We had a large stand holding thirty vehicles. It was during this time that I said goodbye to my 100E Anglia. Yes, I've sold the little beauty to Geoff Huges of Bridgend, who is a non member but will hopefully join very soon.

There now seems a sense of urgency to the restoration of my E93A Prefect, which still requires heading and glass refitting.

Finally, may I remind members that we are still meeting at the Queens Head in Meriden throughout the summer months, and I can assure you that the non alcoholic beers are drinkable!

BRISTOL & SW

IVOR BRYANT

HAVING achieved sending an e-mail for the last issue we have to resort back to snail mail as the modem seems to have gone kaput following a recent thunder storm.

The show at Bristol's Ashton Court was similar to last year with the exception that the sun shone all day this time.

There was a good selection of cars, luckily the Vauxhall Base Speakers Owners Club being situated well away from the quieter owners of more mature cars (I hope that bit is politically correct). Ford sidevalves present ranged from a couple of models Y's two 7Ys, a Morgan F type, my PQP, a rodded Pop, two 100E's, an 8 van (Olive Cope Builder) and a 300 van, the latter belonging to a butcher from Tetbury and being offered for sale.

Ian Fury-King was present with his Russian Gaz oversized jeep but apparently powered by a Ford.

At the end of the day I left with the Pop's boot lid out flat with two mountain bikes on board, my son and his friend having been biking in the Ashton Court Estate for the day.

At the Lister Petter Rally there was a different selection of machinery. This show attracted a lot of tractors stationery engines and steam engines. Fred Dibnab was in attendance for the two days. Sidevalves included both Dave Prosser's and Peter Williams? E83W trucks, a different 300 E stan? a 100E, two model Y trialing cars, WNK277 Pop from Gloucester and my 103E Pop. For those who are members of the Y and C Register more details on the two Y's are likely to appear in their magazine.

I was the only sidevalve owner to exhibit at Leyhill, taking both the upright Pop and Anglia but speaking to an autojumbler I learnt that Jack Russell the cricketer has recently purchased a Y van.

Richard Farmer's Prize winning car (Scotland) - he sent this photo in to me and I just had to use it. He tells me he's had it four years and that she was registered in 1947. Thanks Richard, Ed

Events Roundup

JOHN PORTER

What a line up! York '99 John Palmer

WELL, the weather held for the trip to York for the first National Day at the York Racecourse.

We decided that to try to go up and back from the Midlands was a bit optimistic in the Siva with all the ropes and posts. So we booked a B&B somewhere east of York - which all looked fine on the map. This meant that we set off mid morning on the Saturday in beautiful weather. Driving without the usual 3 -4 layers of clothing in the Siva is a novelly not experienced often in the UK. Which is why if you ever see me at an outside show, I am dressed in the same clobber that I drive in - all day. Not only does it keep out the cold, it tends to insulate from the warmth of the day. I remember that when I used to camp in the late sixties the same thing would happen. I would be cold all night and put all my clothes on and stay that way all day. This was in France and the locals would be bounding around in shorts and tee-shirt clutching their boule while the crazy English would shuffle about like tramps. Vive la difference!

Anyway, back to the present, the co-pilot set an interesting course to miss all hills on the way. This is necessary because the Siva is powered by an 8HP engine and drives through a 1OOE differential. Low revs, no power - real veteran stuff. We therefore scribed an eastwards arc from Nuneaton (Pearl of the Midlands) across various countries and flat roads which led me to think that we were in Holland. We even passed through Goole backstreets as well and under the main river bridge (the Trent?) that carried one of those motorway things. Is there no limit to our travels?

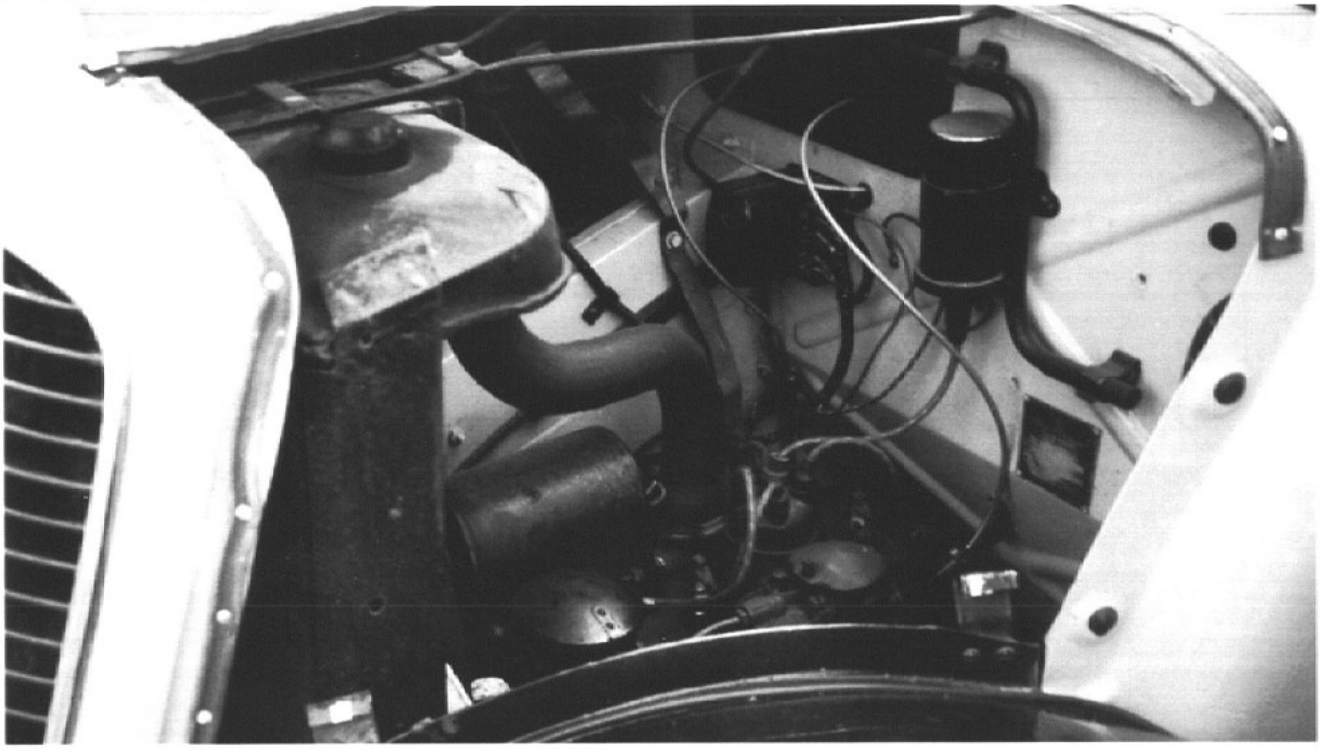
Finding the racecourse was no problem but finding an official who was not using a mobile was not so easy. Why is it that at these large events everyone talks to each other across the site but doesn't know where the stands are? Damned technology. Found the clubstand and up with the posts with Gordon MacKenzie's help. We were on a tight schedule because we had to be at our B&B by dinner - panic, panic.

Out through York we flew and co-pilot says, "I'll just show you Harrogate". This involved hills and progress slowed.

The B&B was north of Harrogate much further than we thought, well up into the Dales. The directions led us to a farm gate- we were to pass through this and shut the gate. Down an unmade track over the cattle grid, holding everything onto the car. At last we found the guest house and were greeted by the owners. I sheeted down the car - couldn't cope with the hood. Pat went ahead to check the room, not that we could complain unless we slept with the cows in the field! In with the bags and off with the layers of clothes and then down for dinner.

This was communal dinner around a large table with 6 other guests - all strangers of course but none stranger than I! It's not easy to adjust to eating in genteel

Good Communications John Palmer



Some Engine! John Palmer

surroundings after 5 hours in an open car and a bit of post banging! Everybody tries to be so charming and proper that it makes me very conscious of my windburn and inability to sort out the eating irons. In fact I felt like the country bumkin that my background belies. At least I was able not to get into an argument until after the meal which, those that know me, is a feat in itself.

Coffee being served in the lounge meant we had to sit down and be interrogated by the rest of the guests. Most of whom for one reason or other did not work. As soon as they inquired of my day job then the inevitable questions came about state education. Perhaps I should pretend to be a prison governor or something? A pleasant two hours were spent being told what was wrong with education and teachers in particular. One pimpled youth was particularly obnoxious so I asked him what he did for a living when he wasn't telling teachers what to do. "Merchant Banker" he said, "I'm sure you are", I replied. "For an Australian bank", he added. Those of you reading this far South from Blighty may know which bank is busy buying up some UK banks. On that note we retired to bed hoping we would miss them in the morning.

The heat of the previous day was not to be repeated on the Sunday and the day was overcast. On with the thermals! National Shivers Day' When we arrived on site, Gordon had been manfully fighting with the marque and it took six of us to erect the thing in the lively breeze. Almost all the sidevalves that had entered were soon on the stand and in particular a healthy turn out of EB3Ws. John Palmer was speechless (not for long, though) at the sight of so many 10 cwt vans. They just had to be lined up for a photo! Among the uprights and ~100Es we had a selection of specials Shirley, Siva, Sift (Ford 10 based with a BSA sports body, if I remember correctly, and Morgan. Also one rather non-sidevalve powered 100E. Two over-head cams, whatever next? Quairo-cinquecento?

The class winners were:

100E/107E 1st in class was L Kingan and his 107E. 100E/107E 2nd in class was a surprised Peter Kliszat who came along for a laugh. That'll teach you! Upright 1st in class and by the skin of his upholstery, Denis Skellon and his Prefect. Upright Second in Class was Ray Langon with his Popular. Best Commercial Alan Goodall with his E83W and the Runner-up was Trevor Miller. Best Upright Restoration since last Sidevalve Day was R Fisher (there seems to be some confusion here as he denied it) anyway, the car was ULG 94, so there! Furthest Travelled was our Correspondent from Rugby, Geoff Hammond. Later to race home in a "couple of hours" - must be the new Super Smooth axle!

Thanks to all the members that turned up and to those that helped out. Especially with that d***d marquee! The Journey Home (sounds like Startrek IV) was not so hot. Four and a half long hours with not enough insulation from the wind-chill. Surprised that they didn't find us frozen East of Goole and put us in a museum! At least it didn't rain.....

A few more places to go after polishing the old girl's curves:

29th & 30th August. Audley End Classic Car Show, Saffron Walden. Contact Greenwood's on 01296 631181.

29th August. Donnington 99. Various Start Points but finishing at Donnington Park in Derbyshire. Contact Andrew Greenwood 01484 660622.

4th & 5th September. The very popular Shackerstone '99 at Shackerstone, near Leicester in South Leicestershire. Contact Andy Jennings on 01203 640463 or Barry White (number inside the front cover) as the Coventry Group always go to this one because of the tame ferrets and the burning Metro Display. Bicycle clips are "de rigeur".

4th & 5th September. The Trafford Centre Classic Car Show and Autojumble, Trafford Centre, Dumplington (now there's a name to conjure with). Contact S. Holmes on 01161 864 2906.

5th September. Classic Car Show at Cholmondeley Castle, Malpas. Contact Andrew Greenwood on 01484 660622.

11th & 12th September. Beaulieu Autojumble at the National Motor Museum, Beaulieu, Hampshire.

12th September. The Bath-Bournemouth Classic Car Run from Bath, Somerset - well it used to be Somerset (but I am not up to date with the recent boundary changes in Wessex since Arthur died). Another from Greenwood's Exhibitions on 01296 631181.

18th & 19th September. The Laughton Country Show, Ringmer, Sussex. Contact c/o Stream Farm on 01323 811264.

2nd & 3rd September. The Scottish Motor Festival at Royal Highland Centre, Edinburgh, Scotland. Contact the Festival on 01786 880255.

23rd & 24th October. Delivering the Goods Weekend at Kent & East Sussex Steam Railway, Tenterton Town Station at Tenterden, Kent. Contact Kate Debling on 01580 765155.

7th & 8th November. The Classic Car Show, at the NEC, Birmingham. Contact Barry (Entrepreneur) White on his non-mobile number in the front cover to get your sidevalve on the stand.

Please also check the June (July!) issue.

More From York

JOHN PALMER

THE Northern Sidevalve day was held at the York Racecourse on the 30th May, and I can honestly say that I have never seen so many EB3Ws in one line ever! The turn out for the Sidevalve stand was more than excellent and it was all down to Gordon MacKenzie who can be proud of the turn out.

In the back of one of the EB3W's was a selection of old valves and other items of the period plus a selection of 50's style television sets actually showing children's favourites like the Wooden Tops, Bill and Ben, plus little Weed of course, what a treat for us big kids.

Well to continue, as I said the turn out was better than anyone could have expected, I spoke to virtually everyone there and had a good time to boot, plus a sore throat by the end of the day. It was with great pleasure that I judged the Ford Uprights and I can tell you I had a very tough job indeed, but, as always there is a winner (RNW 216)

I must apologise but I mislaid the owners name (see Events Roundup), a magnificent machine, excuse me for saying this but, the Perfect Prefect. The best renovated vehicle was TSG 715 owner Mr R Blanchard of Hull, - this was a beautiful machine and deserved to win, thank you Mr Blanchard for taking the time to bring it along, I understand you met some friends you hadn't seen for some 15 years, well I have the photographs and will be sending them on to you very soon now.

Best Winners

Best Restoration - TSG715

What a turn out

It was nice to see Prefect EDA 383. This vehicle had not been used for sometime and was its first run out for a number of years, thank you for showing it. Now can you spot the Shirley?

Yes! you have it, she's the one with the glasses and the one Shirley is sat in! For those of you who don't know what I'm on about, meet Shirley, she is our General Secretary (who presides over us all) and, of course, Upright Spares Secretary. Well, I am now lost for words, all that is left to say is a big 'THANK YOU' to all for turning out. I enjoyed the day, so much to do, so much to see, it was a great day.

Goodall's Still Running

"Yes it's our Shirley"

Club Notices

Fred Fielder

PERMISSION for the cartoon on the front cover has been kindly given by the cartoonist Tony Hall.

Tony is an accomplished cartoonist and hopefully we might in the future see more of his excellent work. The original of our cartoon is for sale and so if you would like to obtain it please contact him on 01263 734245. His work is often seen in the Eastern Daily Press and I'm sure if you want a cartoon for that special occasion Tony's the man to contact!

Thanks to Michael Capps for bringing the cartoon to my attention. If you know of any other cartoonist's work concerning the humorous side of sidevalves then do please let me know. It is very important that you obtain written permission to use the cartoon first – I am not allowed to use work with a copyright. If you obtain permission this does save your hard pressed editor time in researching ownership and many telephone calls to establish copyright.

Peter Baggott and his 1936 CX Tourer

Peter Baggott and XS4359. I met Peter at a car show at Ramsgate Harbour and have included a photograph of his 1936 Ford CX Deluxe Tourer a beautifully kept example. Peter wishes to be remembered to all the committee and sidevalve friends. He was unfortunately involved in an horrendous accident caused by another driver who drove into his lorry and as a result has had to be out of action for the past year. He is only just beginning to be mobile and it was great to meet him and his wife and to see him enthusiastically showing his car once again.

LETTERBOX

Fred Fielder, S.V.N. Editor
5 Coastguard Cottages, Pegwell,
Ramsgate, Kent CT11 0NH
e-mail: fred.fielder@easynet.co.uk

PLEASE note that you can send mail either through the GPO (snail-mail) or by using the internet (e-mail) and I have included some of the e-mails I have already received.

Appreciation: Official!

I WRITE to express my appreciation to all the club officials and organisers of Events who thro' the years have helped keep our sidevalves on the road and get pleasure (and some pain) out of them. Without them we could do very little and it is sometimes forgotten the commitment that is needed to serve a club in any capacity. In particular my thanks go to Mick Crouch for responding to my recent urgent need of an exhaust system for my 100E Popular almost on the eve of a trip to France with it. The system arrived within 3 days and that is some service.

One more point, the car is being fitted with a twin S U Aquaplane Stage 1 June. Does anyone in the club have air filters or know where they can be purchased. I would be pleased to hear from them.

