

# SIDEVALVE

Published by the Ford Sidevalve Owners' Club  
(Inc. The Ford 100E Owners' Club). June 1977.



Firstly I must thank all those who wrote to me after reading the last edition of Sidevalve. If I did not manage to reply, please excuse me, but postage being what it is, it would cost me a small fortune to have to write to everyone. Many wrote telling me how to make the fuel gauge on my Prefect work on the ignition switch utilising a relay, a good idea which I will try when I get time. Right now I am busy restoring a '55 100E. I have been three months welding new chassis bits on and replacing inner and outer sills with galvanised steel. I got some new rear wings and doors from our friends at Newford Parts Centre. You would be amazed at what they've got over there. Dozens of 100E body panels lying in a field. Buy some now before they rust away is my advice. Have you all been taking my hint and knocking on the doors of the parts depts. at your local Ford dealer? They have been instructed by the big white chief at Dagenham to dispose of all their 100E bits.

I used my old faithful E493A Prefect all through the winter. Even on the coldest morning she started first pull, after "tickling" the carb. It stands out all night too, my garage being filled with the 100E Prefect. Through thick snow she performed quite well. It must be the weight and the narrow profile tyres. To get some heat out of the heater, I blanked off the rad; this was fine except that she boiled regularly on the pull uphill home. To conserve antifreeze I rigged up a pipe to the overflow leading to a 5ltr. plastic container just behind the grill. This acted as a sort of sealed system and I lost no coolant despite frequent boil ups. One thing though happened. The excess heat eventually caused the head gasket to blow and I had to have 8thou machined off the head. So now I have a 'high' compression engine, well it must be as she now pulls much better with a good set of Champion plugs in.

The rally season is once again upon us. The high cost of petrol will keep the scene quiet as far as I am concerned, but I hope it does not deter too many of you attending the northern or southern SIDEVALVE Days that we are arranging. Please get your entries for the Leeds one before the end of June, so as I can get you in the programme. I attended the AGM of the Club and was very pleased to be able to meet in person all the committee members and many of the members. New membership enquiries are flooding in and our membership is at an all time high. Keep putting club leaflets under any Ford Sidevalver that you come across. The new club name is paying off, all those older Fords who previously thought we did not cater for them are now joining. Enough of my ramblings, read on.

Steve Waldenberg.



## IT WAS THERE A MINUTE AGO.... Mike Dawes' dilemrrma.

I hope that none of you have to endure the experience I'm going through at the moment. A couple of weeks back I arrived back at the station car park only to find that 'my beloved' was gone. At first I thought that my wife had taken the car, but on the way to the phone saw her coming back from trying to ring me. It was then that a multitude of questions crossed my mind - did we use the car that day? did it get fed up with waiting for us and go home? was it hiding somewhere?

These and other questions evaporated when we went to the police station and filled in the forms. From now on we had become another statistic; another input on a computer. Then the next day came the insurance forms with more questions - can you list all the items in your car at the moment (together with details of cost and acquisition)? It was then that I realised that we were going to lose out whatever happens. The loss of the bonuses for a start will be over £80 throughout the next few years. Of course, if nothing happens within six weeks of the theft the insurers will pay up, but then there's the problem of having to buy another car. We'd only bought this one in February and another must doubtless set us back more than the insurance proceeds.

Apart from the financial problems there is also the period of enforced pedestrian-isation. If we'd never had a car we might even like travelling by bus. One good thing has come out so far, I have had to restore my bike, I just hope that nobody nicks that as well. Friends have been kind, with offers of lifts and a car. (I think I'll take that up, I've always fancied a 107E). Above all there is the frustrating uncertainty; when /if/how will it come back? There's no point making plans it may turn up tomorrow.

It was the sort of thing that I thought always happened to other people, but then leaving a car such as an MGB GT at a station car park all day is asking for trouble. The thing that gets me is that whichever way we look at it, we lose; oh well... that's the way it goes!

---

from the Committee Room.

Your new committee, which has now met twice since the AGM, has got off to a flying start. Firstly there's been the arrangements necessary for the change of name. We already have approval from Ford and, unless there are any unforeseen problems, RAC approval will also have been received by the time this reaches you. Work is also in progress with the design of the badge, and for those of you who have ordered new badges at the special price of £1.50 (up to 30th June only) please rest assured that these will be with you as soon as possible. Comments have been heard that with the change of name, 107E's are being left out. This definitely is not the case, there are four owners on the committee.

We've also been trying to get the spares situation sorted out. You'll recall that we asked you to have a look round to see what your local Ford dealer was throwing out. This met with limited response, but we're still pressing on with improving our stocks. However, we still need your help - do you know of a lock up garage somewhere (must be cheap) where we can keep our spares, and perhaps break cars? Ideally the place would be around London, or Leeds. If you know of such space, please let us know immediately (via Will Barden & Sue Noel our Spares Secretaries) as this is becoming urgent.

