SIDEVALVE News

August 1990

PUBLISHED BY THE FORD SIDEVALVE OWNERS CLUB

FORD SIDEVALVE OWNERS CLUB SV

FORD SIDEVALVE OWNERS CLUB - OFFICIALS AND AREA GROUPS

Help the Club to help you by writing to the CORRECT official, stating your membership number and enclosing a stamped addressed envelope if you want a reply. When telephoning Club officials or area group organisers, please telephone between **7pm and 9pm only.**

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DISCLAIMER
Whereas every care is taken to publish accurate information, the Editor and the Committee of the F.S.O.C. do not necessarily agree with all the views expressed within Sidevalve News, and cannot accept liability from erroneous information found therein.
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.

AREA GROUPS

AVON & SOMERSET - Maurice Butcher, Tel. Bristol 778771.
Please ring for details.
BRISTOL - Bob Stear, Tel. 0272 507261. Last Friday in same month as Sidevalve News publication, The Fox, Easter Compton, Near Bristol, 7.30pm.
COVENTRY, incorporating COVENTRY SPECIALS
Steve Hancock, Tel. Coventry 334680.
2nd Tuesday at Queens Head, Meriden.
HAMPSHIRE - Mick Crouch, Tel. 0703 692359.
3rd Wednesday, contact Mick for details of venue, 8pm.
ISLE OF WIGHT - Ian White, Tel. 0983 68382.
1st Wednesday, Star Inn, Wroxall, Ventnor, 8.30pm.
LONDON, NORTH - Chris Drinkwater, Tel. 01-328-6989.
1st Sunday, The Gate, A411, Arkley, Herts, 8pm.
LONDON, NORTH-EAST - John Howe, Tel. 0708 21501.
1st Tuesday, Plough PH, Gallows Corner (A12 meets A127), Romford. 7.30pm
LONDON, SOUTH-EAST - Yvon Precieux, Tel. 01-291-1198.
Last Sunday, The Grove, junction South Circular A205 & London Rd, Dulwich, 9pm.
LONDON, WEST - Bill Ballard, Tel. 081-391-2836
1st Tuesday, The Marquis of Granby, Nr. Sandown Park Racecourse, Esher, 7.30pm.
MANCHESTER - Harry Wheeldon, Tel. 061 682 0593.
1st Wednesday, Brabhams Lodge, 103 Manchester Road, Audenshaw, 8pm.
MERSEYSIDE - Mark Prescott, Tel. 051 523 1608.
2nd Monday, Brooke Hotel, Brooke Road, Crosby, Liverpool, 8pm.
NORTHAMPTONSHIRE - Danny Moody, Tel. Northampton 810095.
1st Thursday, at The Stags Head, Earls Barton, 8.45pm.
OXON & BUCKS - Teresa Butler, Tel. 0844 237479.
1st Wednesday, The Lamb, Little Milton, 8pm.
PETERBOROUGH - Rod Boulton, Tel. 0733 71603.
1st Thursday at The Blue Bell, Werrington, 8.30pm.
SCOTLAND - Sandra Purves, Tel. 031 556 4503.
No meetings at present, please phone.
SHROPSHIRE - John Westhead, Tel. Acton Burnell 223.
1st Tuesday, The Springfield, Wenlock Road, Shrewsbury, 8pm.
SOUTHAM - David Aston, Tel. Southam 3947.
1st Thursday, Crown, Daventry Road, Southam, 8.30pm.
SURREY - Tony Russell, Tel. Reigate 21578.
Please ring for details of local activities.
TYNESIDE - John Bilton, Tel. 091 2534954.
2nd and 4th Wednesday, Moat House Hotel, 'A1' Wallsend, 8pm.
SOUTH WALES - Linden Evans, Tel. 0443 670044.
Meetings 3rd Thursday, venue may change, please phone.