Alan Hart

Beat these panels

A FEW months ago Graham Varma Engineering advertised in the Club magazine offering to supply and in some cases manufacture to order panels and wings for Prefects Pop's etc.

I took a chance and ordered two new wings for the rear of my Prefect E493A and I thought members might be interested in the result. Graham Varma is obviously a one man band, and supply was slow with various deadlines for delivery passing with a variety of reasons, but when the wings arrived they were of good quality and the original and correct gauge of metal.

I would certainly use him again, but don't be in a hurry!! They cost £225 each.

Phil Morris

Feedback

YESTERDAY I had a phone call from Sam Roberts of the Ford Y & C Register regarding the front cover, and page 20, Y Tourer photo. He, and others in the register, doubt that this is a Normand body. To be fair Ned Fielden was not too sure either but I wondered if someone would 'rise to the bait' and Sam has. Their register thinks that 'Normand' is Normand Garages and that the car has a body made by Arrow Coachworks – as before I have no idea.

Just thought you might have room for a "who did make it?" item. No prizes of course!

Did Yvon come up with a suggestion? Or any one else for that matter?

Bryan Baker

Leaded Petrol

WITH my road tax refund (not on my sidevalve) came a leaflet from the DETR referring to information now published on the Internet at:

www.environment.detr.gov.uk/unleaded/index.htm

Possibly one of our tech experts has already seen it and given you copy but if not you might like to look at the site and print extracts from it. In particular it gives some reassurance that additives "AWA" will be available from the autumn.

Regards and well done in taking on the editorship!

Martin Steibelt

E-Mail

I AM the editor of the North American English & European Ford Registry. Through the efforts of Jim Norman I have been receiving exchange copies of the sidevalve News for about a year (I hope that you have had a chance to see our newsletter). I just wanted to say that I really enjoy the SN and think your first issue is carrying on a fine tradition. Keep up the good work!

I also have a question. On page 6 of the June issue is a picture of two Vintage Fords photographed in Sweden. I am puzzled by the older car. I assume that it is a Ford Junior (which I have heard of but know nothing about). Are these German or English cards?' If you or any of your members can shed light on to the subject I would be grateful.

Michael MacSems

e-mail from Gordon

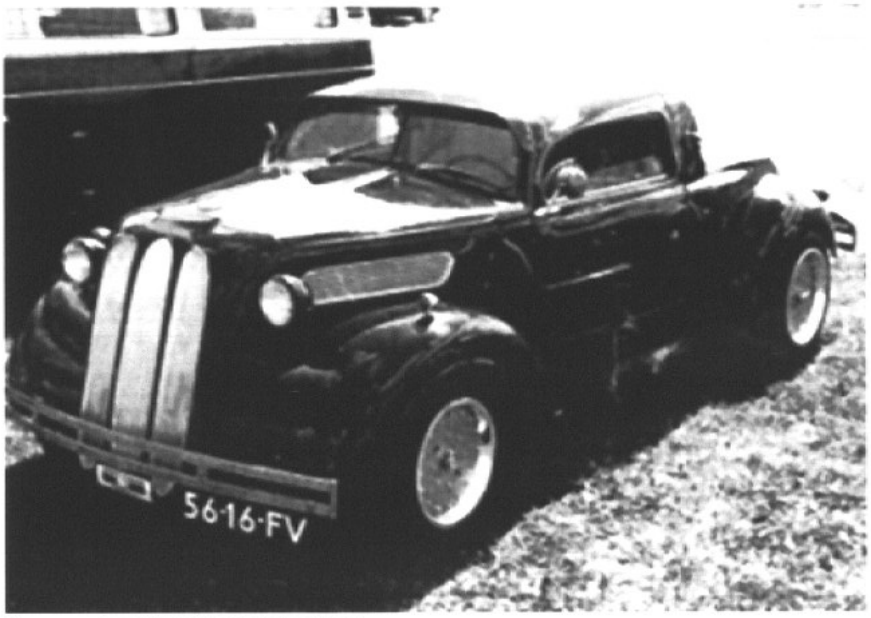
CONGRATULATIONS on a fine first issue - I can imagine how stressful the first one must have been; don't worry, it WILL get better from here on!

I was very interested to see the photo of Gatso at speed in a 100E in the Tulip rally - a fine tribute to a great man who died recently. I was privileged to meet him a couple of times and found him refreshingly youthful and enthusiastic in his approach to life. One of my enduring memories will be his delightful - and diminutive wife scolding him for sitting in the bar, on the retrospective Alpine Rally a few years ago, regaling us with stories of driving MK1 Zephyrs on the Monte' when she wanted him upstairs dressing for dinner.

The new Tulip Rally was a good one for our cars, as the very first running of the event 50 years ago, in 1949, was won by Ken Wharton and John Cooke in wait for it - a Ford Anglia, beating such stars as Ian Appleyard in his Jaguar... The Tulip initially leant towards rewarding top navigation above speed and 'our' cars often performed well. In 1950 Ken Wharton won again, but this time in a Ford Pilot, one Anglia though, driven by J G Reece, finished 14th overall and 1st in class (is PTW 832 still with us?) while Cooke's wife took the ladies' prize in another Pilot. Small Fords were scarce in 1951, the best performance being 12th in class by Reece. Ken Wharton won again in 1952, presumably in the Pilot; my sources don't specify models, but Reece's performance of 4th in class but 79th overall was certainly in the Anglia again. Reece tried a Zephyr for 1953, as did Gatso, and neither finished; small Fords did no better than 85th. For 1954, the year of your photo, Gatso took to a New Anglia with T St John Foster and finished 57th; note the electric screen demisters mounted just below their eye levels, and Helfos movable spotlight attached to the windscreen.

An Anglia (new or old I cannot say) driven by RH Sleigh and RG Martin was 37th; it seemed speed was more important in the Tulip by this time and several race tracks were included. Gatso and Foster deserted to a Standard Ten in 1955 and won the class; best Anglia performance was J Wm Fleetwood and CG Gray, 30th - four other Anglias took part. 1956 saw five Anglias (best Whitely and Hopps, 51st), but the classification seems to have favoured sub-1000cc cars from this point on as Anglias disappear from the entry lists until the appearance of the 105E. I'd love to know more about these rally entries and whether any of the cars survive... I took part in the 50th anniversary Tulip Rally this year (in a friend's E-type Jag), but was disappointed to see no sidevalve Fords celebrating that historic win.

Malcolm McKay



An aggressive sight in the rear-view mirror

A Letter passed on to me by Yvon Presieux

Aggressive Ford

Dear Mr Precieux,

I THOUGHT the enclosed illustration from a book found in our local library may be of interest, although the vehicle is not what it first appears.

The book is "Custom VWs" by Andrea & David Sparrow (Veloce Publishing 1998 ISBN 1 901295 04 4)

I'm afraid the photocopy is not of the best, as the car is a dark purple colour (similar to Cortina 1600E aubergine)

Yes, it **is actually a very modified VW Beetle, couped at the rear, and the roof chopped, but don't panic, that's NOT a rare pre-war 7W front end!**

The side panels and bonnet-tops look like standard Ford items, as do the small 5" headlamps, but the grille panel is a Popular 103E type that has been split down the vertical centreline and a new, third, set of bars added in the centre. Note the extra flat section in the centre of the bonnet, rather like the famous Issigouis widening of the prototype Morris Minor. Front mudguards appear to be Ford, too, rather than the original VW. Of course, the whole front end may be a widening exercise on a one-piece fibreglass hot-rod flip-front, if you compare with a "real" pre-war 7W you'll notice numerous differences (being rear-engined, I don't suppose the grilles are actually "open" anyway!)

Hope it makes you smile, someone must have been desperate to drive a 7W!

Ian Maddams

Why, Why no telephone numbers?

AS A new member of the club and a new owner of a 53 Prefect, I'm in at the deep end somewhat.

I have something that is on my mind and seeing as how you seem to be the only one advertised with either an e-mail or phone number my question goes to you. 'Why is it not possible for a club member to contact a member of the club officials by phone', especially as I have specific questions I would like to ask on a technical problem and also of a spares nature, i.e. availability of certain spares before I send my money or a technical query about said spares. I can't help saying I find this lack of phone numbers slightly irritating. Hopefully you could reply to me through my wife's e-mail address as I am having enough problems with my 53 prefect let alone a computer!

Robert Binstead

Ed's Answer

Dear Robert

SORRY you've had so much difficulty but the real reason for lack of telephone numbers is that the technical folk would be on phone 'til early hours so I'm afraid, for the moment, it's the old pigeon post.

We hope that all our advisors will eventually be on e-mail but you will see from the mag that 100E & 107E has a specific time to call. Could I suggest your nearest local Area group contact - again a specified time given - may have someone near you who could help. I'm just putting the new issue to bed and even to send e-mail takes me a few minutes but it does mean I can do it when I like, whereas a telephone call I've got to deal with immediately when I might be otherwise engaged. We are still trying to sort out Spares Secretary at the moment and I do understand your frustration: It's happened to me as well, so I'll pass on your concern when I'm at the next committee meeting. I'm terribly new so am feeling my way and I hope this will be sufficient for the moment and that you'll understand.

Fred

There's an engine in there somewhere ..... (It is Lyndon's car and he had a knocking sound from the engine.) Photo Jennie Thake

FSOC SIDEVALVE HOLIDAY 1999

June 5-12

Robin and Jennie Thake

EAST meets West and goes South appears to be an apt phrase to describe this years holiday. Mike Capps, John and Marg Perren and us with our friends Laura and Stuart from the East met up with our Central England members Barry and Janet White, Colin and Rose Irwin and family. Richard and Shirley Healey and Arthur and Eileen Bowerbank and drove on a very wet Saturday in June to join Lyndon and Myra Evans, and Cliff and Mary Wilson from Wales in the West at Peppermint Paddocks in Dawlish Warren Already settled in their caravan were Ian and Camilla Rooke with Hannah and Sophie from the South only thirty miles away from Plymouth.

Having all found our allocated caravans the sun started to shine on us except for two; one van was not as posh as the rest and another had a distinct odour of curry left by previous occupants. Never mind we managed to get nineteen people seated in John and Margs' van to eat Fish and Chips, I think the smell had gone by the end of the week! Our holiday seemed to revolve around eating as usual having found an excellent pub for our evening meals including the last night banquet organised so well by Arthur and Eileen. One of the week's highlights was to see the look on Hannah's face when Robin ate Lyndon's dinner by mistake and then gave him the plate with only a lettuce leaf on it; for the rest of the week she did not dare leave anything in case Robin ate it!

Our week started with a visit to a Country Show at South Moulton which unfortunately due to previous very wet weather was muddy underfoot and a little chilly but the lovely ride back across country made it worth while.

The Monday dawned bright but soon became cloudy and cold as the day went on which was the pattern for most of the week e We went to Babbacombe Model Village which was very pretty but wheelchair 'unfriendly', luckily we had several strong men in our party to help John and Marg around. We then took off for Cockington for a spot of lunch and then on to Torquay. For Tuesday Arthur and Eileen had organised a photo shoot at Powderham Castle a few miles down the road from our site where we had ~ tractor ride around the estate and a visit to the castle which was made very interesting by the knowledgeable guide. It housed an ancient Tortoise reputed to be around 120 years old - nearly old enough to 'join our club'

The forecast for Wednesday was good so a trip to the Dart Valley Railway up the River Dart was arranged. As usual on our outings things don't always go according to plan as when we arrived at Paignton to park up the town was full of Dustcarts and everything environmental for a Trade Show so parking was at a premium around £6 for the day. So wise Lyndon remembered that there is free parking 'down the line' at Churston so off we drove to find excellent parking facilities in the station yard. A very helpful ticket officer gave us a party discount and reserved a carriage on both journeys. By the time the train arrived the sun shone and a very enjoyable day was had by everyone.

Thursday was once again cold and cloudy when we headed in a different direction to the Seaton Tramway. It was quite a relaxing day with a tour past several retirement homes where we failed to lose anyone. A walk round an antique shop proved expensive as 'Auntie Wainwright, wouldn't let us out without making a purchase; she took £311 in about five minutes.

Friday was to be a relaxed day before our journeys home so Robin suggested a walk along the sea wall to Dawlish a distance of about three miles and quite uneven/ most of us came back by taxi! Friday evening everybody gathered quite early to go to our meal together at Mount Pleasant Inn; having got seated we realised that the Welsh were missing. After about ten minutes or so some strange people were seen arriving, Cliff and Lyndon dressed as women, wigs skirt and bras included. They were seated opposite a tasteful display of leeks and the evening continued in excellent spirits.

Saturday arrived all too soon with some of us facing nearly a 250 mile journey home. Having made a good start Richards' car decided it had had enough and threw a valve near to Honiton; fortunately it managed to limp its way to a Little Chef and was carried home by Green Flag arriving about three hours ahead of the rest of our convoy. We all arrived home safely after an excellent holiday once again but with a little mystery; how did Lyndon know that one of our went West?

Wacky Races

By Rich Gray

IF you've ever thought of doing something more than just driving your special or tuned saloon on the road and you want to get your adrenalin pumping then give a thought to drag racing your car.

Drag racing? Isn't that all weird looking cars with monster V8 engines, what's that got to do with Sidevalves? Well, quite a lot really. You see back in the 1930s in the good old US of A, drag racing had its roots in Ford Sidevalve (or Flathead to our American cousins) V8 powered cars, usually Model A or Model B roadsters. Prior to that the early salt flats racers (and Land Speed Record racers too) were using Model T and Model A four cylinder engines.

In recent years there has been a revival in interest in Flathead powered cars amongst hot rodders. So much so in fact that a separate event within an event has been created for those wanting to give their Sidevalve powered cars a real workout. Hence the "Flathead Meltdown" is now an integral part of the National Street Rod Association's annual "Hot Rod Drags".

Drag racing itself is in essence quite a simple sport. Two cars line up and race each other from a standing start over a quarter mile long straight, the first one to the other

A 1927 Model T Roadster prepares to start its run

end of the "strip" wins. See, told you it was simple!

There is a little bit more to it than that. Cars are also timed over the course, to give you your "ET". No, nothing to do with little brown aliens, ET stands for Elapsed Time. Over the last few yards of the strip cars run through a speed trap. Yes you do get a ticket, but this one tells you your terminal speed. So even if you are the quickest you may not be the fastest.

The start of the race is controlled by what's known as the "Christmas Tree", so called because of the number of coloured lights on it; white to show you're lined up, yellows count down to the start, green for go and red if you leave too early.

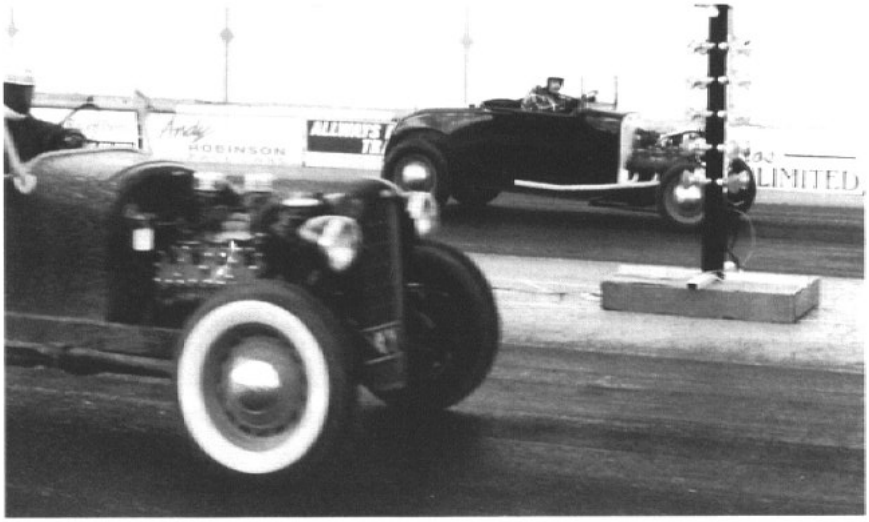
So, what's involved in taking part? Well, unlike most forms of motor sport you don't need a licence to race. You do however need either seatbelts fitted to your car or you'll need a helmet, an ordinary motorcycle helmet will do nicely.