Have a nice holiday, and don't forget the various Club events happening throughout the year.

Car prices in Australia: The pre-100E sidevalvers do not appear very often in the papers. I have bought all of mine through word of mouth advertising or wanted to buy ads. These cars are becoming something to collect now as the more usually collected cars are becoming scarce. I paid \$A10. for a 1939 Ford 10 sedan with a home built steel body. This was an ultra low price because the general body condition was rough and no-one else was interested. The previous owner says that the engine in the car was reconditioned in 1960 and the motor had not even been started. All I was after was the bumper bars hence the low price. \$A50 to \$a100 should be able to buy most of the pre-100E's in Australia with a few in better condition up to \$A200. The highest price I paid for one vehicle was \$A150 for an Anglia Ute. This had good paint, tyres, tonneau cover, good original interior and was at the time the only one of the type I did not have. I have bought nine cars for \$A550 and keep them all under cover. I only have two of them going at the moment, the ute that I can get a permit to drive for club runs and a 2 door Anglia used for mud sprints, gynkhanas and the like. It runs 3.25 x 17 nobbly motorbike tyres up front and 185/70 x 14 wintertreads on special rims at the back. The only hot up gear I have been able to get for it is an 8HP head, so I run a high (?) compression 10HP motor. It's great fun to drive in the mud.

Thanks for an interesting letter Gordon. There must be lots of old Fords lying about in the "outback". They never rust either as it's so dry. Ed.

\*\*\*\*\*

### CLUB TREASURE HUNT NEWS.

The first Treasure Hunt of the 1977 Championship Series took place on Sunday 24th. April. Held entirely in Surrey the nine contestants covered some 90 miles. Apart from a few showers the weather was fine and the event was enjoyed by all taking part. At the end of the day the winner was John Davies ably assisted by his navigator Tom Jones with a score of 103 points out of a maximum of 109. Second was the Club's Gen. Sec., Mike Dawes with 93½ pts. Mike Glithero was third despite picking up a puncture on the route. The top six places with the Championship points gained are listed below.

The organisers wish to thank all those who took part in the event and hope to see many more new faces on the coming events. For all of you with standard cars, remember Treasure Hunts are not races. Standard cars (and Fords too) are perfectly capable of winning an event and have done so several times previously. It can also be a day out for the kids as many clues are visual ones, and the more people in the car the better. I'm sure the children who came to Surrey enjoyed themselves so why don't you come along next time. If you want to know more details of future Treasure Hunts and the 1977 Championship, please contact Paul Romano, [REDACTED]

### SURREY TREASURE HUNT RESULTS

1st. John Davies	9pts
2nd Mike Dawes	6pts
3rd Mike Glithero	4pts
4th Des Smith	3pts
5th Des Smith	2pts
6th Col in Berry	1 pt

\*\*\*\*\*

This magazine is read by many people who are non members. We hope that those owning Fords will decide to join us. For their information all requests for further club details, membership applications should be sent to our membership secretary, Dave Watson, [REDACTED]. Enclosed with this issue is a leaflet about the Transport Trust. Individual membership is quite worthwhile as preferential entry is given to members at many transport museums and collection in the country.

.....and now for something completely different.....

.....contributed by Mark Johnson.

In the USA Citizens Band radio is a two-way radio service which may be used by any member of the public on payment of a small licence fee. Equipment is inexpensive and nearly 20 million Americans own and use citizens band (C.B.)transceivers. C.B. radio is also available to most citizens of Europe, except us.

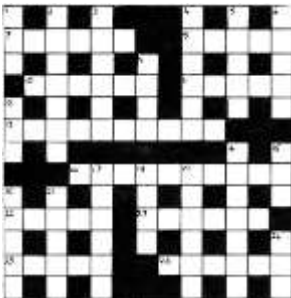
The commonest use of CB radio is to enable motorists to talk to each other (if they are still on speaking terms) and to pass on warnings about traffic jams, hazards and of course Police activity. Despite this, the American police in general favour CB because they find that the traffic is still observing speed limits long after a radar trap has packed up and gone home, and also that accidents and crimes are often reported by drivers and others equipped with CB long before anyone could call by telephone.

CB could also be used at outdoor functions, small businesses and in fact by anyone who needs to communicate within the range of their equipment. CB can be used by anyone regardless of whether or not he has any interest in the techniques of radio. It should not however, be confused with amateur radio which caters for those who wish to experiment with radio and who must take an exam to ensure that they understand enough radio theory so as not to cause interference on the air waves of the world. CB operators do not take an exam, but must use only equipment which has been approved as not likely to cause any interference, is of short range and they must not modify it. Citizens Band radio is at present illegal in the U.K despite the undoubted social benefits and commercial opportunities it offers. This is probably because of the technical disadvantages of the 27MHz AM system used in the USA.