INTERNATIONAL CONTACTS

AUSTRALIA- Gordon Cowley, Box 779, Cowandilla, 5033. Australia.
CANADA - Ed Ingold, 36 Woodacres Way, Calcary SW, Alberta, T2W-4W3.
IRELAND - Colm O'Neill, 29 Allen Park Drive, Stillorgan, Dublin.
U.S.A. - Mike Davis, 8103 Prince George Drive, Fort Washington, Maryland 20744. Call after 6.30(ET) on 301 248 3448.
NEW ZEALAND - David Green, 93 Vagues Road, Christchurch 5, New Zealand.

Vol. 7
No. 4

Well, this isn't really the weather to be sitting indoors in front of a computer blowing our hot air, but never mind!

First thing this issue is to ask you all to make use of the Register form in this issue to make sure your car is Registered within the Club. For the first time since I took over as Editor we have a full compliment of enthusiastic Registrars, and I want to keep it that way. Details page 8, form in the centre.

Secondly I am delighted to have 15 lots of area news, great stuff and thanks to all those Area Organisers. If your details have disappeared from the column opposite its because you did'nt send that form in with your details to Shirley. It should have been in on the 31st March you know!
You will receive this slightly later than normal, but hopefully our printer is now fully refreshed for another years toil on the press!!

Enjoy the summer.....

CONTENTS **Page**

AREA NEWS 2
MEMBER'S LETTERS 7
NEWS & REVIEWS 9
CLUB NOTICE BOARD 9
EVENTS ROUNDUP 11
PREWAR REGISTER 17
100E REGISTER 19
ANGLIA, PREFECT & POPULAR REGISTER . . 21
SPECIAL REGISTER 25
PRACTICAL PAGES 26
CLASSIFIEDS 28
INTERNATIONAL SECTION 29

FRONT COVER - Source Unknown.

Sent in by Jane Couper (and SCF 315!) is this absolutely superb shot, I agree with her that *"it would make a lovely summer cover picture"*. It was given to her by a friend in the automotive paint industry, and again I would agree with her assumption that it is a Ford publicity shot. It has *"Popular 1960"* hand written on the back of the photo. Notice how the driver's door is ajar?

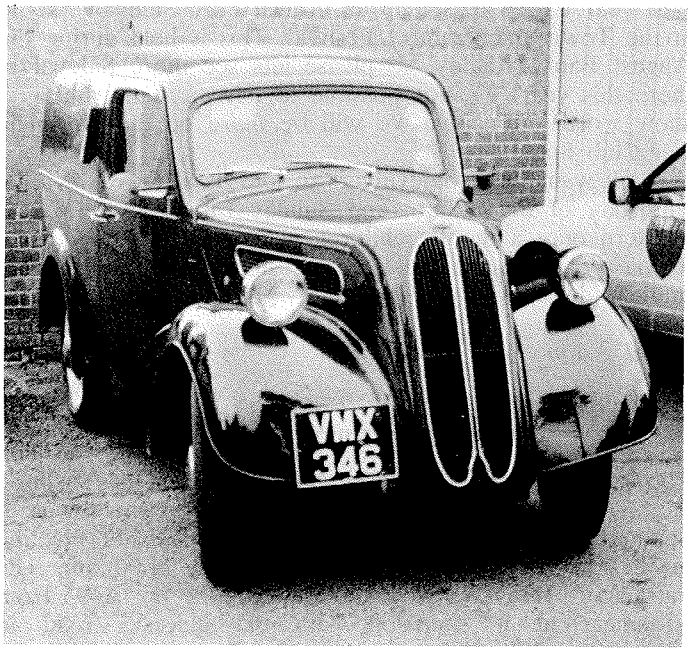
BACK COVER - M. Slack.

No, not a period shot, see page 17 for an update on this 1937 Model Y.

COPY DEADLINE - 15th September.
NEXT ISSUE - second class post, 15th October.

AREA NEWS

SUFFOLK



(Photo - S. Minns) Looking superb, Tim Brandon's 5cwt at the Suffolk meet in June.