Regarding the car's technical specifications for the Flathead Meltdown, there are, well none actually! So long as the car is road registered and taxed, it's eligible. All entrants have to take part in a short cruise into Stratford-on-Avon on the Saturday evening, which usually ends up in most of them having dinner in a pub. So long as they make it back to the track they qualify. Qualifying runs take place on the Saturday (usually around three sessions) and the eliminations are held on Sunday.

The Hot Rod Drags will be held on the weekend of the 11th and 12th of September at Avon Park Raceway, which is on the B9999 just south of Stratford-upon-Avon. If you'd like more information you can contact Avon Park at 01789 414119 or me on 01823 251212 or you can e-mail me at anglias@talk21.com.

Hope to see you there!

1934 Ford Coupe takes on 1927 Model T Roadster



Two roadsters "launch" from the start line past the Christmas Tree which controls the start of the race.
All Wacky Races photos : Rich Gray

A pair of 1932 Ford Model B Roadsters wait patiently in the staging lanes. The one on the right uses the grill from a 1932-34 commercial model

Bucket And Spade Run - Rochester to Ramsgate

Fred Fielder

This was a most enjoyable run by all concerned and I have already mentioned what a success it was in the editorial.

I felt that we had too few photographs in the last issue due to the importance of the AGM report and so I have included a good number of photographs in this issue as this will help give a better flavour of one of our local events.

This was the 17th such Annual Run and the event was the brainchild of a Thanet Motoring enthusiast who felt that something more than just a static display was called for and that owners of vintage, veteran and classic cars should have a traditional day out to the seaside. The event led to the formation of the Ramsgate Old Motor and Motor cycle club who have taken the 'Run' under its wing.

The run starts at The Historic Dockyard at Chatham and this year the weather was overcast with the proverbial promise of rain which did result in a shower but the sun eventually came out and provided the perfect day for a visit to the seaside.

Invicta Motors were the main sponsors and it's good to see a local company willing to help out the volunteers from the Ramsgate Old Motor Club.

A visit by the Air Ambulance raised a huge amount which again means that by inviting the classics it can have distinct advantages with such a large captive audience.

Photos 1 & 2 Front and rear of a relatively rare 1947 Ford Anglia Eoya there are only seven of this model known apparently.

Photo 3 A fine example of a Prefect 100E the colour pale brown and beige was chosen because it was seen on a postcard and the owner really does cherish and cosset SSJ625!

Photo 4 A delightful upright TPK841 especially with those Automobile badges.

Photo 5 Yes it's my 107E 679MKK but next to it the latest addition to the stable Henrieta Isetta – the young lads couldn't believe it was a BMW.

Photo 6 Ford Prefect and Brian the owner is the second owner from new having owned the car since 1991. The car has had no major restoration.

All Photos by Fred Fielder

Sidevalves in Miniature a pair of vanguards

Dave Turner

Vanguards 100E Anglia saloon.

BACK in 1996 a new range of 1:43 die cast miniature cars appeared on the scene called Vanguards. These were produced in the UK by Lledo who had for many years been churning out by the thousand a large variety of small die cast vehicles which did not claim to be scale models but simply objects in the shape of vehicles on which to create a kaleidoscope of company and product promotional items.

Many of these bore scant resemblance to the make of vehicle stated by the makers but that seemed to have little importance to the thousands of collectors who gradually buried themselves in Lledos and their close relation, Days Gone miniatures. Some were appealingly similar in certain aspects to the 'real thing,' for example the new Lledo 7V Ford truck is a lovely little item, its rather square cab having the right characteristics to make it unmistakably a 7V but it doesn't claim to be a scale model in any way.

The new Vanguards series however are definitely scale models in every way, and despite their very modest listed price of £11.99 can usually be picked up for less than a tenner - considerably less in many cases. Vanguards also have a companion series of commercial vehicles in 1:64 scale which list at £14.99 and again can be found with similar savings to the 50s and 60s car subjects.

For their first car Vanguards chose the 105E Anglia and it continues to be made in ever varying colours and varieties. For example there has been an Allardette version, the sporty Anglia tweaked by Allard. However, and as usual, silly mistakes tend to annoy and with a 'little advise at the right time' could be easily avoided, like the Anglias finished with contrasting side stripe in the fashion of the Super model but not badged or labelled as such.

Following subsequent new issues like Triumph Heralds, VW Beetles, Morris Minors, Minis and Rover P4s we got the 100E saloon in 1997. Again, and quite unforgivable was the listing of it as a Popular when even their own catalogue artwork clearly shows the rear lights to be of the later Anglia/Prefect pattern with rectangular reflector between rear/stop and flasher lenses. This early sample must have been a pre-production or specially tidied-up example as the production models have nasty casting join lines running vertically right through the tail lights. In fact this is the only unsightly casting glitch on an otherwise brilliant 2 door 100E post 1957 type saloon. No model name has been applied to the model so at least we can regard it as a later Anglia, but silly mistake department has the front sidelights painted amber as if they were flashers only. A simple but relatively accurate plastic interior is fitted although the stubby sporty gear lever will put a smile on '100E owners' faces, the riveted construction makes dismantling and adding personal touches just that bit more messy but will not put off the determined detailer. Plated plastic components include, bumpers grille (excellent), hub caps (wrong pattern) and separate wing mirrors for owner fitting - all Vanguards have this feature, which if not desired leaves the holes in the front wings looking very empty! Silver painted detail does for bonnet 'V' motif, wipers, triangular Ford wing Ford badges, door and boot lid handles.

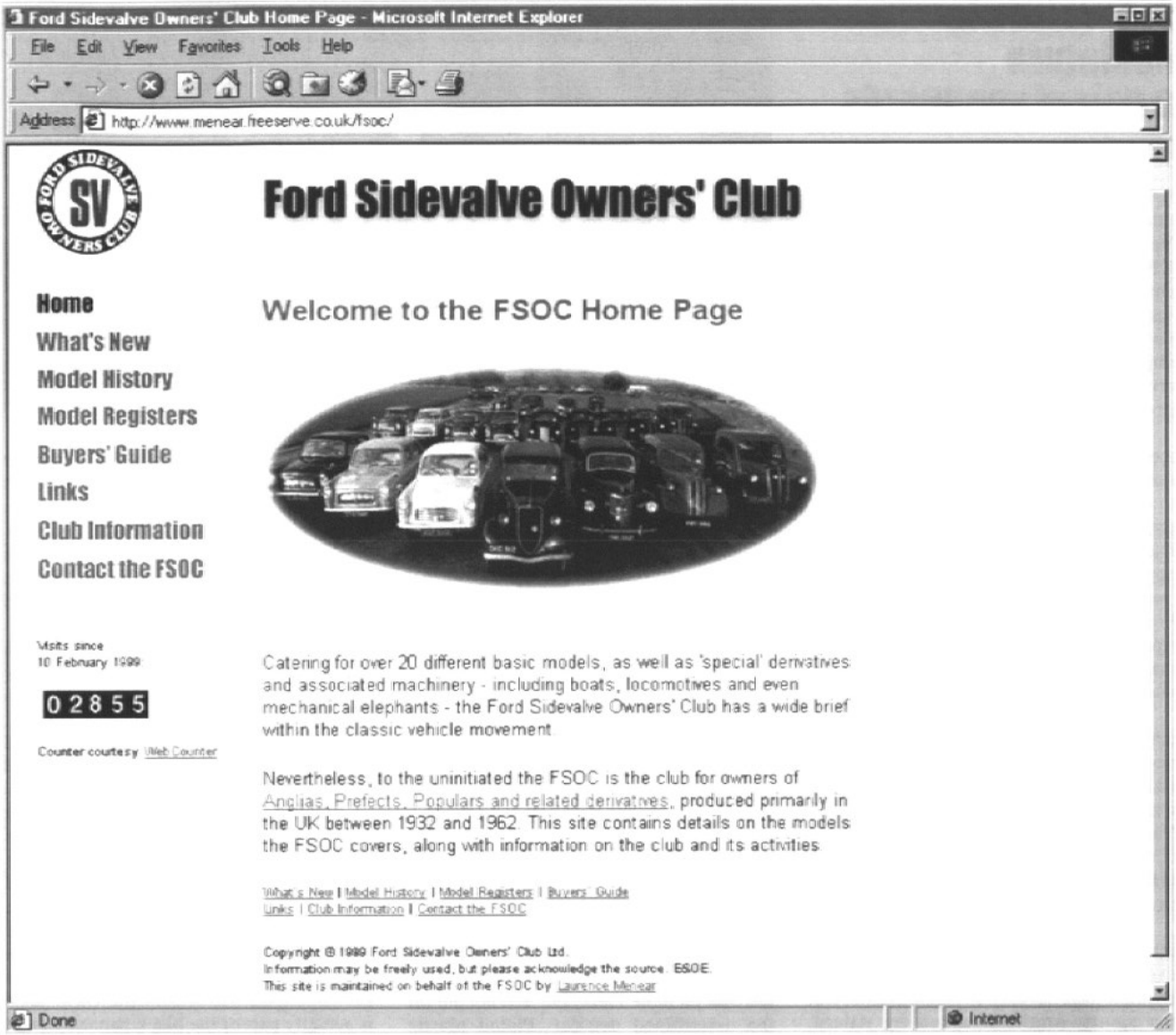
Some simple underside detail is quite acceptable at these prices while if you just want to collect Sidevalves there have been many different colours already, initially yellow and green, later blue and grey while special black cars came in a 'Heartbeat' set to cash in on the TV series in which a 100E stars as a Police Car.

Not long after the initial 105E Anglia saloon was issued, Vanguards added a very nice 307E van to match. It soon came in a myriad of versions, initially AA and RAC, Royal Mail, BEA and London Transport and later Esso. Would a van version of the 100E saloon follow suit in a similar way?

We had a little longer to wait but - our cup runneth over! In mid 1999 Vanguards issued a 300E van using much of the excellent work employed on the saloon and again for the money they are brilliant value. Most of the saloon's description fits the van, although the Prefect type grille denotes a De Luxe example we still have amber Ford sidelights, and because the rear valance is actually part of the black painted base it too is black, rather spoiling the rear aspect but no doubt will be given the appropriate dab of matching paint by the finicky to put this right. In the case of the first issues it will have to be a light green to match the Singer Sewing Machine livery chosen, strange, this was also the livery of the long lived small Matchbox 300E!

This time the rear lights do appear to have been modelled from a correct real van (so often makers manage to get hold of a real vehicle that has been fitted with incorrect parts on which to base their product) while the licence plates read 1526 BY suggesting a very late 300E, the early Vanguard issues of the 100E came with a sheet of licence numbers from which to select your own choice. The 300E van has the forward section of the same plastic interior fitted in the 100E while the rear seems empty but actually seeing inside through the realistically small rectangular back door windows is not easy. Like the 100E the van has plated hub caps that Lledo also fitted to the 105E and Morris Minor and Austin A35 and A40 vans. Pity they didn't just go that bit further and make the correct pattern but again the price has to be remembered. . .they are just superb value.

Vanguards 300E Thames van in Singer Sewing Machine livery.



FSOC On the Net

LAURIE MENEAR

WITH the recent explosion in free Internet provision in the UK (quite apart from all you overseas bods who are quite well advanced in this respect), I think it's probably fair to say that more FSOC members than ever are now 'online'. Doubtless you've all been visiting the club Web site at:

http://www.menear.freeserve.co.uk/fsoc/ and nosing around its contents...

The Web site is currently taking something like 12,000 hits a year, which is a threefold increase on the hits taken during 1996 – the first year we had an Internet presence. The trouble is that since I revamped the site in January 1997 practically all of its content has remained static.

At the moment the site serves as a useful general overview and introduction to the club and our vehicles. It has been particularly useful in generating overseas enquiries and (though I say so myself) it is a reasonably succinct and easy-to-navigate site. That is not to say there are areas which we could not improve. In particular, I would like to find a way of making the site more useful to members in a way that could complement the magazine's contents.

Ideas to be considered might be the events where we are exhibiting our cars, examples of archival material and promoting club membership and meetings.

There are lots of ideal scenarios, but let's not get over-ambitious. Online ordering and joining the club over the Web are out of the question; the bank charges associated with credit card payments preclude us from getting involved in this area, quite apart from the security issues involved. Similarly we need to take into account anything that might breach the Data Protection Act or copyright law.

Whatever we may or may not be able to do is subject to people's time commitments both inside and outside the committee. I'm happy to administer the site but, as with the magazine, the generation of content is largely up to you. Is there anything in particular you want to see? More to the point, is there anything in particular you'd like to do to help?

Drop me a line and let me know. My email address is fsoc@menear.co.uk

Andrew Noakes, Editor of Classics Magazine has contacted us ...

"I'm trying to get the word out as widely as possible that Classics Magazine has a new upgraded e-mail system which will make it easier for you to contact us. I'd be grateful if you could make a note of the changes and inform other members.

anoakes@splpublishing.co.uk
Andrew Noakes, Editor of Classics

classics@splpublishing.co.uk
general contact'

Further information can be obtained of the services that Classics Magazine offers by e-mailing the above addresses.

It seems that we are keeping apace with the professionals.

Our site:
http://www.menear.freeserve.co.uk/fsoc/

SIDEVALVES GATHER IN JERSEY

Colm O'Neill & Michael Capps

THE Jersey Old Motor Club held a special series of events from 12th to 17th May to mark the centenary of the first car reaching the island in July 1899. By holding the event in May, rather than July, the holiday crowds and the attendant higher costs were avoided, while still having the prospect of good weather. Thanks to substantial sponsorship from N M Rothschild & Sons bank, it was economically attractive for enthusiasts from Britain and the rest of Europe, not to mention an Australian and a Colombian entry, to ship their vehicles to the island.

On Thursday, there was an afternoon display of visiting vehicles, followed by an invitation to St Helier Town Hall for a welcome ceremony hosted by the Constable, or mayor of St Helier.

Friday saw all participants in a very involved rally featuring navigation and observation quizzes which afforded the opportunity to explore Jersey very thoroughly, concluding with a classic car auction. For those with suitable vehicles there was a series of hillclimb sprints on Saturday.

On Sunday, we all gathered in splendid sunshine at the People's Park in St Helier with our cars, to be joined by local Jersey enthusiasts, who fielded a very diverse display of beautifully presented vehicles from popular British models of the Thirties and earlier, to some exotic vintage and post-war models.

As the organisers had laid stress on pre-1960 vehicles, I had brought my 1956 Thames 300E van from Ireland. That Sunday, I met many fellow sidevalve enthusiasts and club members. Out of approximately 400 vehicles in the park, there were ten sidevalve Fords. With a bit of planning and goodwill, we waited for the other cars to drift away as the event ended, so that we were able to arrange the little Fords in a crescent for photographing.

As can be seen from the J number plates, there are two Model Ys, an E04C van and an E04A Anglia registered locally.

SIDEVALVE ON A POSTAGE STAMP

The Jersey Postal Administration is to issue its third set of stamps devoted to old cars, this time to mark the centenary in July. Six stamps are to be released, each featuring a car with Jersey history, including John Millar's 1946 Anglia, J11 958, for which he still has original petrol ration records.

These stamps are to appear in late July and you can obtain full details by contacting

Jersey Philatelic Bureau
Postal Headquarters
JERSEY JE1 1AB

My thanks to all who helped in arranging the photographs.

COLM O'NEILL (M/180)

Left to Right: Thames E04C, Steve Gouldard, Jersey; 10hp &W, Arthur Bowerbank, Windsor; Anglia E494A, Mike Capps, Cambridgeshire.

A Personal View

Michael Capps

I STARTED off at 6am on Wednesday 12 May, the trip down to Poole was uneventful.

200 miles I remember having to fill up at Oxford and then arriving at the harbour on fumes. I thought I might have got the wrong date, until Poole I had not seen another old car. We get to Poole and get loaded on the ferry. As I have not eaten I decide to have my pack-up. This was a mistake as I was to see it again at a later date. On the way out it was force 5 on the way home it was force 6 - if waves are over 3.5m the ferry does not sail.