The Citizens Band Association has been formed to campaign for VHF CB in the UK. VHP would have different and better technical standards; the CBA do not want the American 27MHz system as that would be unsuitable for the size of the UK. It would also affect radio controlled models and could cause interference to TV sets and Hi-Fi. If any member would like to join the CBA and help the campaign for interference-free VHF CB their address is, [REDACTED].

## ACROSS

- 7 Trendy Motoring (2;4)  
8 Makes your car lock what it aint (7)  
10 It fills a bored hole (6)  
11 Anaesthetic for radio waves (5)  
13 Better than a cure, for rust (10)  
16 We have these in common 10)



20 Ford made this fly (5)      21 Spots this big give of steam (5)      24 Don't take it away (3)

- 22 Lots of these in the Club (5)  
23 You won't get far without one (6)  
25 Shelled or Mobiled a squeak (5)  
26 Or needed (6)

## DOWN

- 1 French ending on a fish (3)  
2 Sparked off (7)  
3 Noisy snake loose in the car (6)  
4 Reduced speed indicator (6)  
5 Not so heavy in the dark (5)  
6 Begin with the choke (5)  
9 Tighten a fish backwards on a bolt (1:3)  
12 Copy a chimpanzee(3) 14 Levelling between afternoon & night (7)  
15 Looks silly on four legs (3) 17 Location for porridge (6) 18 A good 100E should last this long (4)      19 100E around Norfolk and Suffolk (6)

This crossword sent in by R. Barden & S.J. Noel. Answer next Sidevalve.

First correct answer sent to our contributor at [REDACTED] will receive a brand new "Galemaster" to fit a 100E.

# Club News Desk

From our general secretary Mike Dawes:

After all the trials and tribulations of the April issue it's nice to sit back and let Steve do the work, thanks mate!

I've still some copies of the first "Team Castro!" mag. together with a supply of issue No.2. A large SAE to me at Molesey will secure either or both (please state which). There seems to be a lot of interest in the insurance scheme which I mentioned last time. I have made further enquiries and was pleasantly surprised by the broker's helpfulness. They will provide cover for cars built after 1955 but to an earlier design; thus 100E Pops and 105E's would be OK but I am not sure of 107E's. They will also give good cover where your sidevalve is your only car. Please let me know if you would like further details.

I owe an apology to motoring historians for several factual errors in the "Sidevalves Across the Water" article. My thanks to David Burgess-Wise for pointing this out, but unfortunately he didn't say what was wrong, except that Y's were in fact built in France for a number of years at Asnieres near Paris. I'll be doing more research on the subject in the near future together with up-dating the Sidevalves Specials story which we ran a few years back. In the meantime if anybody has any articles, photographs, personal stories etc of specials or overseas sidevalves I shall be pleased to hear from you.

My apologies are also due for the quality (?) of the last issue of club news. This was due to typewriter problems (should use an IBM golfball machine Mike. Ed.), though happily all is now well as I've replaced that machine. A better solution of course is to replace the editor and this is in fact what were doing. After a year of new style 'Club News' production, I'm handing over to John Renouf so that I may devote more time to committee work. I wish John well and know that you will join me in helping him by sending him details of local events etc., to fill space between the ads. I'd also like to thank Dave Watson and Marion my wife for their work in collating and despatching all the various issues. Adverts etc. for the August issue may be sent either to John at 29 Eva Road, Gillingham Kent or to me at [REDACTED]

The Southern Invitation Event was held at the Crown, Keston on Sunday 22nd May. A dozen people turned up for a pint and a chat followed by a photo. session at a nearby car park. Some are reproduced in this issue.

We've just received news of an event to which we have been invited. The 50's Sports and Saloon Car Club are holding a Concourse etc. at the Hanworth Carnival, Hanworth Air Park, Middx. on Saturday 2nd July at 11a.m. Contact Bob McPhail [REDACTED] for details.

## TREASURE HUNT PROGRESS REPORT.

The second of the 77 series took place near Windsor on 29th May. Each of the 8 competitors were given a map and a list of places to visit. Everybody survived - though one team finished two hours behind the rest. There was plenty of walking required to answer questions set on the places visited, with a result that the organisers were showered with comments from the less energetic members. However, everybody enjoyed themselves. It would be nice to see more of our members entering next time, so how about it?

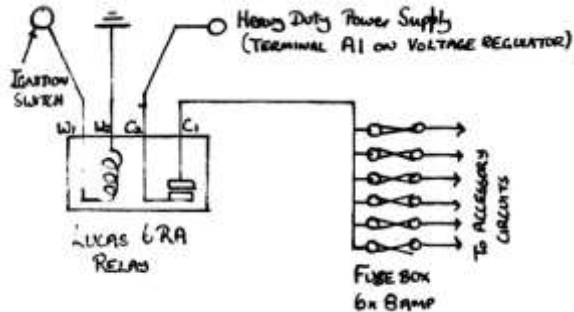
## EQUIPMENT HIRE

As an extension of the services provided by our Spares Secretaries they are also starting a scheme for hiring out workshop tools - axle stands, hub pullers etc. Let them know what you need and they will do their best to help.