The June meeting saw all the regulars at the Sorrel Horse, including Tim's 5 cwt van! (see photo), but July saw not only "The return of the magnificent 7", but we were joined by newcomers, in the form of Peter Miller and his 103EPopular, a local car with only 28,000 on the clock and to top this off, Tim brought along his 1937 Y. The only problem was that we spent so much time outside looking over the cars that the landlord kept trying to clear away our abandoned drinks. He just doesn't understand the attraction of the Upright Ford!
Interestingly, the Oxford Concise dictionary defines upright as "honest and true" - any thoughts on this should be sent direct to the publishers!
Apart from this, the meetings consist of a mix of parts swopping, looking at photos, general SV chat and of course a drink or 2.
Alan's 103E Popular should now be on the road, and we're looking forward to him bringing it down the A12 from Lowestoft, to one of the meetings.. you'll have to leave a bit earlier than usual though, Alan.
I finally got around to putting the glass back in my E494A Anglia, but managed to break the front screen whilst moving it in the garage.. anyway, a quick visit to a 'Car Glass & Trim' in Ipswich produced a new screen, cut from laminated car glass, for less than £25.
I'm planning a treasure hunt for Sunday 9th September, with special prizes for those competing in a Sidevalve - details from me. The Group trip to the Abingdon All Ford Rally on Sunday 30th September is on. I've booked the coach, a restored **1929 Dennis 28 seater**, so if you haven't already paid your deposit, then contact me immediately on 0473-780818 (6pm-8pm) cost of trip £12 per person, non members welcome.

Steve Minns

SOUTHAM GROUP

At the last meeting we had another new sidevalver who is looking for a car - Joy and David Bartholomew. We attended the Banbury Steam Fair, regrettably the same day as the National Rally (sorry Teresa); and we will have attended Hollowell by the time you read this. We have a close association with the NOSTALGIA CAR CLUB of Coventry and will be at the Stratford Meet on 21/22nd July. Last year I tried to set up an official Ford Sidevalve stand at the Town and Country Festival. This is held during the August Bank Holiday, so please lets see more Sidevalves there this year. It's not possible to have a stand, but is a show worth attending. We will be there on the Nostalgia Car Club Stand.
We still want more Sidevalvers to join us at the Crown 1st Thursday of the month, and Sunday Lunch at the Great Western once a month, children welcome. (Please ring me if you are coming to the Great Western I will confirm that month's date.)

David Aston

SHROPSHIRE AREA

The success of the Manchester Treasure Hunt has inspired us to organise our own Treasure Hunt on Sunday 16th September to which everyone is invited. We will be meeting in the car park of Whittington Castle at 11.00 am. The entrance to the car park is directly opposite the A495 from Ellesmere at its junction with the old A5 road in Whittington. Whittington is about 3 miles east of Oswestry in North Shropshire. This interesting area is ideally suited for all members living in North Wales, Merseyside, Manchester and the West Midlands and provides ample photo opportunities for aspiring competition winners. (I always wanted to be an Estate Agent). If you would like to order an evening meal then please contact Malcolm or Michelle Whyton on 069 188 529, preferably giving a weeks notice to give us some idea of numbers.

See you there! John Westhead

MERSEYSIDE GROUP NEWS

The group's September meeting will be at the Brooke Hotel, Crosby, but in the following months we are going to be trying a few new venues in different parts of our area. The October meeting will probably be in the St. Helen's area, several of our group have generously agreed to spend their free time in testing suitable hostelries!
Please note my new telephone number is 051-523-1608, and if you are thinking of coming along don't hesitate to phone, you never know we might be in the pub around the corner.