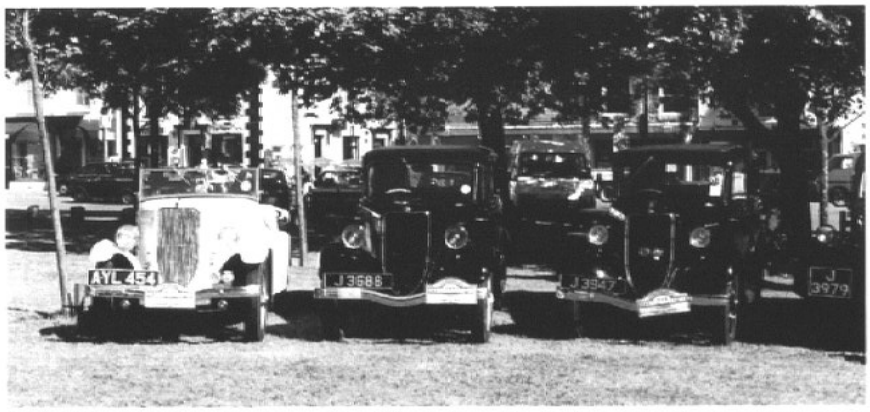
On leaving the ferry at St Helier I was met by the Old Motor Club of Jersey photographer and getting back to my hotel I was met by Old Jersey Motor Club officer, giving me the package of details for the week.

On Thursday which was a free day to explore the island, I went to see the castle which was built to defend St Aubans Bay against the French and Spanish, followed by Jersey car museum and Jersey German Bunker. I then met up with John Muller, Arthur and Eileen Bowerbank and Cliff and Mary from Welsh Wales. We finished at the Peoples Park for a car show and a meal at the Town Hall.

On the Friday we went on the treasure hunt, Cliff and Mary led, but they were not on the treasure hunt, they were off to pay a charity donation of £50 in lieu of parking fine, Arthur got one as well but the traffic warden put the wrong registration number down so Arthur just tore it up. If they want to know send it to Windsor Castle as they are the Queen's neighbours and she will pass it on. Back to the treasure hunt, there is so much crime in Jersey that they had the whole Police force directing us on our treasure hunt, everybody still got lost.

On the Saturday was the time trials. Basically to get from one end to the other as quickly as possible, a distance of ¼ mile. I visited Gorey Castle and another museum to use up my five free tickets. I then visited one of Jersey's Millionaires who had asked his chauffeur to clean his five Rolls Royce and his Gold Plated Cadillac. In the evening, I went to Living Legend, which is all about the stars who come from Jersey, there we had an elegant dinner. Sunday arrived and we paraded at Howard Davis Farm before travelling in a cavalcade through the streets of St Helier. We finished up at the Peoples Park for another show and meal. On Monday we departed back to Poole on the ferry. Next excursion is Cornwall, you have been warned. Petrol/ leaded is 44p a litre.

Cars involved were Brian Rickett from Colchester with his 107E John Miller and Anglia Square Front Similar to Robin Thakes, Steve Gouedard and his Popular Van. Arthur and Eileen with their 7W, Cliff and Mary with Popular. A nice Escort Van originally from Ireland, now in Suffolk. Me and my white Ford Popular. There was also a nice 100E 2 or 3 nice Y model cars and open Tourer Y model.



Left to Right: 1934 Model Y Kerry Tourer, Sam Roberts, Hampshire; 1934 Model Y Tudor, Paul Clubb, Jersey; 1934 Model Y, Steve Hewlett, Jersey.

Pre-War Register

Yvon Precieux

UNUSUALLY this year I've managed to get to two shows so far down south. The first was Wrotham where disappointingly I was only able to see one Ford Pop 103E and a 100E. The second was Tinkers Park and it was here that I was able to catch sight of a familiar face in Andy Main in his 100E.

North Cape Run to the Arctic Circle

In the February issue a mention was made of the North Cape run undertaken by some of our Norwegian and Swedish members. Bjorje Jernheim provided the photos and detail although the coverage was limited to the end part of the page. To complete 4,150 is some mean feat and deserves headlines and the cordial pat on the back on all those competitors involved. Tommy Andersson and his wife Gitten who own the model Y completed the run in June of last year.

Similarly here there was a dirth of small Ford Sidevalves and I am beginning to wonder where the Pre-war cars go during summer let alone winter. Maybe I'm dwelling in the past but when I used to travel to shows there always used to be cars you met on the way to the event usually signalled by a friendly wave. When this happened you either joined the convoy or showed them a clear pair of heels if they were Austin 7's or Morris 8's. As I am still working in London I popped in to see an old friend of mine George Baker a former member of the FSOC who now owns an Austin Chummy. George used to own a Prefect E493A and during his time was an avid builder of Ford and Austin based specials. A few years back whilst still in his 70's he was contemplating a trip across Europe and was in the process of converting one side of the Prefect into a bed. Now that's what I call an enthusiast. Even now with a heart bypass behind him he is still going to events albeit somewhat a bit slower and still undertaking restoration work.

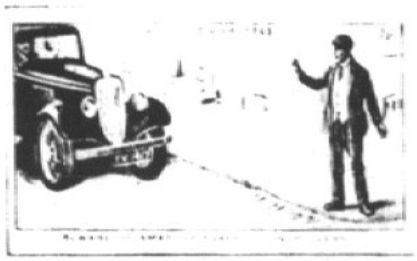
The height of our summer it may be but not surprisingly a trip to the Artic Circle does demands a few creature comforts, hence the obligatory blanket was a must when a car heater is not at hand. Other photos refer to the winter-run a few years earlier.

A heavy load

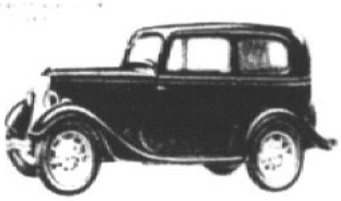
The photograph was snapped in late 1939, a few weeks into the Second World War, in Regent Street, London, where luckily there was not a policeman in sight to catch the driver of this "slightly" overloaded commercial endeavouring to shore up the merchandise which according to the laws of physics is in a potential state of unstable equilibrium. One wonders where the driver purloined the poles from or was it that these additional items were used when heavy loads as illustrated were carried and formed part of the basic tool kit required. However forget my ramblings and note the little Ford Model Y neatly parked behind. Blackout headlamps, non Ford bumper and off positioned number plate. Maybe the owner thought it a quick way of making on the insurance if that little lot fell on top of his "pristine" car.

Picturecard Model Y's

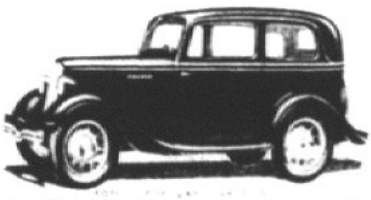
I know smoking these days is taboo but most of you may have seen at events and autojumbles framed cigarette sets going back to those good old days when even Stan Bilous was allowed to work and add to the office environment of smoke haze and coughing colleagues. Cigarettes then came with a card depicting all sorts of topics and naturally it is the motoring cards your registrar is interested in. In the W.D. & H.O. Wills "Safety First" set, card 17 an orient blue short red Model Y with cream wheels and grey radiator grille is seen coming up to a corner where a typical working class gent of the day is seen gesturing to the driver with a very distinctive hand signal to beware of amateur traffic controllers??? Lambert and Butler and John Player were also in on the act with the former bringing out a card titled Ford 8 HP saloon which depicted a long red Tudor model in maroon with cream wheels and radiator. A Ford Popular saloon is shown on the John Player card and again this is a Long Rad model identified as the 5100 Ford, coloured black with cream wheels and grey painted grille.



1933 Wills Cigarettes 'Safety First' series No: 17



1934 Lambert & Butler 'Motor Cars' series No: 8



1936 Players Cigarettes Second series 'Motor Cars' No: 19

Small Sidevalve Fords in Scotland Pictures of a Byegone Age

Between Luss and Inverberg a Model Y rests on the grass verge at Loch Lomond (1934) and outside Ballater Railway station to the right is a Prefect Brakenvan, a vehicle type which was perfectly fitted to the requirements of the Scottish gentry. Even to this day there is one Brakenvan, a 7W still being used to ferry guests to a large country house. In Strathleven during a hot summer's day a 7W BGD 547 is seen beside FGE 183 a 1947 post war Prefect.

Loch Lomond

Restoration Projects

Bill Dittmer of North Island New Zealand owns the 4 door 7W which hopefully now has all its full set of doors and engine front.

Thought to be the only one known in Transvaal South Africa has this 7W survived to restoration. Owners at the time Mr & Mrs McMaster.

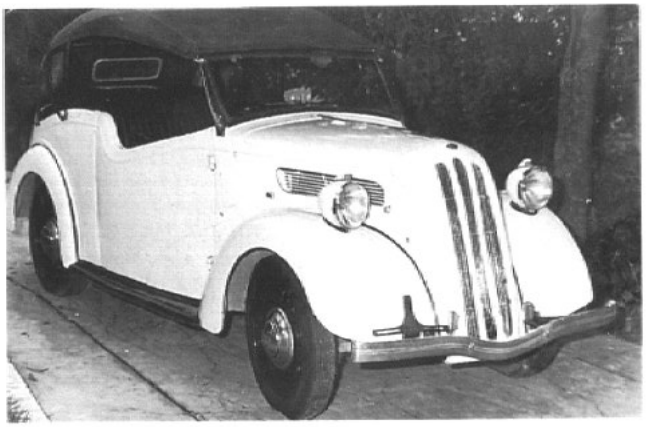
BYG 89 was on its way to full resuscitation some five years back when I last visited the owner.

Advertised as an antique Ford baby convertible, this restored 7W was advertised by Garado Rodriquez of Argentina for a very large sum at the time. Does anyone who may be a member of the FSOC in Argentina throw some further light on this rare but not priceless 7W?

Ballater Railway Station

Bill Ditmer's 4 door 7W

Mr and Mrs McMaster's 7W



'Convertible Baby' in Argentina

Prefect Ahead of its Class

Anglia, Prefect & Popular Register

Andy Mail

I'VE HEARD it said before that the AGM or sidevalve days always happen in that area of the country and never near us. I believe that the club did well in providing three events in different parts of the country which a majority of the membership would have found within reasonable driving distance. Whilst the location will not be in the best location for every member, or the days chosen, the two events I attended, attendance could have been better.

Linda and I made it a weekend in Coventry for the AGM, the Transport Museum being an ideal location and attraction. Whilst the museum only contained one full size Ford sidevalve powered O.T.A tractor, it is a showcase to the long gone Coventry motor industry.

The sun shone for Southern Sidevalve Day at Dagenham, perhaps next year if you missed me this year for a chat?

Julianne and Brian Alford from New South Wales, Australia spent some of their Northern Hemisphere holiday in London where I met up with them for the evening. Whilst Blue Streak (April edition p17) stayed behind, Brian's photographs of Australian Sidevalves made interesting viewing.

Holidaying in the Lake District in our M reg Fiesta/a future classic car? Whilst waiting at the traffic lights in Kendal, Popular 103E registration POP255 passed by. Earlier in the day we had seen a number of classic cars taking part in a road run around the National Park. I assume Michael Dickinson from Camforth was returning home?

A Personal Approach

Jan Maddams from Saffron Walden, Essex sent me a copy of a customised VW Beetle from a look with the above page heading.

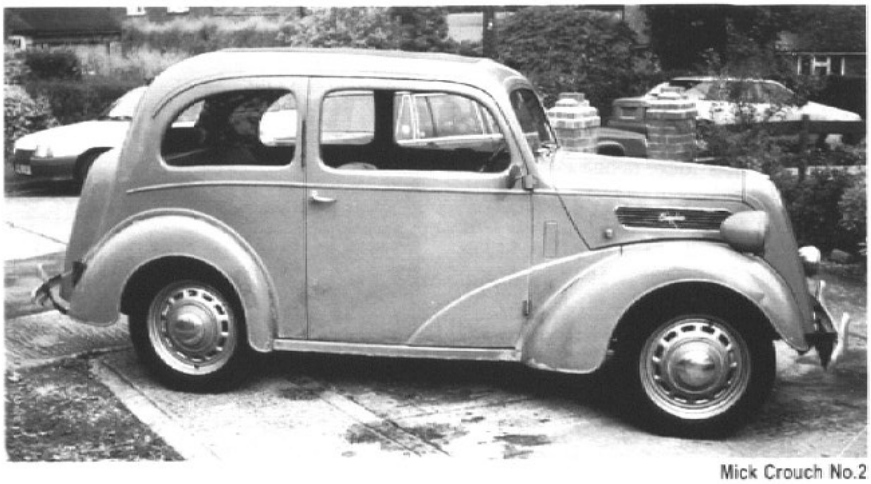
What makes this Beetle stand out from all the others apart from chopped roof, wide wheels etc is the front look area, at first look it appears that a 7W grille is fitted!

Jan informs me that a 103E type grille has been split down the vertical centreline and a new, third set of grille has added in the centre. Side engine panels and bonnet appear standard 103E type as do the 5" headlights. Front wings appear to be 103E type too, but the whole end may be a widening exercise on a one-piece fibreglass hot-rod flip front.

The car appears in 'Custom VWs' by Andrea & David Sparrow, (Veloce Publishing 1998, ISBN 1 901295 04 4) (see letters, page 9)

Whilst Mick Crouch is well known as club membership secretary, plus other volunteering tasks, and proud owner of various Sidevalve machinery which includes a 1949 E494A Anglia. A newer member to the register is Mick Crouch from Dorking, Surrey who owns a 1952 E494A Anglia.

Mick purchased his Anglia in September 1998 after seeing it advertised in Classic Car. First registered on 1st **May 1952 in Essex, mileage on the original engine is now 64,000.**



Mick Crouch No.2

Motorways, Roads to Avoid?

When motorways were first built they were ideal for getting those long journeys over quicker, avoiding all these A roads that in my opinion are not suitable for slower moving classic vehicles. I often find that the old clogged up A roads have less traffic on them depending on the time of the day now, and only use motorways for short stretches only.

Whilst most members will belong to a breakdown recovery service, a breakdown on a motorway could be expensive. Under new police guidelines if the owner's recovery service takes more than half an hour to arrive, the police can have your vehicle towed off the motorway, regardless of your wishes. Police recovery costs around £100 plus storage.

Youngest Is Now 40

As this edition passes through the letter box, 40 years ago in August 1959 the last 103E Popular had passed off the production line at Doncaster. The end of an era for the upright sidevalve models.

The Parade, Minehead c.1950

An E494A Anglia turns left for the A39 road to Bridgwater

E83W Register

GLEN BUBB

I HAVE just received the first issue of Sidevalve News produced by Fred and very impressive it is too. It has also reminded me that it is time to hit the keyboard again.

I actually took our E83W van to Enfield Pageant on Spring Bank Holiday Monday, unfortunately too rare an occurrence to see the E83W Registrar with E83W. A very enjoyable day was only enhanced by the company of the Hampshire Group plus others. By the way Mick I have already found two E83W in the 4,500 colour slides we bought of a stall in the Autojumble. Regrettably neither is good enough to reproduce for these pages.

A number of people have shown an interest in two display boards I produced for the AGM a couple of years ago which have been used at a number of displays put on by various area groups. One of the main things these boards show is that the E83W came with a large number of body work designs. So as they say with the help of words and pictures I thought it may be a good idea to show some of the styles that were produced.

Whilst Ford offered a number of bodywork options through their dealerships very few were actually factory produced.

One design which was undoubtedly produced by Ford was that of the van body. SCV214 is a 1954 van owned by Barry Mott of Purleigh nr Chelmsford, Essex and is superbly signwritten to advertise Barry's Pub The Bell.

A photograph of FP6492 in the livery of Blakes Ford dealers taken at the 1998 National at Chester shows a pickup truck with the less usual solid bolster behind the cab, many pickups had a wooden bolster as seen on the flatbed in the background. An example of a flatbed as opposed to a dropside pick up can be seen in the picture of John Davidson's LUN443 photographed by your registrar in May at the Urmston Steam Rally. Many pickups and flatbeds would have been supplied to dealers as chassis/cabs and either bodied by a local coachbuilder or sold without bodies, especially if the customer was a builder who had his own carpenters etc.