John Renouf writes about the wiring on 100E's.

"During the four years 100E Prefect XLA 18 has been in my loving care; it has accumulated most of the usual bolt on, stick on goodies which are cheap and easily obtainable. Most of these accessories require electrical power via the ignition switch, which ends up having to pass far more current than it was designed for. Results are obvious - a burnt out switch.

To prevent the problem recurring with the new switch the accessories were supplied with a direct heavy duty feed via a Lucas 6RA relay, with the ignition switch controlling the relay's triggering current. Whilst carrying out this conversion I fitted a fuse box into the accessories circuit. The wiring diagram is as follows.



\*\*\*\*\*

WHAT'S ON on the transport scene.

July 31st. *The East Pennine Transport Group are holding their Historic Vehicle Parade. Last year an E493A Prefect won first prize in the post war car section. A good turnout of Fords would be a welcome sight this year again. Entries 75p contact J. Moxon 16 Spring St. Marsden Huddersfield. (Final venue Huddersfield)*

August 27;28;29; *Eastbourne Historical Vehicle Club, Festival of Transport, Broad Farm, Hellingley, Nr.Eastbourne.*

September 3-4 *Worthing & Southern Counties Historical Vehicle Group, Detling Steam and Historical Transport Rally, on A249 Nr. Maidstone Kent.*

September 11th. *Bluebell Railway in Sussex, Vintage Sunday.*

SEPTEMBER 18th. *Southern Sidevalve Day. Pullox Hill, Nr.Bedford, entries to Mike Dawes, our Gen Sec.*

Not forgetting JULY 24th. *Northern Sidevalve Day in Leeds. Lots of attractions planned:- lots of sidevalve Fords, vintage fire-engines, autojumble, display of new and American Fords by Brown & White, Main Ford Dealers, Leeds etc.etc. Last date for entries 3rd July. Send to Steve Waldenberg [REDACTED].*

\*\*\*\*\*

The correct name for a collector of matchboxes is a PHILLUMENIST, member B.G.Baxter from Boston informs us.

QUINTON HAZEL part numbers for Ford bits.

E93A king pins are QP85TC. Tie rod ends - QR766; Centre Rod - QDL95OR; Screwed stud & bush (*can't think what the devil this is Ed.*) - QR898. 100E (and 105E too) Inner & outer side rod ends, 2 pairs used R & LHT - QR23; Side rod ends (2 used) 1 RHT - AR23RH & QR23LH Centre rod complete with QR898 stud & bush - QDR952R; screwed stud & bush - QR898. Bush kit for track control arms & stabilizer bar - QSK40. Repair kit for track control arms - QSJ173RK Track control arms - QSJ173. AutoFactors may still have these parts in stock.

# Our Cars



Dave Bowen-s '56 E83W van



Ken Sandercock's '56  
100E Prefect.



Cyril Rogers' 100E Prefect



Front cover shows a shot at the last Invitation Event  
and John Reach's 1952 Anglia E494A.





John Farrer's '56 100E Escort.



Work in progress on  
Steve Birch's 100E van

How about some photo's of the older Fords and some V8's for the next Sidevalve issue. Send a good b/w photo to the Editor for inclusion.



John Renouf's Prefect.



My first acquaintance with a Ford Pop (103E) occurred 10 years ago, when a 1956 model (TWO 423) was purchased from a back street car salesman in Birmingham for £25. I passed my driving test in that car and ran it for 14,000 trouble-free miles before selling it for a tenner. Those were the days when there were still plenty of Pops about and they could be bought for a song.

My second car was an immaculate black July 1959 103E (9085 AC) with 22000 miles on the clock and one previous lady owner. This car served me as well as the first. I kept it for two years doing 18000 miles, including some successful production car trials events before selling it to a relative for £40, £25 less than I paid for it. Unfortunately this person had an argument with a Birmingham bus and the car came off second best. All that now remains of this fine car is the number plate which has been preserved for posterity. For the following six years I drove an 1100, Mini's etc before acquiring an extremely dilapidated 1937 Austin Ruby in June '74. After obtaining a quotation for restoration work I realised what a mistake I had made in purchasing it and decided to sell. I still had an attachment to Ford Pops and when a '59 model at a local address was advertised in Ex. & Mart I could not resist looking, although I still had the Ruby on my hands. The Pop had done 38000 miles and although it had been hand painted the general condition of it was good. The owner informed me that he was selling the Pop because he wished to devote all of his spare time to and cash on an Austin Ruby which he possessed. That was it; he agreed to take my Ruby for spares plus £20 and the Pop was mine.

I ran the car for about 6 months before taking it off the road for an engine rebuild, and minor work to the body. The highlight of the 6 months spell of driving the car (to and from work, 30 miles daily) was a holiday in South Wales. The car was magnificent, it conveyed four adults and 1 baby, luggage, 1 weeks food supply, pushchair etc. from Birmingham to Carmarthen and back covering about 500 miles during the week without any trouble.