Mick Blackburn is the custodian of the Bluebell Railways 884FUF originally registered as OAR223 in 1951 which was supplied as a chassis with cab and had a coachbuilt body constructed by British Railways own workshops and used for parcel deliveries from Euston Station. A number of large organisations maintained the services of a coachbuilder or in BR's case coachbuilders and would build there own bodies as a matter of course. 884FUF was purchased by the Bluebell Railway in February 1998 to be used as a publicity vehicle.

Finally as something a little out of the ordinary I have again delved into the archives of Arthur Ingram and found a picture of MLA455 registered in May 1951. Again this vehicle utilises a chassis cab but with a Watneys red barrel on the back. It was actually possible to carry a small amount of goods for delivery within the barrel. I am grateful for Arthur for allowing me to us this photograph.

(See Back Cover)

The Bell Photo: Barry Mott

FP6492 Photo: Glen Bubb

LUN443 Photo: Glen Bubb

884FUF Photo: Mick Blackburn

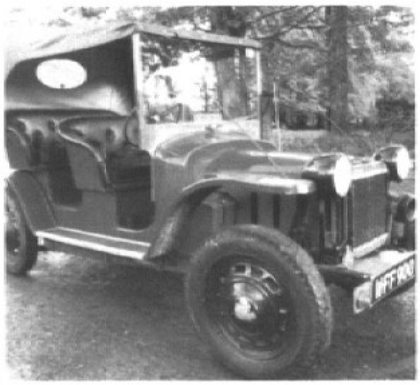
Specials Register

SPECIALS owners must all be busy beavering away getting their cars back on the road for summer, because my post-bag has been distinctly lighter over the last few months.

It's just as well that my Specials column in Kit Cars International magazine has been suspended for a few months; actually, just to confuse everyone who's been trying to find it, Peter Filby decided to move the column to sister magazine Which Kit? for the 'June' issue, then in the July issue we started an in-depth 50th birthday history of kit cars, starting with Derek Buckler first offering replicas of his award-winning Buckler spaceframe chassis for sale in January 1949. The July issue feature ran to ten pages, covering the early years and the huge surge in interest in bodyshells for Ford chassis in the late 1950s; the August issue, due out mid July, is expected to run to 12 pages, covering the transition from bodyshells only via body/chassis kits to complete kits of parts to build a car, from c1955 up to the replacement of Purchase Tax (which didn't apply to kit cars) with VAT (which did) in 1973. If you've missed these, you can buy a back issue (tel 01737 225565) or wait for the planned book derived from this series of articles, due out before the end of the year. For the September issue of Which Kit?, my column should return...

Siva survivor

I'VE commented before on the amazing survival rate of Siva Edwardians. Chris Rees's Classic Kit Cars quotes 25 Roadsters (two-seaters) and 80 Tourers (fourseaters) as having been sold in 1969-74, and I reckon easily a quarter of these are still with us - probably closer to half.



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I guess it was never a car you'd use every day (unless you were a completely barmy student, and one or two owners were - eh, Mr Porter?) so most of them did small mileages and were garaged. Latest addition to the club's bubbling undercurrent of Sivas is David Powell of Ebbw Vale, who built his Siva on a late (June 1953) E494A Anglia in 1973. The Anglia must have been in a sorry state, as David bought it for the princely sum of £8, including a new battery! A Siva Tourer shell was then fitted, and over the last 26 years the car has covered just under 3000 miles, still on its original 8hp engine, which now has 71,351 miles under its belt. That's pretty remarkable for an Eight - I wonder how many times it's been rebuilt? Certainly it's running well and on the road now, and looks good in red: the original registration must have been sold, as the car is now on an age-related plate, WFF 900. What was the original, David?

Tel's Toil

MY e-mail has been red hot for a couple of months now with messages from Terry Coker, who's rebuilding a home-built Special that has given him more than his fair share of worries.

Starting from a point of zero experience of Specials, as most of us do, Terry was hampered by the total lack of identity details on the car and only the vaguest information from the previous owner. Gradually, between us, we've got to the point where we're pretty sure that the car was built (probably in the early 1960s) onto a 1953 Prefect E493A chassis number C728864, registered 4629 H. One interesting feature is the substantial front upper frame to take the transverse leaf spring mounting about six inches higher than normal, effectively lowering the chassis and giving a good negative camber to the front wheels. Telescopic dampers are fitted too and, though the current recon 10hp engine looks pretty basic spec apart from a bigger carte and export water pump, I suspect the car might have been built with competition in mind. I don't suppose it rings a bell with anyone, does it? With no log book, it may be a battle to keep that number, but at least the car should now qualify without question for an age-related plate: Terry had been threatened with a 'Q' and the four-hour SVA Single Vehicle Approval test (which no Special would pass - it's a modern Type Approval test) by his local Vehicle Registration Office. Terry's also found a body number plate stamped 650a/54215 - I've no experience of body numbers, does anyone know if this ties in with the chassis number quoted for the original Prefect?

Where's Wes?

WELL, he's 40 this year, or he would be if he could be found. Wes is one of the disappeared. I'm talking about the Weslite car, produced by Westpole Motors. A classic 1950s Ford Special, it was a glassfibre bodyshell complete with doors bonnet, bootlid and moulded dashboard for 7ft to 8ft wheelbase chassis -primarily Fords.

It could be bought as a fairly comprehensive kit for £100, complete with tubular steel mounting frame, brackets, bulkhead, inner wheelarches, floorboards, hinges, locks and even wheel spacers. A framed windscreen was an extra £18 (plus £27 10s for hood and sidescreens) or, if you wanted to hide from the ridicule of those who'd bought prettier bodyshells, you could always splash out £32 extra for the capacious hardtop complete with front and rear screens. A good selection of parts to complete trimming the car was offered. Westpole Motors had been selling glassfibre products since 1956 so they knew the business well when they introduced the car body in January 1959. It was regularly advertised for the next 18 months, but it has to be said there were many prettier bodyshells around. Sales figures are not known, nor are any survivors; unless you know otherwise.

3

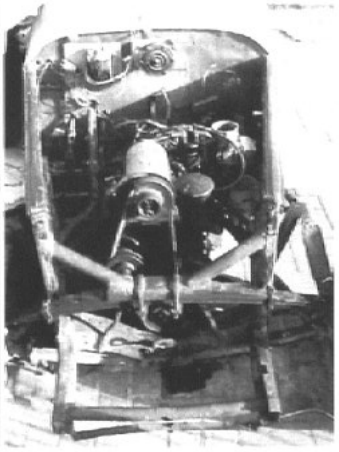


Photo1: D. Powell's Siva Tourer is in fine condition: he built it in 1973

Photo 2: A little too wide for the standard chassis, the Westlite was not the prettiest Special

Photo 3: Terry Coker is rebuilding this sporty Special - anyone recognise it?

100E Register

Tony Lloyd

YOU may have noticed that in the figures I gave in my last article that the most prolific 100E produced was the Anglia. It is the definitive 100E, all other models owe their lineage toit. Beginning with chassis number 100E 0001 production started on October 28th 1953and continued until 17 September 1959, ending with chassis number 100E-784685. A grand total of 345,841 100E Anglias were produced.

When Ford first unveiled its new small car in 1953, it immediately became the benchmark that all others had to follow. Its styling, handling, comfort, and large boot were second to none. The monocoque bodyshell was the second that Ford had produced and was by today's standards over engineered.

Its Achilles heel, however, was its Jurassic sidevalve engine. Although a newly designed and robust unit, Fords had compromised and produced an engine that had many dimensions in common with its predecessor the E93A. This meant that although tooling costs were kept to a minimum, the 100E model had a built in obsolescence that would shorten its production life. The 100E engine was and is a good engine if treated properly. It could make the car accelerate faster than any other small car produced at the time, and only the relatively poor fuel consumption, coupled with the three-speed gearbox, prevented it from becoming a major success. Not much could be done about the fuel consumption, due to the inherent inefficiency of the side valve layout, and while its major rival received increasingly larger capacity engines the 100E had to soldier on with its 1172 c.c. format and quickly fell behind.

There are 293 Anglias on the Register, (up a couple since the last article), the earliest being chassis number 100E-0345. This car (XTW 43) is owned by Pam Lincoln the Essex Area Group organiser and was until recently a regular sight around the local area. The most recent Anglia on the register is chassis number 100E-783208, the register form I have for this car is from 1984 and I do not know if it is still in existence. K.J. Oswick of Enfield owned it but he or she is no longer on the membership list. The registration number was 4177 EV. If you have any information on this car or if you have a car that can "beat" either of these chassis numbers I would be pleased to hear from you. In fact I would be pleased to hear from you if you have anything to say about your car or the 100E in general.

REGISTER NEWCOMERS

Ludlow green Anglia RUX137 belongs to William Moody, of Ballymena. First registered on 1st September 1958 it has covered 57,000 miles and is currently in regular use.

1956 green Prefect SGU 642 (not shown) is owned by Philip Mander from Headington Oxon. This car was last on the road in 1966 and currently nearing the completion of renovation work, which included rebuilt engine, new sills, and complete repaint. Present mileage is 40,626.

TVY 673 is an Ambassador Blue deluxe Popular of 1959 vintage. Ivan Everest of Gravesend Kent is the proud owner and he tells us that the car has had no major work done and has covered 49,536 miles.

Another Popular is 907 ASV. This is from 1962 and is coloured yellow. F. Neil is the owner and he tells us that he has only recently purchased the car, which is now under restoration.

Back to the Anglia and this time it is a black one in the shape of PSJ 516. First registered in October 1957 it has covered 22360 miles and is owned by Paul Maguire of South Shields. Originally AFT 554, but became a victim of the dreaded "flogging off" and it carried WNL 568A for some years. During this period it was used for display purposes by a local Ford dealer.

Lichen Green Popular HSK 297 is another flogging off victim. Originally registered as 6940 TW in March 1960 it carried APB 44A from 1988 until 1991. Steve Evans from Bridgewater is the owner of this one and he tells us that for the first 29 years of its life it resided in Romford, Essex followed by 9 years sojourn in Guildford, Surrey. As far as Steve can tell it is totally original and has covered 47,907 miles.

Photos in order of article

Upright Note and Queries

Bryan Baker

FOR some time now I have had a correspondence with SB who is based in Huddesrsfield and recently during a trip to Yorkshire I was able to visit him, meet his family, and see his very nicely restored 103E. Indeed it looks so good it is often in use as wedding transportation.

This car has not only been restored but modified in several significant areas to improve its day to day driveability so, whilst it is not truly original all the modifications are "under the skin" and do not detract from the Popular look. Anyway, one of the modifications has been the replacement of the two bobbin voltage control unit with a solid state unit. There is nothing to show of this externally for the "works" are contained within the original style cover - but the reliability is improved. If anyone is interested in this please drop me a line - but be warned, the cost is around £65.

SB's motor home was, I have to say, a credit to him - unlike mine which is a disgrace. It must be much more pleasant to work in clean, uncluttered conditions. Oh, well one of these days .....!

What's New?

"IT'S all chinese to me!" This actually was, in fact, an easy to answer query. But then they all are if you know the answer.

The question came from DW as he painstakingly followed the 'shop manual procedure when reassembling his engine. When he came to reinstallation of the flywheel he mentally stalled over the instruction to check the flywheel "run out".

"What does it mean and, can I just get away with fitting the thing?", he asked.

No wonder folks have problems understanding the English Language - it could mean "I've run out of milk", it could be "I've been run out, dammit!". But, you wont be surprised to learn that it is neither of these, and to my surprise my Chamber's Scientific and Technical Dictionary does not include the automotive meaning of this phrase - which is the technical term for wobble.

The term can apply to anything that revolves, eg wheels and/or tyres, brake discs, pulleys, shafts and even flywheels. If there was excessive wobble (run out) of the engine flywheel then the result would be considerable engine vibration and probably clutch trouble.

It could, for example, be caused by a burr on the mounting face of the crankshaft and/or the flywheel. So, to check that the assembly has been correctly made, the technician is asked to check the flywheel run out to make sure that it is less than 0.005 inches - this is shown being done in Fig 38 (of my copy of the 'shop manual), using a dial indicator. If the run out is greater than 0.005" then the flywheel must be removed, the mounting faces examined and the defect rectified. Whilst doing all this you could go one step further and check the flywheel for eccentricity by repositioning the gauge at 90 degrees and rotating the flywheel again.

Did I hear anyone say "I haven't got a dial indicator"? Well what about using a piece of rod held lightly in position against the flywheel face with a clamp, then slowly rotating the flywheel and measuring the gap at the furthest point with feeler gauges? Yep, it will take longer but so what, you're not being paid by the hour are you?

Any half decent technician will automatically check for run-out by eye or by gauge depending on what is being assembled. If a wheel is being reinstalled then surely you'll think to spin the wheel and check it is running true, won't you? I hope so.

King Pins and Bushes

RB caused me some moments of concern, not because his question was difficult but because of the safety implications.

The question was "Did you know of someone capable of replacing the king pins and bushes on my car?" Sounds simple but it isn't really that easy. First there are the cost implications. Getting this sort of thing done professionally at a cost of, say £30 to £40 per hour could have a bad effect on your financial health but doing this sort of work yourself if you don't have the experience could have a bad effect on your physical health.

RB's letter gave me the impression that he didn't have the experience but I did discover that in fact he had been able to remove and clean up the stub axles himself which will certainly cut down the labour cost, and at no risk to life and limb. However, after all the parts have been replaced on the Prefect I'd be happier if RB had someone with experience give the installation a quick "once over".

Rewiring

NO doubt BG is still working on the text of his experiences on this subject.

Can you give us any idea of when we might see a draft of the article?

Continued on Page 24

Speedy John with Designs on converted axle

JOHN PORTER & GEOFF HAMMOND

JOHN many years ago in his drive of extra speed and economy came up with the notion of taking a 100E crown wheel and pinion (4.4:1 ratio) and placing inside a standard E93A back axle casing (5.5:1 ratio).

The precise methodology of how this could be achieved was locked away inside the little grey cells until recently, when in my quest to achieve a decent cruising speed in the Shirley they were once again tested.

Below is an overview of the conversion with a couple of Photos to show the end result.

Part list.

1. 100E back axle
2. 100E Prop Shaft complete with bottom U/J
3. 4 x BMC A SERIES (Metro) cylinder head studs 155mm long
4. 4 x spacer tubes 10mm I/D 16mm O/D (hydraulic pipe) by 100mm long
5. 2 x prop shaft spacers (drawing available)
6. 4 x 3/8" nyloc nuts.
7. Spacers to give correct pinion engagement with crown wheel. (detailing in full copy)

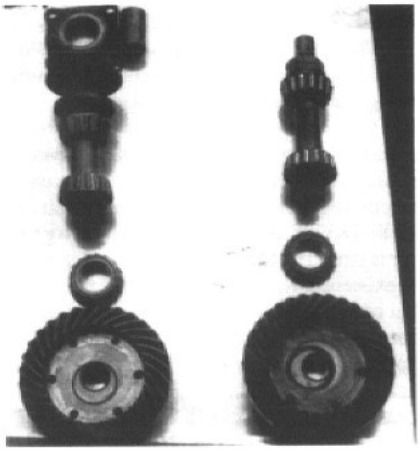
The essentials of the conversion are to remove the 100E crown wheel and pinion along with the bearings and races, these are then placed into the E93A casing with a set of shims to give the correct tooth engagement.

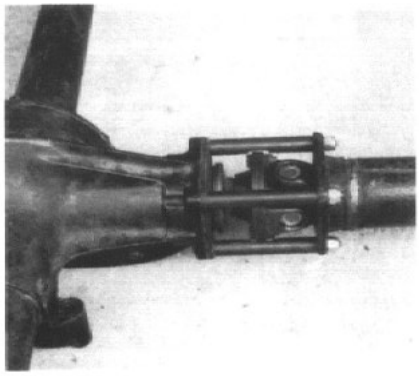
The complication is that the 100E pinion must be mated to the E93A prop shaft, this is achieved by using the 100E UJ and welding the 2 prop shafts together.

The conversion is relatively straight forward but requires the person performing it to be able to cut and get welding performed to a good standard.

The results with a tuned engine (8HP head) are 10MPH in first 35MPH in second and 60+MPH in top

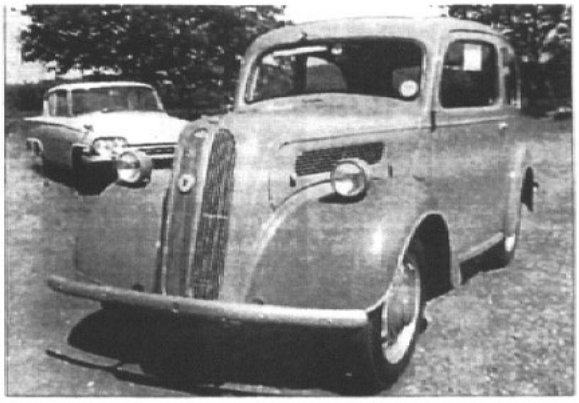
Full details of this conversion which is a private venture can be obtained from John Porter or Geoff Hammond - details in front inside cover.





A blast From the Past, helping us to the future

CAN ANY OF OUR MEMBERS HELP?



Vision and reality: Left, an advertisement for the Ford Popular; above, the model itself.

Motoring along: A proud line-up marks the completion of one of the thousand or so Ford Popular 103E saloons that were produced in Doncaster between 1955 and 1959.

By Popular request, a Millennium mission

Rob Waugh

THINK of car manufacturing and places like Longbridge, Dagenham or Halewood readily spring to mind... though probably not Doncaster.

But for a few years in the 1950s the town was home to a thriving Ford factory.

It's a fact that has become an almost forgotten piece of local history, but now a group of car enthusiasts are planning to track down one of the famous Ford Populars made in the town and put it on display in time for the Millennium.

It is thought that about 1,000 of the Ford 103E Popular saloons manufactured at the factory in Balby are still in existence.

But there seem to be none in the town where they were made, at the rate of 100 a day, from 1955 to 1959.

John Jewitson, president of the Traditional Car Club of Doncaster, is spearheading the search and has been backed by a local enthusiast who is offering to help fund the mission to bring a piece of the town's history home.

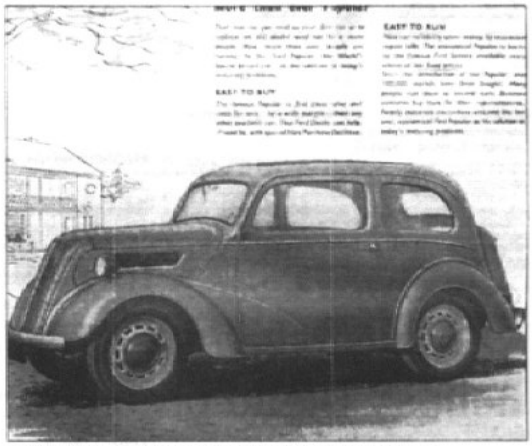
"It's so important that this little period of history in Doncaster is recognised in the local museum," he said. "It's fitting that a Doncaster Ford 'Pop' should be on display for the 21st century so that local people can see how important Doncaster was in motor manufacture during the early post-war years."

The factory was originally owned by local company Briggs, which had made aircraft parts during the Second World War. It was bought out by Ford in the early 1950s and the production of all Ford Populars was moved from Dagenham to Doncaster in 1955. The plant eventually closed in the mid-1960s.

"In those halycon days, Doncaster was a major producer of cars by Ford," said Mr Jewitson. "It was very sad when Doncaster lost Ford; it would have been a different town today if we were still manufacturing Ford cars."

The club expects to have to pay about £3,000 for an original Popular in good condition. It will then be donated to the Doncaster Museum and Art Gallery for display.

Anyone who can help find one of the original Populars should contact Mr Jewitson on 01302 539101.



Four-wheel advertising drive: Selling points of the Popular on display.

Bruce Palmer sent this in to me and he says that they have the cash/space for a Doncaster built 103E and are looking to buy a suitable example. They also have some information but could do with more.

This was mentioned by Brian Baker a couple of issues ago but there is a bit more to the story than he mentioned. Anyway the photo of the production line is worth a few comments – please let me have yours.

(A little before my time? Ed.)

Pop Shopper

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

Post-war upright for sale

1953 E493A PREFECT, fawn, 52000 miles, two owners. Full restoration two years ago, few miles since. Condition 1, MOT, Tax. Offers circa £2500. Some spares. Southampton 01489 570038.

1955 103E POPULAR, black/red interior. One enthusiast owner since 1959. Fitted LMB independent suspension. Genuinley original unspoilt rustfree example. Will withstand any examination. £2500. West Midlands. 0121 550 4472.

1953 E493A PREFECT. Mechanics, body good. No MOT. Engine worn. No roof lining. £350, plus various spares for sale.

1953 103E. Blue, restored. MOT April, tax December. New wings, sills, tyres. Insured for £2750. Yours for £1700 ono plus spares. No time wasters. Mansfield 01623 440494.

1952 PREFECT complete. Needs total restoration. Original log book, reg no HDW 308. Valued by Elite at £1500, number retained. Open to offers. S Wales 01446 720966, alternative 07977871169.

1955 103E green. Recently restored, resprayed and MOT'd and service. Used regularly, excellent condition. Reg WJO 557. £1850. Manchester 0161980 4281.

E493A PREFECT. Brilliant condition, restored everything, engine, body, interior. 12 MOT. £2500. Ring after 5 pm. 0117 9585803.

1952 E493A PREFECT, green, rebuilt engine.New harness, new head lining 98% complete. £1200. 14 Hardwick Park Gardens, Suffolk. 1P33 2QU. 01284 703516.

1946 rare E04A ANGLIA. Rewired, new carpets, head lining, door panels, roof. Very tidy. Car runs well. Sold with 12 months MOT. £1700 ono. Leeds 0113 2863731.

1954 POPULAR 103E. New clutch, exhaust, dynamo, steering. Year's MOT. No rust, used daily. £1200 ono.

100E, 1007E for sale

1961 100E POPULAR De-luxe, 2 door Ambassador Blue. Lovely condition. Genuine 32000 miles only. Full service history. Recent new headlining and re-upholstered seats. See August 98 news. £1595 ono. Charlbury, Oxon 01608 811345.

1960 107E PREFECT. MOT and tax till April 2000. Fair condition and good running order. Some spares with car including parts list and manuals. Paintwork needs attention, in all other aspects a very solid car. £750 ovno. West Sussex Horsham 01403 271915.

1962 POPULAR running until garaged 1996 and 1959 ANGLIA easily restorable. Reasonable offers please. Further details ring 01974 821 471 non member.

1957 100E PREFECT. Fair runner, black, sound body work, but needs TLC. Non-transferable number plate. £200. Buyer collects. Need space, reason for quick sale. Kent,Thanet 01843 580460.

1960 ESCORT 100E Durham beige. 10 months' MOT and tax. Original condition, used regularly. Reluctant sale due to redundancy. £1550 ono. Redhill 01737 644073.

1960 POPULAR deluxe. Ermine white, very good red interior, new tyres, new stainless steel exhaust, new bushes, refurbished starter, reg no 275 SPB. Been in family since new. Needs good Home. Lots of spares and manuals. £500 ono. Windsor 01753 771644.

Ford 100E, plus over 300 spares for body, engine, generator, brake, carburettor, clutch, coil, starter, steering, water pump etc. Best offer. Viewing in Leicester. Ring Jim 01792 298659, 6-10 pm only.

1960 POPULAR 100E. Engine has been worked on. Non-runner, would need to be trailered. Chrome parts also available. Space needed. Please 'phone for more information. £300 ono. Bristol 0117 9761948.

1956 PREFECT Deluxe. Warwick green, 60,000 miles, leather upholstery, sun visor. One owner. Original first class condition, original order form and spares. £2500. Derbyshire 01629 582231.

1960 PREFECT107E Blue/grey. Lots of money spent. MOT December 99. £750. POPULAR Deluxe 1959 Dark blue, five good spare tyres. MOT August 99. £800. Devon 01752 204790.

1960 100E Grey. Good working condition. MOT October. Some spares. Must sell, need space for kids' cars! £350 ono. North Devon 01271 383787.

1959 ANGLIA 100E VGOC recent engine, radiator, brakes, tyres, period extras, including external visor, white walls, Ford manual, some spares. MOT October £700. Heathrow 0181 844 1738.

ANGLIA 100E. Good tyres, good upholstery, Aquaplane manifolds and twin Solex carbs. Engine good, but manifold stud sheared. 'A' frame for driverless towing. Lots of spares. £400 ono. 01974 282355.

Spares

7Y/7W front axle,Fordor pair front doors unusec but storage damage,7W/E93A scuttle, as delivered, Y engine wheels, V8 chassis unused. No storage prices negotiable. Yorks 0192 437 6558.

Rare accessory: stainless steel 'vent shaces' for 100E, mint and boxed. Fit above windows and stop rain coming in. 2-door only. £25 per set. Devon 01647 253244.

Wooler close ratio gears £40, Wooler remote control gear change £50. Both to fit 100E. 'Super Tune Your 100E' by R M Clarke £10. Tunbridge Wells 01892 528442.

100E Spares: 2 oil filters, 2 engine mounts, 9 spark plugs, some gaskets, 2 bottom hoses. Workshop manual. Some used spares. £30 ono. Evenings, Kingston 0181 949 1286.

E494A/103E scuttle as delivered, chassis, PR van doors, 5 cwt van side panels, surface rust E494A 1950, 1952, much work done on both, stored inside, offers. Yorkshire 0192 437 6558.

100E Aquaplane super head. £180 plus post and package. George Haller, Newton Cottage,Crowcombe, Taunton, Somerset TA4 4AE.

Continued from Page 22

A question for a Doncaster Produced 103E.

IN THE last issue I mentioned that I had seen a 103E for sale at "Affordable Classics".

Subsequently I visited Mr John Jewison, the President of the Traditional Car Club of Doncaster who, you might have seen in the motoring press, is looking for a good example of a Doncaster produced 103E to buy and exhibit permanently, in the Doncaster Museum. He was aware of this 103E in Essex, but at the time of my visit, was still looking for a suitable car. It should be in good shape and it MUST have been produced in Ford's Doncaster Plant. I was pleased to be able to loan him some FSOC archival material for use in press releases and wish him well in this endeavour.

That's all for this time - I guess you're all too busy enjoying the rally season to be playing around with the innards of your Sidevalves and that's the reason for not so many inquiries. Anyway, thanks for the letters that came my way and for the SAEs therein. All the best, Bryan Baker

Please note that the editor, regretfully, cannot accept items for the Pop Shopper unless they are on the correct form - which in this issue is the Classified Advertising Form found on page 31.

In previous issues the order form may be on a different page. Please try to be helpful by following the correct procedure above.

Thank you,
Your hard-pressed Ed.

Stop Press

Hopefully, we have ironed out some of the problems that arose with my first issue and, since the last committee meeting, we hope to have at least two checkers to spot the deliberate and unintentional errors.

Thank You for your forebearance with June's Issue and so many complimentary comments.

Next Issue:

More Rallying

More Technical Stuff on Safety

PLEASE send in your reports early Group Officials and contributors - the sooner I get them the earlier copy goes to the printer.

Fearless, SVN Ed.

10th September 1999 is our next DEADLINE for copy

100E/107E SPARES

Please note comments under 'Spares Lists' on next page and other ordering information at the end of this list.

ENGINE PARTS

100E-6051-B	Head Gasket	£15.00
100E-9448	Manifold Gasket	£2.50
E55Z1	Conversion Gasket Set	£25.00
E81Z1	Decoke Gasket Set	£25.00
100E-6521	Gasket Valve Chamber Cover	£5.00
353000ESA	Core Plug	£2.50
E93A-6270	Timing Chain	£14.00
100E-6102	Pistons (per set)	£150.00
100E-6149	Piston Rings	£35.00
100E-6308	Crankshaft Thrust Washers (per set)	£13.50
100E-6331	Main Bearings	£28.00
	Big End Bearings	£28.00
100E-6505	Exhaust Valves (per set)	£20.00
100E-6507	Inlet Valves (per set)	£20.00
100E-6513	Valve Springs (per set)	£15.00
	Small End Bushes (set of 4)	£23.50
100E-6714-B	Oil Filter Element	£5.00
100E-9278	Oil Pressure Switch	£6.50
100E-6038	Engine Mounting (exchange - please remove rubber) *£10 surcharge	£26.00
100E-6887-B	Seat Oil Filter Element	£1.50
E93A-6256-A	Cam Shaft Gear	£27.00

FUEL SYSTEM

100E-9288	Flexible Petrol Pipe	£14.50
	Fuel Pump Repair Kit	£9.50
100E-9276	Gasket (fuel tank sender)	£1.00
100E-9030	Locking Petrol Cap	£7.95
100E-9959	Gasket Carburettor Float Chamber	£1.00
100E-9627-A	Rubber (Air Cleaner)	£2.00

EXHAUST

100E-5250/25/55	Stainless Steel Exhaust System	£97.00
	Clamp (Silencer Outlet Pipe)	£1.35
	Van Silencer - Mild Steel	£20.00

CLUTCH AND GEARBOX

E0A-2078E	Flexi Hydraulic Hose	£13.00
E266-GD-1	Slave Cylinder (exchange) *£10 surcharge	£32.00
E149-Z-1	Slave Cylinder Repair Kit	£4.00
100E-2140	Master Cylinder	£62.00
E66-Z-1	Master Cylinder Repair Kit	£7.00
E74-7580-A	Release Bearing	£10.00
100E-7569	Pressure Plate (exchange) *£10 surcharge	£44.50
100E-7550-C	Driven Plate (exchange) *£10 surcharge	£26.00
Y-7119	Washer (countershaft gear thrust)	£2.00
100E-7071	Washer (intermediate gear thrust)	£2.00
E0A-7107-A	Ring Synchroniser Blocking	£5.00
100E-7114B	Gear & Bush Assembly	£25.00
100E-17266	Ring Speedo Gear Retainer	£1.00
100E-6068	Gear Box Mounting (exchange)	£18.00
100E-7052	Front Oil Seal	£7.00
100E-7657	Rear Oil Seal	£7.00
100E-7086	Gasket Tail Shaft Housing	£1.80
100E-7039	U/J Repair Kit	£9.00
100E-7111	Counter Shaft	£10.50

COOLING SYSTEM

E0A-8100	Radiator Cap	£3.40
100E-8250	Early Top Hose	£12.50
100E-8260	Late Top Hose	£6.00
100E-8286	Bottom Hose	£6.00
100E-8275	Water Inlet Tube	£8.20
100E-8501	Water Pump (exchange) *£10 surcharge	£55.00
100E-8507	Water Pump Gasket	£3.00
116E-8575	Thermostat	£5.50
E0TA-8620-C	Fan Belt	£6.00
100E-8115	Radiator Drain Tap (not original)	£3.50
100E-8250-A	Early Top Hose Retainer	£3.50
100E-8250-B	Late Top Hose Connection	£6.50

IGNITION SYSTEM

100E-12405-T	Spark Plug	£1.70
100E-12200	Rotor Arm	£2.50
100E-12199	Contact Set	£5.50
100E-12116	Distributor Cap (D type)	£14.75
105E-12116	Distributor Cap (round type)	£14.75
100E-12047	Condenser	£6.50
100E-12259	H.T. Lead (sets)	£6.00
7V-12C98	Nut H.T. Lead Distributor Cap (set of 5)	£3.00

REAR AXLE

100E-1175	Rear Hub Seal	£7.00
E493A-4050	Half Shaft Seal	£7.00
100E-4209	Crown Wheel and Pinion	£75.00
100E-4676	Pinion Seal	£7.00
100E-5781	Rear Spring Eye Bush	£6.00
100E-5781	Rear Spring Eye Bush (pair)	£11.00
100E-4235	Half Shaft	£25.00
100E-5713	Bar Rear Spring Shackle - inner	£5.00
100E-4851	Flange (Propshaft)	£18.00
100E-7091	Yoke (Propshaft)	£12.00
100E-1107	Wheel Stud	£2.50
100E-5719	Bush Rear Spring Shackle (set of 4)	£7.25
E-7ED-1	Rubber Bush (Bottom Shock) (2)	£3.00