The car is now nearing the end of its refurbishing, and hopefully it will be in use again in the summer.

---

#### POPULAR HISTORY

The first Ford Popular was the famous "Y" type made between 1932 & 1937 and priced in 1935 at £100. The styling of the car was rather severe with its upright bodywork, flat screen and angled radiator. It had an 8HP engine, wire wheels and 6volt electrics. A 10HP model, the De-Luxe was also made between 1934 & 1937 with similar styling.

The second Ford Popular was the 103E introduced in 1953 as the successor to the Anglia (and Prefect). It was based on the two door Anglia bodysell and fitted with the 10HP Prefect engine. (Hence as it had the E93A engine they always seem to be described by the non-initiated as E93A Pops. Ed). The styling was more curvaceous than the Y type. It was discontinued in 1959.

1953 of course marked the birth of the 100E. When in 1959 the "new" Anglia and Prefect were discontinued the name Popular again rose from the ashes Phoenix-like from the Anglia 2 door version. The only significant differences were in trim and interior appointments. The engine was the same 100E 1172cc sv. version as its predecessors. The 100E Popular continued in production until 1962.

The total lifespan of the three Populars so far had been 17 years, not a great length of time perhaps, but bear in mind that the last two at least were 'austerity' versions at the tail end of their ranges. And now, the same thing has happened with; the Escort. How many years will the Escort Popular be in production?

.... an un-named article submitted by our membership sec. Dave Watson.

My first recollection of Ford Sidevalves came when I was about 8 years old, when my father was talking of learning to drive. A friend of his had a rusty, dirty black E493A Prefect and tried to persuade Dad to buy it. The Prefect's reg.no. was HOP I remember, and it was known to its friends as "Hop Heap"! It had been standing in the corner of a garage for some time and had a suspected broken rear axle. Every now and then, I would go with my father and try to start the car which we never managed to do, until one day when it started first time. Dad put the car into first and let the clutch out and I made a quick exit to a safe distance. The car shot forward stopping only a couple of inches from the garage wall. We never went near "Hop" after that and I later learnt that it's owner drove it all the way from Twickenham to St. Austell when he moved to Cornwall, without any problem whatsoever!!

The second and most favourite Ford Sidevalve was a 1954 Bristol Fawn 103E Popular NZ 5367 which my father bought in 1963 after passing his driving test. (This car was named "Sue"). We had some great times in this Pop., including some marvelous holidays. For quite a few years, we spent our Summer holiday at VWeymouth in Dorset. Each of these holidays were carefully planned and also, eagerly looked forward to, and the highlight always seemed to be the journey there in the Pop. Even the homeward journeys appeared to be full of adventures, and on one occasion, we completed the 120 mile journey from Weymouth home in approximately 3½ hours!! Of course, in those days there were no Motorways, and the Pop. certainly went well that day!!

One holiday I always remember was to the Isle of Wight. We had to leave home at 2-30 in the morning to catch the first car ferry from Portsmouth. The last holiday we had in "Sue" was in 1971 when we toured Cornwall. We were going to borrow an Aunts MK1 Cortina for this holiday, as we decided it would be too much for the old Pop. However, the day before we went, the Aunt decided that she wanted the Cortina for the fortnight, so we had to tax the Pop. We piled the car up with every imaginable spare part in case anything should go wrong. Anyone would have thought we were going on the East African Safari!! The car performed quite well during the holiday except for one day when we were going flat out down a hill (in order to get up the next one), when there was a terrific bang. The nearside bonnet flew open and we coasted to a stop and got out, expecting the worst. One of the fan blades had broken and flown off! We sorted through the spares in the boot, and luckily found a Generator, complete with a fan blade. Very relieved, we were on our way again within about ten minutes. After two weeks of touring Cornwall we arrived home just over 1,000 miles later.

Early in 1972, the old Pop. was getting a little rough engine wise and Dad decided that she would have to go. Although the bodywork was very good, he actually gave the car away. I now wish that we had kept her as with a little bit of work on the engine, we would now have a smart, appreciating car, probably worth in excess of £200. Still, you never realise these things until its too late, do you?

"Sue's" place was taken by a bright red Ford Escort HGF 372K. This car never had the character of the Pop. In fact, it never had any character at all. Looking back at some photos of the old 103E taken in 1963, she was in really marvellous condition and due to me being a car polishing fanatic, she stayed that way until we very reluctantly gave her away in 1972. Just out of interest, I learnt to drive in this car when I was nine!