STEERING AND FRONT SUSPENSION

105E-5432B	Suspension Leg 1" spindle (exchange) *£10 surcharge	£50.00
E38-DB1	Mount Bearings - per side	£23.00
E55-DB1	Top Suspension Mount	£40.00
E55-DB1	Top Suspension Mount (pair)	£75.00
E55-DB1	Pair of Top Suspension Mounts + 2 sets of Mount Bearings	£110.00
E38-DB1	Mount Bearings - per side	£23.00
100E-1190	Hub Seal 0.983"	7.00
105E - 1190	Hub Seal 1"	£7.00
105E-1201	Hub Bearing Inner 1"	£12.00
Y-1202	Hub Bearing Inner 0.983"	20.00
Y-1216	Hub Bearing Outer	£12.00
100E-3073	Track Control Arm Repair Kit	£16.00
100E-30078/30079	Track Control Arm	£27.50
E-20-LB-1	Stud and Bush	£13.50
Y-3289-B	Track Rod End - per pair	£18.50
100E-3304	Drag Link	£25.00
	Front Suspension Bush Kits	£25.00
E-10-DB-1	Bushes per pair (Track Control Arm/Anti Roll)	£4.00
E-7ED-1	Rubber Bush (Bottom Shock) (2)	£3.00
100E-3282-B	Track Rod	£12.00

ELECTRICAL

E0A-13480	Brake Light Switch	£6.50
100E-10505-B	Voltage Regulator (push on terminals)	£28.00
E0A-10505-D	Voltage Regulator (screw terminals)	£28.00
105E-11057	Brush Set Starter Motor	£3.00
E1050-NC-1	Rear Lamp Lens PLUS	
100E-134641-C	Rear Lamp Gasket PLUS	
0563-S	Fixing Screws	£15.75
	Pair of Lenses complete	£26.50
100E-11001-C	Starter Motor (exchange) *£10 surcharge	£43.00
E0TA-10001-B	Dynamo (except Popular) (exchange) *£10 surcharge	£65.00
105E-10001-B	Dynamo (Popular) (exchange) *£10 surcharge	£43.00
E93A-10043	Brushes (EOTA Dynamo)	£3.20
E274-CQ-1	Pinion (Starter Motor Drive)	£6.70
105E-10043	Brush Set	£3.20

FRONT BRAKES

100E-2018	Front Brake Shoes 7" diameter	£16.50
100E-2018-C	Front Brake Shoes 8" diameter	£16.50
100E-2035	Front Shoe Return Spring Kit	£3.60
100E-2038	Adjuster Repair Kit (front)	£13.50
100E-2061	Wheel Cylinder 1957 onwards RHS	£12.00
100E-2062	Wheel Cylinder 1957 onwards LHS	£12.00
100E-2061/2062	Wheel Cylinder Repair Kit 1957 onwards per axle set	£7.00
E0A-2078	Hydraulic Flexi Hose	£13.00
100E-2140	Master Cylinder	£62.00
E66-Z-1	Master Cylinder Repair Kit	£7.00
100E-2207-B	Dust Cover Wheel Cylinder	£0.50

Spares

REAR BRAKES

100E-2220-A	Rear Brake Shoes 7" diameter	£16.50
100E-2220-C	Rear Brake Shoes 8" diameter	£16.50
100E-2261-B	Rear Wheel Cylinder 7"	£14.00
	Wheel Cylinder Repair Kit	£7.00
E56-FB-1	Rear Brake Adjuster	£8.00
100E-2096/7	Rear shoe return Spring	£3.60
100E-2295-B	Hand Brake Cable	£31.50
100E-2857B	Hand Brake Clevis	£1.50
100E-2119-B	Compensator (Hand Brake Cable)	£5.00
100E-2041-B	Snail Cam (Shoe Adjuster)	£0.50
100E-2075	Connector (5 way Brake Pipes)	£8.50

BADGES

100E-16185/9	Triangular Wing Motif	£15.00
E6AJ-1	Prefect Boot Script	£15.00
100E-16606	Prefect Bonnet	£15.00
E5AJ-1	Anglia Boot Script	£15.00
100E-16606	Anglia Bonnet	£15.00
100E-16606-G	Popular Bonnet	£15.00
100E-7042514	Popular Boot Script	£15.00
100E-16850	Bonnet "V" Motif	£35.00
	Deluxe Boot Script	£15.00

MISCELLANEOUS

100E-17262	Speedo Cable	£15.00
100E-964280	Window Winder Handle	£5.15
100E-7010128	Door Sill (right hand side)	£35.00
100E-7010129	Door Sill (left hand side)	£35.00
100E-7029744	Rear Side Window Rubber - 2 door - per side	£15.50
100E-7042084-B	Rear Screen Rubber - Deluxe only	£25.00
100E-7303110	Front Screen Rubber - Deluxe only	£25.00
100E-7043504	Boot Handle Rubber (Anglia/Popular) escutcheon seal	£1.95
EOA-732003-B	Floor Grommets - per set of four	£5.15
100E-7322610	Interior Door Handle	£8.75
E40GB1	Gear Lever Gaiter	£20.00

MANUALS

	Reprint Workshop Manual for 100E and 300E	£19.95
	Reprint Parts Manual for 100E and 300E	£13.95

107E SPECIAL ITEMS

Clutch Pressure Plate	£44.50
Clutch Driven Plate	£26.00
Air Cleaner Rubber	£3.50
Float Chamber Gaskets	£2.00
Inner Speedo Cable	£7.50
Manifold Gaskets	£2.00
Stainless Steel Exhaust System	£125.00
Top Hose	£6.00
Bottom Hose	£6.00
Fan Belt	£3.00
Fan Blade	£5.00
Core Plugs	£2.50
Water Pump	£40.00
Slave Cylinder	£25.00
Slave Cylinder Kits	£4.00
Pinion Oil Seal	£7.00
Rear Hub Oil Seal	£7.00
Suspension Legs (reconditioned) - exchange *£10 surcharge	£50.00

100E/107E Spares Order Form

Cheque required with order, payable in STERLING on a LONDON BANK to: Ford Sidevalve Owners' Club Ltd.

Please note conditions of order for spares lists in this magazine. Prices include postage, packing and VAT for members in England, Scotland and Wales only. All items for sale to FSOC members only.

Complete form in **BLOCK CAPITALS** and return to: **100E/107E Spares** c/o Mick Crouch, 30 Earl's Close, Bishopstoke, Eastleigh, Hants SO50 8HY

Regrettably the club's insurance policy specifically excludes sales of new or secondhand parts to residents of the USA and Canada or people intending to export the parts, or cars to which they have been fitted, to these countries.

Please state size, design and second colour choice when ordering clothing.

PART NO	DESCRIPTION	QTY	ITEM COST £	ITEM COST p	TOTAL COST £	TOTAL COST p
				TOTAL		

If total exceeds £20 and less than £100 add a further £0.50 for postal insurance	
If total exceeds £100 and less than £200 add a further £1.20 for postal insurance	
If total exceeds £200 add a further £2.30 for postal insurance	
Overseas members add extra for P&P	
GRAND TOTAL	

COMPLETE IN BLOCK CAPITALS

Name ....

FSOC Membership No ....

Address ....

....

.... Postcode ....

Telephone ....

UPRIGHT SPARES

Please note comments under 'Spares Lists' on previous page and other ordering information at the end of this list. **Denotes New Items.

Braking System

Y-1175-A	Retainer (rear wheel grease) assembly	£6.75
B-1175	Rear Wheel Retainer (fits E83W)	£6.65
7W-1225-B	Rear Hub Bearing (fits all models except Models Y, C and E83W)	£28.00
68-1225-A and 68-1236-A	Rear Hub Bearing inc outer race (fits E83W only)	£65.00
YE-2019A, CE-2019B, 7W-2019	Brake Shoes (set of 4, all models, exchange)	£25.00
7W-2035	Spring (brake retracting)	£3.35
7W-2035	Spring (brake retracting) (set of four)	£12.00
7W-2116	Front Brake Dust Covers (pair, fits all models except Models Y & C)	£7.50
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C & E83W)	£8.45
E93A-2248	Rear axle brake plate securing bolts, long (each)	£5.00
7W-2249	Rear axle brake plate securing bolts, short (each)	£5.00
Y-2454	Brake Pedal (exchange, remove rubber from old pedal)	£9.95
E83W-2498A/B	Rear Brake Cables (Pair E83W)	£61.40
E83W-2580/1B	Front Brake Cables (Pair E83W)	£20.00
7W-2580/1/4/5	Set of Brake Cables (not E83W)	£39.95
YE-2793	Spring (handbrake lever pawl)	£0.75
7W-2853C	Hand Brake Cable (fits all models except Models Y & C and E83W)	£14.50
E83W-2853B	Hand Brake Cable (fits E83W)	£13.95
119276-ES2	1/4" Thackray washer brake expander lockwasher (except E83W)	£0.05

Steering and Suspension

Y-3030	Perch Bolt (Model Y)	£12.00
CE-3030B	Bolt (front axle to radius rod, except Models Y & E83W)	£15.50
E83W-3032	Bolt (front axle to radius rod E83W)	£15.80
YE-3290-E, E93A-3290	Track Rod Ends (pair) all saloons and 5cwt vans	£54.00
	Track Rod Ends (pair) E83W	£51.00
YE-3304C	Draglink (Model Y)	£69.00
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£69.50
YE-3332	Track Rod End Dust Cover (each, fits all models)	£1.30
YE-33111	King Pin Set, complete (Model Y)	£65.00
CE-33111	King Pin Set, complete (Model C)	£65.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular, Prefects, 5cwt vans)	£51.00
E83W-33111	King Pin Set, Complete (E83W)	£59.00
Y-3446	Front axle A-frame Bush (fits all models)	£4.25
YE-3616B	Horn Button & Nut (Model Y)	£5.25
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards	£7.00
E493A-4050	Retainer (rear axle shaft grease)	£5.75
E93A-4607	Pin (drive shaft)	£1.95
Y-4636	Lock Washer (pinion bearing nut) all models except E83W	£1.95
Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.50
	Shock Absorber (exchange) except Models Y, C and E83W	£45.00
	Shock Absorber Link (exchange)	£20.00
	Front Wheel Bearings (per wheel)	£25.00
	Front Wheel Bearings (per axle set)	£48.00
	Suspension Buffer (fits all models except Model Y)	£13.00

Exhaust Systems

Y-5230	Model Y stainless steel exhaust system	£70.00
CE-5230, -5255B	Model C stainless steel exhaust system	£80.00
E04C-5230-A	5cwt van stainless steel exhaust sys (all 5cwt vans)	£70.00
E83W-5230-A	E83W stainless steel exhaust system	£70.00
E93A-5230/E93A-5255-C	Prefect and 7W stainless steel exhaust system	£80.00
E93A-5230/E04A-5255-B	Anglia, 103E and 7Y stainless steel exhaust system	£80.00

Engine Parts

E93A-18670, E98T-18672	Oil Filter Unions (pair) (fits all engines)	£5.60
Y-6038	Front Engine Mounting (exchange, remove rubber from mount)	£6.50
E93A-6250A	Camshaft (Chain Driven)	£59.50
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft	£2.65
E93A-6270	Timing Chain	£14.00
YE-6280A	Washer (camshaft thrust) all engines 1936 onwards	£3.50
CE-6310	Crankshaft Oil Slinger	£1.85
E93A-6310	Crankshaft Oil Slinger	£1.85
E93A-6312	Crankshaft Pulley	£13.50
E93A-6319	Starting Dog (fits all engines)	£4.50
Y-6375	Flywheel & Ring Gear (fits all engines)	£55.00
Y-6384	Starter Ring Gear (fits all engines)	£45.95
CE-6505A/B	Short Length Valve (exhaust and inlet available)	£7.00
E93A-6505B/D	Intermediate Length Valve (exhaust and inlet available)	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet)	£14.50
E93A-6510B	Valve Guides (per set of eight)	£94.95
Y-6513	Valve Springs (set of eight) (fits all engines)	£9.95
Y-6520	Valve Cover (fits all engines)	£5.85
Y-6560	Drive Bush (oil pump & distributor) (fits all engines)	£4.50
Y-6561	Drive Sleeve (oil pump & distributor drive gear) (fits all engines)	£3.95
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£0.50
Y-6566	Dowel (oil pump & distributor drive gear bush) (fits all engines)	£2.00
Y-6610B	Oil Pump Gear (fits all engines)	£4.50
YE-6623	Oil Pump Screen (fits all engines)	£2.65
	Main Bearing Set (0.040", 0.060") (fits all engines)	£50.00
	Pre-War Piston Sets (8hp & 10hp)	£35.00
	E93A 10hp Piston Set (+0.030", +0.040")	£125.00
	E93A 10hp Piston Ring Set (+0.020", +0.040")	£34.00
	3-Ring 10hp Piston Ring Sets (+0.005", +0.010", +0.020")	£15.00
	8hp Decoke Gasket Set (1932-34)	£27.50
E15-Z-1	Decoke gasket set (E93A 8hp and 10hp engines)	£20.00
	Conversion gasket set (E93A 8hp and 10hp engines)	£20.00
YE-6501-B	8hp Cylinder Head Gasket	£14.00
	10hp Cylinder Head Gasket	£14.00
	Used engines suitable for rebuilding	£60.00
YE-24052C	Studs (Cylinder Head) Set	£29.95

Clutch and Gearbox Parts

Y-7015	Main Drive Gear (8hp)	£32.75
YE-7015	Main Drive Gear (10hp)	£38.00
7W-7050	Retainer (main drive gear bearing)	£7.50
YE-7059B	Mainshaft & Bush	£25.50
E04A-7070	Retaining Ring (snap ring)	£0.99
E93A-7085	Rear Bearing Retainer	£17.00

YE-7222	Selector Housing	£19.05
7W-7533	Clutch linkage clevis pin	£2.00
Y-7550	Clutch Plate (exchange) (All models)	£20.00
Y-7660	Clutch Pilot Bearing	£4.50
7W-7561	Clutch Release Bearing Hub (All models)	£10.00
YE-7563B	Clutch Cover (exchange) (All models)	£59.00
E74-7580A	Clutch release bearing (All models)	£10.00
C-943070	Gear Lever Gaiter (except E83W)	£14.40
E83W-943070	E83W Gear Lever Gaiter	£19.95
	Complete Clutch Assembly (exchange) (All models)	£85.00
Y-2454	Clutch Pedal (exchange: remove rubber from old pedal)	£9.95
Y-5102	Gearbox Rubber Mounting (Y & C models only)	£22.50
Large selection of used gearboxes available (collection only)		£30.00

Cooling System

E0A-8100	Radiator Cap (pressure type for 103E and some E493As)	£3.60
Y-8109	Radiator cap (brass screw type)	£5.50
Y-8260/8266	Radiator Hose (reinforced, straight for pre-war engines, state top-bottom)	£4.25
	Radiator Hose (moulded, state top-bottom and model)	£8.95
YE-8606B	Fan Blade (11")	£5.90
E93A-8610C	Pulley (fan and generator 3.12" O.D.)	£5.90
E494A-8610	Pulley (fan and generator 4.12" O.D.)	£5.20
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump)	£5.75
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export water pump)	£5.75
	Export Water Pump (exchange)	£76.00

Fuel System

	Fuel Pump Repair Kit	£9.50
E493A-9030	Locking Petrol Cap (fits all models including 100E)	£7.95
E04A-9080	103E-E494A Petrol Filler Grommet	£12.50
7W-9080	7W-E93A -E493A Petrol Filler Grommet	£9.95
BE-9288-A	Flexible Petrol Pipe (except E83W)	£14.50
YE-9355	Fuel Pump Cover (all models)	£1.50
YE-9365	Fuel Pump Cover Screen (all models)	£0.75
7W-9425	Inlet Manifold (10hp)	£17.00
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models)	£1.75
YE-9510-A	Carburettor (8hp only-exchange)	£85.00
YE-9555	Carburettor Float (all models)	£3.50
	Carburettor Gasket Kit	£4.75
48-9735	Accelerator Pedal (all models except Y.C and E83W)	£12.55
**YE-9660	Connector (Starter Valve) Assembly	£2.00
	Prefect choke cable and knob	£7.95
48-9735	Accelerator Pedal (all models except Y.C. and E83W)	£12.55

Ignition System

CE-3686	Cylinder lock and key (ign/lighting switch) all models	£4.65
ET6-11656B	Switch (ign/lighting, less barrel and keys)	£24.95
YE-12100B	Distributor (reconditioned - exchange) (all models)	£90.00
E83W 12024A	6V Ignition Coil (All models - not original)	£25.75
YE-12116B	Distributor Cap (All models 1935 onwards)	£10.50
YE-12135B	Oiler (screw-in type) All models 1935-1955	£1.35
YE-12185B	Toggle (All models 1935 onwards)	£0.55
YE-12199B	Contact Set (All models 1935 onwards)	£6.00
YE-12200C	Rotor (All models 1935 onwards)	£2.50
YE-12214B	Insulator (All models)	£0.55
YE-12300B	Condenser (All models 1935 onwards)	£4.75
52-12405A	Spark Plug (L86C) (All models also 100E)	£1.75

Electrical System

E493A-10001	Dynamo (2 brush-exchange)	£81.00
E494A-10001	Dynamo (3 brush-exchange)	£81.00
YE -10160	Felt (dynamo drive end bearing)	£0.55
7W-10505	Cut Out Assy (exch. for use with 3 brush dynamo)	£24.65
E93A-11001	10hp Starter Motor (exchange)	£77.00
YE-11001C	8hp starter motor (exchange)	£92.00
E93A-11049	10hp Starter End Plate	£15.00
BE-11450	Starter Switch	£12.00
E493A-13007	E493A Pre Focus 30W-24W Bulb (E493A Prefect only)	£3.75
E493A-13007	E493A Pre Focus 45W/35W Bulb	£4.95
ET6-13007-B	Headlamp Bulb 36W-36W	£4.00
E493A-13010	E493A Headlamp Body (E493A Prefect only)	£28.50
E493A-13044	E493A Gasket (headlamp to wing) E493A Prefect and 100E models	£12.20
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim)	£0.48
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only)	£4.00
YE-13081	Spring (front sidelight socket 1934 on except E493A)	£0.55
YE-13101	Spring (headlamp focusing)	£0.60
E493A-13111	E493A Headlamp Lens Rim Outer (E493A only)	£7.75
E93A-13130	E93A-E04A headlamp rubber base pad (pair) (E04A and E93A only)	£18.50
103E-13405-B	103E Plate (Rear Lamp Base) Specify Nearside/Offside	£2.25
103E-13405-B	103E Plate (Rear Lamp Base) Pair	£4.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair)	£18.00
103E-13450/1	103E Rear Lamp Lenses (pair)	£29.95
	103E Complete Rear Lamp Unit inc Bulb (pair)	£82.00
ET6-13465	Stop-Tail Bulb 6V 21W-5W index pin (straight pin also available)	£1.20
119273-ES	E493A Sidelight Bulb Holder (E493A Prefect only)	£5.60
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only)	£0.75
BE-13466-A	Sidelight Bulb 5W CC (not E493A)	£0.75
7W-13480A	Brake Light Switch	£12.00
E83W-13550B	Popular no. plate lamp (E83W and 103E only)	£18.60
CE-13740A	Toggle Switch (panel lamp)	£2.50
38193-57	Headlamp mounting bolts plus nuts (each)	£7.80
E04A-118004B	Semaphore Direction Indicator (6volt only)	£42.50

Rubber Grommets and Seals

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards)	£1.95
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Cnr Pads (pr)	£4.00
	E83W Bonnet Corner Pads (pair)	£7.95
	E83W Bonnet Corner Pads (full set)	£11.95
E93A-17772/3	E93A Prefect/Anglia/103E Bumper Grommets (pair)	£16.35
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair)	£21.50
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.95
E83W-111172	Opening windscreen rubber for E83W	£18.25
40-700546A	Blind Grommet (fits under 103E/E494A bonnet)	£0.30
48-702610A	Door post rubber bumper (one per door post 1937 onwards)	£2.35
E04A-704031B	Rear no plate rubber bumper (Anglia and Popular 1939 onwards)	£2.10
100E-7043531	Boot T Handle Escutcheon rubber seal	£1.95
52E-731942	E83W Door Rubber seal (enough for both doors)	£11.00
7W-940502	Opening windscreen rubber for Prefect and 5cwt van	£14.60
7Y-940502-B	Front screen rubber for 103E/E494A/E04A	£12.50

7W-941480/1	Weatherstrip door bottom (per ft) All saloons 1937 onwards	£2.55
7W-970700	Roof weatherstrip (per metre) All models exc Y & C	£4.50
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe)	£12.50

Miscellaneous Body Fittings

E03CF/A-8213	Grille Badge. "Thames" (blue enamel) (E83W)	£12.50
103E-8213-A	Ford Popular Grille Badge (103E Popular)	£8.50
E494A-8215	E494A/E494C/103E Grille Badge Mount	£13.30
E83W-8215-A	E83W Grille Badge Mount	£17.00
E04A-16719-B	E04A-103E Boot Lid Escutcheon (fits over coach key hole)	£5.90
YE-16750B	Bonnet clip (Model Y)	£5.85
103E-17261/2-B	Speedo Cable (state model)	£17.50
C4E412AR	Dovetail (female)	£4.00
CE-17515A	Grommet (windscreen wiper)	£3.50
E93A-7022400-A	Door handles & escutcheons-pair (Anglia/103E/5cwt van; shafts and barrels not incl)	£49.50
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included)	£25.50
E493A-7022401	E493A Prefect Non Locking Door Handle complete	£16.90
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C 103E)	£8.75
BE-964280-H	Wincow Winder Handle	£4.65
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards)	£3.90
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934)	£3.80
C-949967C	Striker Plate (C & CX, 1934-1936)	£3.80
	Bootlid Script Badge (Popular, Prefect & Anglia)	£13.25
	Radiator Muffs (E93A Prefect only)	£26.60

Manuals

	Reprint Model Y Bulletin (covers Model Y only)	£11.35
	Reprint Workshop Manual for 5 & 10 cwt vans, Anglia/Prefect 39-53, Popular 53-59	£14.50
	Reprint Parts Manual for Models Y, C, CX, 7W, 7Y, 1932-1938	£12.50
	Reprint Parts Manual for 5 & 10cwt vans Anglia/Prefect 39-53, Popular 53-59	£14.50

The above items are available by MAIL ORDER ONLY from 17 Baker Road, Abingdon, Oxon OX14 5LW. Cheque with order. Please use form provided. All cheques must be payable in STERLING ON A LONDON BANK to FORD SIDEVALVE OWNERS CLUB LTD. MIN ORDER £5. There is no telephone number available for 8 & 10hp spares enquiries. You are advised to order in good time to allow for delivery and any necessary correspondence. Parts should normally be delivered in the UK and most of Europe within 28 days. Refer to Spares list conditions on page 27 before ordering. Many secondhand parts are also available. Send SAE with your list of specific requirements for more information

Spares and Regalia Order Form

Cheque required with order, payable in STERLING on a LONDON BANK to: Ford Sidevalve Owners' Club Ltd.

Please note conditions of order for spares lists in this magazine. Prices include postage, packing and VAT for members in England, Scotland and Wales only. All items for sale to FSOC members only.

Complete form in **BLOCK CAPITALS** and return to:

8 & 10hp Spares c/o 17 Baker Road, Abingdon, Oxon OX14 5LW

100E/107E Spares c/o Mick Crouch, 30 Earl's Close, Bishopstoke, Eastleigh, Hants SO50 8HY

Regalia Geoff Hammond, Pendula, Rugby Road, Long Lawford, Rugby CV23 9DS

Regrettably the club's insurance policy specifically excludes sales of new or secondhand parts to residents of the USA and Canada or people intending to export the parts, or cars to which they have been fitted, to these countries.

Please state size, design and second colour choice when ordering clothing.

PART NO	DESCRIPTION	QTY	ITEM COST £	ITEM COST p	TOTAL COST £	TOTAL COST p

TOTAL	
Spares only: If total exceeds £20 add £1 for postal insurance	
Spares only: If totall exceeds £150 add £2 for postal insurance	
Overseas members add extra for P&P	
GRAND TOTAL	

COMPLETE IN BLOCK CAPITALS

Name .....

FSOC Membership No .....

Address .....

.....

..... Postcode .....

Telephone .....

SPARES ORDERS ONLY:

Model .....

Year ..... Engine Capacity .....

REGALIA

This price list supersedes all previous price lists. All prices include postage and packing for UK members only. Overseas members please add extra for postage on all items.

All cheques to be payable in STERLING on a LONDON BANK to FORD SIDEVALVE OWNERS' CLUB LTD.

To: Shirley Wood, 17 Baker Road, Abingdon, Oxon OX14 5LW.

BOOKS

Technical Tips for the 100E/107E by Jim Norman £7.95

Reprint Workshop Manual for 5 & 10 cwt vans, Anglia/Prefect 39-53, Popular 53-59 ..... £14.50

Reprint Parts Manual for 5 & 10 cwt vans, Anglia/ Prefect 39-53, Popular 53-59 ..... £14.50

FORD 8 & 10 van, Anglia and Prefect service manual for Y/ 7Y/ E04A/ E494A/ 7Y 5cwt van/ E04C/E494C/ 7W/E93A/ E493A/ E83W 10cwt van £17.50

Reprint Parts Catalogue, Y/C/CX/7W/7Y £12.50

Reprint Model Y Bulletin £11.35

Reprint Workshop Manual 100E & 300E £19.95

Reprint Parts Manual 100E & 300E £13.95

100E Anglia & Prefect Instr book (1953-59) .. £3.00

How to Trace the History of your Car by P Riden £4.50

The John Howe book of Cartoons £5.00

100E Super Profile by Mel Smith £6.50

Ford Motor Cars 1945-64 ..... £6.50

STICKERS

Running In Instruction Sticker Upright £0.75

Running In Instruction Sticker 100E £0.75

Window Sticker - FSOC design £0.50

Silver Jubilee Window Sticker £0.50

Historic Ford - Keep off My Arse!! sticker £0.65

I Love My Sidevalve Sticker £0.65

Register Sticker (state model) £0.60 or two for £1.00

FSOC 30th Anniversary Sticker £0.50

MAGAZINES

Binder for Club Magazines (holds 2 years) £5.90

Back copies of Club magazines £1.00

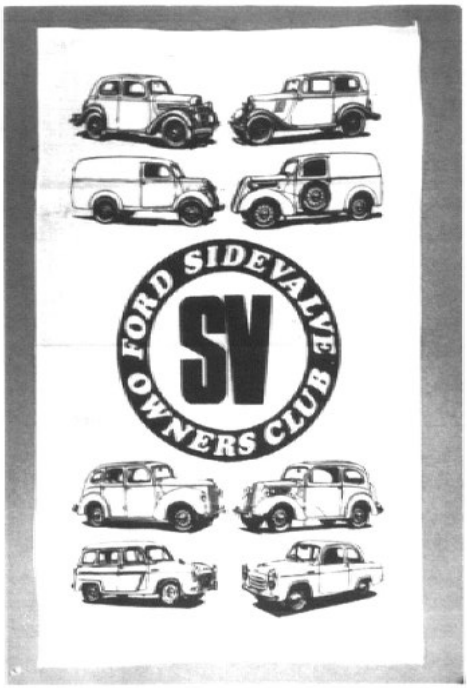
1990 APR, OCT
1991 AUG
1994 DEC
1995 FEB, APRIL, JUNE, OCT, DEC
1996 FEB, APRIL, JUNE, AUG, OCT, DEC
1997 FEB, APRIL, JUNE, AUG, OCT, DEC
1998 FEB, APRIL, JUNE, AUG, OCT, DEC
1999 FEB, APRIL, JUNE, AUG

LEAFLETS

Ford Pop Motoring at Still Lower Price bklet .. £1.25

Running In booklet Anglia/Prefect (date 9/49) £1.25

Tea Towel



MODELS

Scale Link metal kit 4mm 1937 Model 7Y van £5.50

Ceramic Cream Model of 103E Pop £4.50

Limited Edition E494C FSOC 30th Anniversary Model £19.99

BADGES

Enamel Lapel Badge FSOC, 103E or 100E .. £1.75

103E Popular Cut-out Lapel badge (Black or Blue) £1.05

FSOC Grille Badge; Round or Square £8.50

Register Grille Badge; Popular/Prefect/100E/107E £8.50

CLOTHING

FSOC SWEAT SHIRTS

Embroidered in Script £14.95

Red MED/L/XL/XXL; Black MED/L/XL/XXL; Sky Blue SM/MED/L/XL/XXL; Navy MED/L/XL/XXL; Racing Green SM/MED/L/XL/XXL; Burgundy SM/ MED/L/XL/XXL; Royal MED/L/XL/XXL; Jade MED/ L; Raspberry SM only

FSOC POLO SHIRTS

Embroidered in Script £12.60

Jade SM only; Black XXL; Aqua MED/L; Sky SM/L/; Gold XL only; Royal Blue XXL; Lemon SM/MED; Burgundy XL/XXL; Racing Green XL/XXL; Emerald SM only; Navy XL only

T-SHIRTS:
Model designs £7.75
Specify choice of model, colour and size

E83W picture printed on front in Red, Black L/XL

100E Design White L/XL

Upright picture printed on front in Black XL; White L/ XL

T-SHIRTS:
Script Badge design £5.95

Ford Popular: Green, Black, Red & Navy SM only; White SM; Royal Blue SM

Ford Prefect: Yellow SM/MED; Royal, Navy & Green SM/MED; White SM only; Black SM/MED; Red SM/L

Ford Anglia: White & Yellow Small only; Royal & Navy SM/MED/L; Green SM/MED/ Black MED; Red SM/MED

PLEASE STATE SIZE, DESIGN AND SECOND COLOUR

OTHER REGALIA

'New Design' Mug £3.50

Tea Towel, All Models design £2.95

Leather Keyfob: Ford/Popular/Anglia/Prefect (please state) £1.65

FSOC Woven Tie £7.65

Xmas Cards pack of 5 different designs £1.25

Licence Disc Holder £0.50

103E Pop Coasters: Blue/Green/Red/Cream £0.75

GIFT VOUCHERS (can be used for Regalia, Spares, or Membership) £5.00

DUSTERS: Yellow duster printed with various sidevalve models around border, club logo in centre
each £1.25
or pack of two for £2.25
or three for £3.00

NOTE ON SPARES LISTS

These price lists supersede any previous price lists. Prices charged will be those prevailing at date of despatch. Note that all prices include postage and packing and VAT for UK members only. Overseas members should check the cost of postage with the spares secretary before ordering. VAT is also applicable to EEC countries. Manufacturers' part numbers are used for identification purposes only and do not necessarily indicate the source of supply or manufacture. Currently if a spares parcel gets lost in the post Parcel Force will only refund £20. Therefore if your order exceeds £20 please add a further £1 to cover postal insurance. If your order exceeds £150 please add a further £2 to cover postal insurance. Failure to do this will result in orders not being insured and the Club will not stand the loss.

Regrettably, the Club's insurance policy specifically excludes sales of new or secondhand parts to residents of the USA and Canada or people intending to export the parts, or cars to which parts have been fitted, to the USA or Canada.

SIDEVALVE NEWS

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

Return this form to:

FRED FIELDER
EDITOR, SIDEVALVE NEWS
5 COASTGUARD COTTAGES
PEGWELL, RAMSGATE
KENT CT11 0NH

DO NOT TELEPHONE THE EDITOR

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

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

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

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

				Area	STD Code	Phone

PLEASE INDICATE HEADING:

☐ Pre-War ☐ Post-War Upright ☐ 100E/107E

☐ Special ☐ Spares ☐ Wanted

☐ Miscellaneous ☐ Other (Please state):.....

Name.....

Address.....

.....

FSOC Membership No.....

See Page 19 - E83W Register: 'The Wheel Way To Drink With Watneys' (Send me your suggested captions? Postcards to Ed.)

Photo: Glen Bubb