About the time Dad had the new Escort, I started driving (or the road) and also, commenced saving for a new car. I remember my target was a new Ford: Cortina 1600E. Unfortunately, having a driving licence and no car, got the better of me and when a friend phoned, saying he knew of a car for sale, I just had to go and see it. It was a 1959 100E Anglia, black, 938 HPP, and I decided to buy it - well, it was nearly as good as a new Cortina 1600E! Determined that I was not going to get attached to it the way I had the Pop. I decided to call the 100E just "It". I had heard of the Ford 100E Owners' Club before and joining the Club just seemed the natural thing to do as I now had a 100E. My 100E had a beautiful shine, and I was always polishing it, as I took great pride in this car. Just out of interest at the 1973 Sidevalve Day, it took second prize in the Concourse, at Leighton Buzzard. I spent quite a lot of money on "It", having a new engine fitted, a set of new tyres and several other expensive items were also replaced all within a year. Unfortunately other things started to go wrong and in desperation I sold the car. I replaced "It" with an Escort like my fathers, and like his new car, mine doesn't seem to have much in the way of character. Whenever I see a smart 100E on the road I always remember my Anglia. I wish I'd kept it, but most of all wish we'd kept "Sue".

*I Sorry, Dave, I couldn't think of a title)*

@@

#### TECHNICAL TIPS

Kevin Owen, (the enthusiast at Newford Parts) tells me that for a smoother drive take up on the E93A range it is possible to fit a 100E clutch plate and pressure plate (as a pair). The 100E uses a sprung clutch plate which helps compensate for the direct type clutch mechanism on the older model.

Member T.W. Methven writes to say that rear shockers for HB Vivas will fit the 100E. Whilst of different full sweep and outside diameters they fit OK. The mounting bushes are identical.

Your editor, when replacing the brake cylinders on the 100E discovered that the Girling cylinders for the fronts anyway are different on each side. The nearside is part number 390310 and offside 390311. In any paired combination, the n/side is always the lower numbered unit. Also discovered. . . . copper head gaskets for 100E still kept by AE Edmunds Walker, Part No. Halls CA400. £2.75 trade price. Some branches might also have some for the E93A engine left, part No. Halls/Payen CA690.

ADS ADS ADS ADS ADS ADS ADS ADS ADS ADS ADS ADS ADS ADS ADS ADS ADS ADS ADS

Members and supporters may advertise their sales and wants here FREE OF CHARGE. . . . .

S.R. DAY, [REDACTED] has for sale an E93A steering box (only 5000 miles use; an E93A engine, steering wheel; a 100E manifold & carb and a clutch p#plate. All in good order. WANTS a set of seats for his Model Y.

G.J. BLEACH [REDACTED] offers a '55 100E Anglia, M.O.T'd till March 78 and in perfect mechanical order for £80 ono.

MIKE STANSBY [REDACTED] has for sale a 1960 107E, 60,000 miles good body and interior. The original engine needs an overhaul (that's easy enough. Ed.) MOT July '77. Reg. No. 4532 JH. Drive away for £125. Also has:-

1959 Anglia 105E failed MOT due to rust. Good mechanics useful for spares (for the 107E,??) yours for a tenner. AND. . . .here's a snip. . . .  
1953 E494A Anglia 8HP. Quite good but need some work doing to bring to concourse and engine needs a new head gasket. Take it away for £25.

Member J. Mills, [REDACTED] wants a semaphore indicator to complete his 103E Pop.

1959 100E Anglia. B. Keogh, [REDACTED] offers one for £120. It was extensively o/hauled last year. Recond.engine; steering brakes etc OK. Unfortunately accident damaged in April to front end nsf wing and rad busted; so must be towed away. Tel 704968 evgs.

HELP WITH PARTS. Member Dick Cresham, [REDACTED] has Ford parts lists from 1932 to 1962. Will assist members seeking parts identification etc. Please send SAE. Also has loads of parts from Y's to 100E's, too numerous to mention. Send SAE with your needs, he will advise if he has them.

Your editor, Steve Waldenberg has been sorting out his parts and offers the following NEW and unused parts for sale. 1 only head gasket set Model Y Eight; £7. set of valve springs 100E £2.50. Head set for E93A (10HP) £6.25. Clutch plate 100E £2.50; Clutch pressure plate 100E £4.50. King pin set for 1935-37 Ford 10 £4.50; Set TRE's for E83W £3.50; Set TRE's for E93A (lower d/link entry) £3.50; Piston rings:- E93A (10HP) Std. 100E +.030"; 100E Std. £3.50 set. Girling brake cylinders (100E fronts) £5.50 pair, (state near or offside). Water pump service kit for the Ford 10 (export type) with the fitted pump. £5 and a top hose for E83W 50p. Please add a bit to cover postage. Also has some TRE king pins & water pump service kits for other cars. Send a stamp for the list.

WANTED.M. Williams, [REDACTED] wants a set of valve springs for his 103E

WANTED. Mrs. Linda Payne [REDACTED] wants a spare wheel cover for her E493A.

Mr.T.Wilkinson, [REDACTED] has for sale:- parts for '52 E494A Anglia; windscreen, radiator badge, sun visors, door handles, ns. door, all seats, some trim, dash, rear bumper, boot lid (a bit tatty), window mouldings, wheels, hub caps, starter motor, g#box, front & rear axles, steering box, prop shaft and some other bits. Model Y 8Hp parts:- cw&p, diff spider with gears, diff casting, 2 UJ's. and other bits. All in 1st class condition. Can anyone help Mr. Wilkinson with a front bumper for his Model Y.

WHITE METTALLING, MACHINING AND ONE-OFF PARTS FABRICATION. S.V.Tate, [REDACTED] - An old car fanatic who runs a '55 Anglia 100E for work use, offers his services to S-V Club members.

FOR SALE: E93A spares: g/box; set 4.50 x 17 wheels & tyres; recond. Starter motor & dynamo; petrol tank, petrol pump; front axle, steering box & col., new exhaust pipe (front); set of hubs etc. H.F. Jackman, [REDACTED]

P.Tillman, [REDACTED]; has FOR SALE a pair of BRAND NEW 100E Prefect rear wings for £25.0 WANTS a towbar to fit a 100E or the plans for same.

ADS. . .

WANTED. Gary Robinson on [REDACTED] wants a 100E hub puller and a gear lever gaiter for his 100E.

FOR SALE. '58 Anglia, MOT to November, rebuilt suspension, good body with very little rust; 4 new tyres, engine needs attention. 2 owners, 40,000 miles only; £100. Tim Miller [REDACTED]  
[REDACTED]

FOR SALE. '55 Anglia. MOT & tax Aug.77. All good tyres. Decent body and int. Lots of spares inc. recond engine, g/box, axle; £120 (may split spares) Bob Hensby, [REDACTED]  
[REDACTED] (evgs).

WANTED URGENTLY storage space for Club Spares. Please contact Spares Sees. Will & Sue as soon as possible.

WANTED. Ford open racing car type "Super Two" Contact S.R. Baker, [REDACTED]  
[REDACTED].

FOR SALE. '55 Anglia with 72,000 on the clock. Mechanics fine, but body going round sills, floor (usual places but easily repaired with a welding torch). Mrs. M. Brown, [REDACTED]  
[REDACTED]

There's a Prefect (E493A type) in a field at Methley Nr.Leeds. It must be up for grabs. Contact John Firth on [REDACTED]

Andy James is having a clear-out (\*\*): - 2 x 100E engines, 1 x 10E g/box and back axle, 1 x E93A g/box and various other bits and pieces from a scrapped Anglia. Wants a Ford Special Builders Manual. Contact Andy on [REDACTED].

A garage in Leeds, specialising in vintage restorations has an E493A Prefect on offer. Its engine is OK but it needs an enthusiasts touch to turn this neglected classic into a fine motor. (Your ed. did it, so could you). They ask £65 for it. Contact Allan, at [REDACTED]  
[REDACTED], but hurry, they need the space and must clear it by the end of June.

For sale, a pair of Anglias. 1 - '59 with recond. engine and good body, the other a '57 engine shot but rest OK for spares. Both offered for £180. Contact Phil Robinson on [REDACTED]. Also has some 103E and other 10E bits.

WANTED. Your editor would like to equip his '55 100E Prefect with the later type rear lamp clusters (separate flasher & tail/stop units). If anyone can oblige he would be pleased to hear from them. Also urgently needs a pair of front suspension top mounting units. Telephone [REDACTED]

NEW FORD WORKSHOP MANUALS £3.75 (100E) from The Vintage Bookshop, [REDACTED]  
[REDACTED]

A 1938 Ford 10 in reasonable condition is offered to a member for only £100. by Mr. C.D. Hamilton  
[REDACTED].

LATE NEWS.....

Treasure Hunt dates. Paul Romano reminds you that the next Treasure Hunts in the series are on:- June 19th; July 10th; Aug.7th & Sept.4th.

CLUB SALES. Our spares secretaries, Sue Noel & Willy Barden have lots of spares available to members. Cataloging is not yet complete but write to them with your needs and they will let you know if it's available.

NORTHERN SIDEVALVE DAY. Members coming to Leeds from afar, may like to know that the Mansion Hotel, in the park offers lunches from 12.30 to 2.00pm. and a three course meal can be had from £2.25. There is also a cafe where tea, sandwiches etc is available all afternoon. The manager asks me to say that if you would be requiring lunch, please ring in advance and book (Tel. Leeds 661341) as, if a hundred extra people descend upon them for lunch on July 24th without prior warning there could be problems.

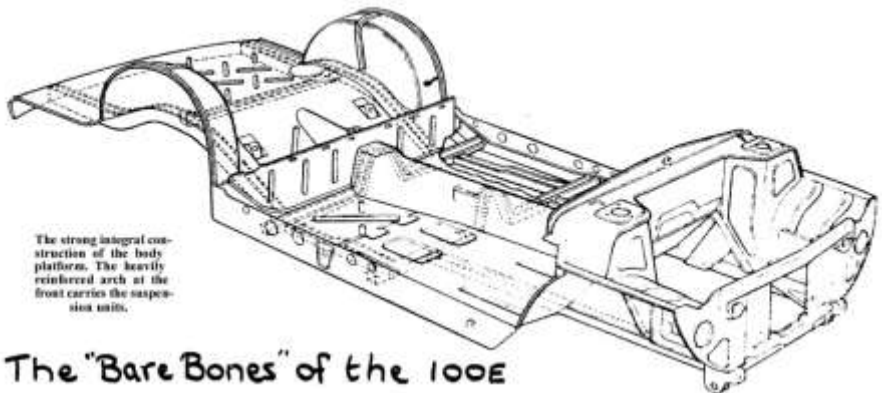
Leeds' famous brewer, Joshua Tetley will be sending their 1928 Model A lorry to Sidevalve Day. This is a beautifully restored example of the famous type that preceded our type of Fords.

We will also need a few volunteers to assist at the club sales stand housed in a vintage bus. Please contact Steve Waldenberg as soon as possible if you could do a stint.

\* \* \* \* \*

Log Books. These are now becoming a thing of the past as the moguls of Swansea put us all on magnetic computer tape and issue a flimsy bit of paper that passes for a 'log book'. If however you possess a one owner 100E, Y type or whatever, or if you still have the original log book, a friendly word in the ear of your local licences dept. could ensure that the original document is returned to you when your car is computerised.

\* \* \* \* \*





Telephone 0254-830343

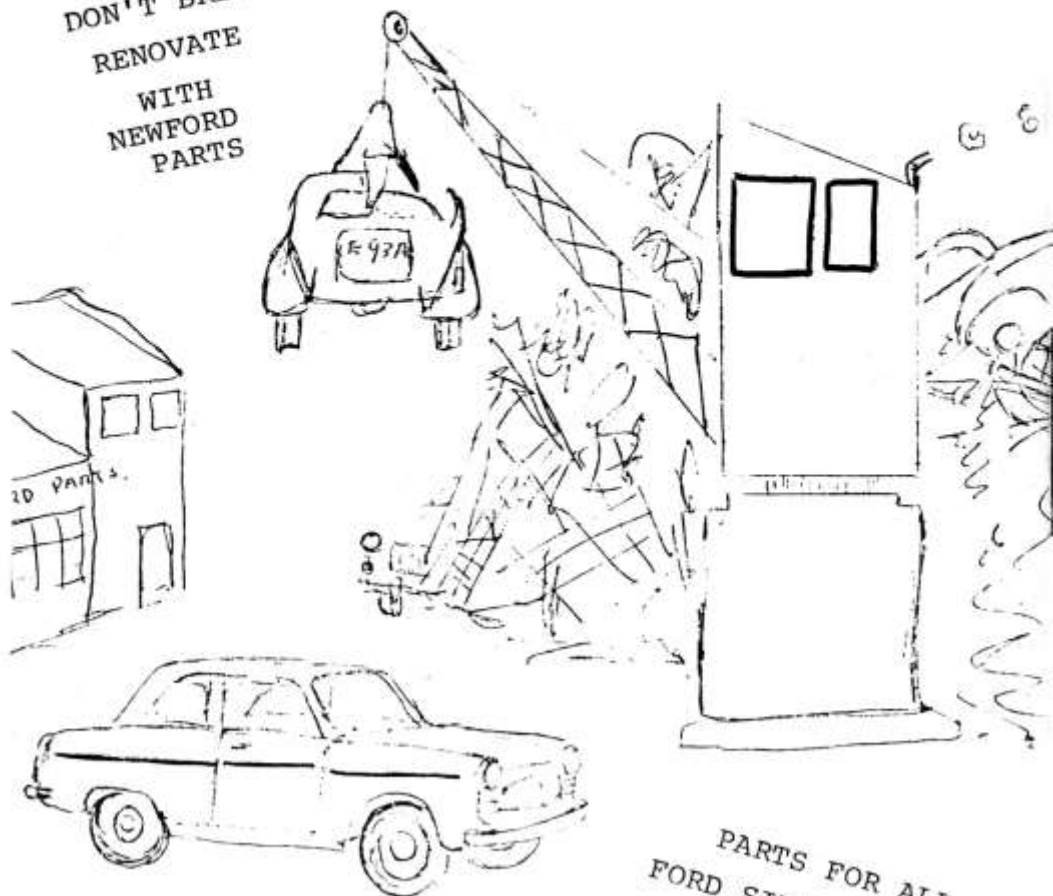


# NEWFORD PARTS CENTRE



FISHWICK LANE  
HIGHER WHEELTON  
CHORLEY PR6 8HT

DON'T BREAK  
RENOVATE  
WITH  
NEWFORD  
PARTS



100E

PARTS FOR ALL  
FORD SIDEVALVES.