Mark Prescott

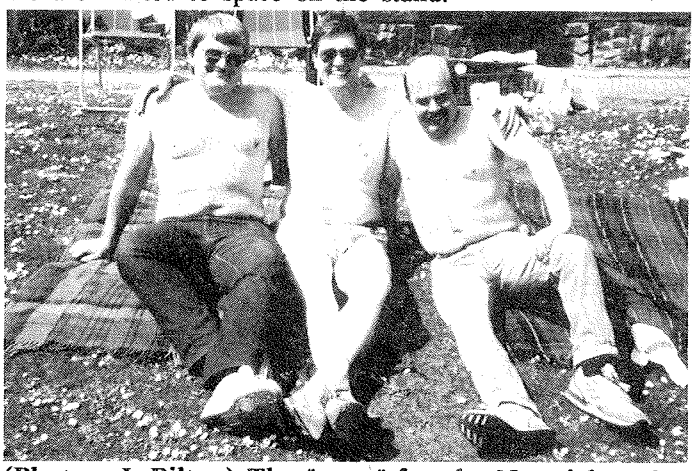
HAMPSHIRE GROUP NEWS

Our May meeting took place at the new venue at the Cricketers in Fair Oak village square and all were in agreement that it was a good place to hold future meetings as we had it almost entirely to ourselves, which made it much easier to hold a conversation. It is also within walking distance for yours truly so it looks as if future meetings will be held there. Our June meeting was held at the Wood residence where we had a bar-b-que, our compliments to the 'chef' Steve and our thanks to Sylvia and Ken for providing the delicious salads and gateau. It was much appreciated by Jean who had been living on hospital food up to 5pm that evening when she 'escaped'. (More details of what she was doing in hospital under events).
Our July meeting will be the skittles match and then we are back to meeting at the Cricketers in Fair Oak village square. Give me a ring if you want to come along.

Mick Crouch

TYNESIDE AREA

Now the season is under way, we are all looking forward to a great summer.
As we said in April's Sidevalve News, once again we have been asked to put on a stand at "The North East Classic Car Show", which is to be held during August at South Shields. Any other local member who has not been along to any of our local meetings and wishes to take part please contact us as soon as possible, as we need numbers because we are limited to space on the stand.



(Photo - J. Bilton) The "crew" for the Norwich Union Classic, as Joh says "It's enough to frighten the bairns!"

During May we entered the "Norwich Union Classic", and I am proud to say we made it, with time to spare! Although we thought the route from Harewood House was a bit rough for old vehicles with 'rod brakes', as we seemed to go down and up all the B and C roads and hills in the Peak District. We completed the event in Ron Topping's 1934 model Y which did not miss a beat all day, we even managed to be first at 2 of the check points and it was 4 hours before we lost the lead to a Jaguar XK120 while we stopped for a coffee! At Chatsworth House we met 2 members who had come over from Ireland in a 100E to take part in the event. On arriving at the finish at Donnington Park, we were allowed to drive around the race track, which must have seemed funny to all those watching to see 3 nuts duelling for the inside line with XK and E type Jags and Astons etc. The only black spot on a great weekend was yours truly taken ill and having to go to the medical centre by ambulance (who said we did not get our money's worth!). In total we travelled over 500 miles without any problems, who said old cars were unreliable!

John Bilton

OUTER LONDON (WEST) BRANCH NEWS

First of all, I would like to welcome Eileen and Arthur Bowerbank and their trusty blue 100E Popular to the branch. Recruited on the Isle of Wight trip, they have

regularly participated in branch events ever since.
We have been very busy over the past couple of months. I had no difficulty rustling up volunteers for the Classic Ford Rally staged by Perrys (Harrow Weald branch), main Ford dealers, on 16 June. We were responsible for providing 6 cars, including Derek's Mark II Zodiac, plus John Hampton's 'Y' 5 cwt van, which was awarded second place out of 40-odd entries in the concours.

(Photo - J. Howe) Special deals on Prefects at Perrys, Harrow!

All the entries, which ranged from a 1921 Model T to a 1980 Capri 3.0 litre, drove in a convoy from Harrow Weald to Whipsnade Zoo and back - quite an experience and easily the longest I have driven in (discounting motorway hold-ups!). We were treated to free admission to the zoo and a lavish barbeque as well as a decent plaque for our efforts. Our thanks to Perrys for hosting such a fab event.
4 cars from the branch attended the National Sidevalve day, and 3 made the arduous return trip to Hollowell Steam rally on 8 July without mishap. Much longer convoys are expected for Southern Sidevalve Day on 15 July and the All Ford Rally at Abingdon on 30 September. Our branch is also organising the Sussex Fun Run on 23 September. Why not join us?
Incidentally, Derek has now acquired a C type 2-door saloon (very rare), so can be truly called a Sidevalver now! Finally, congratulations to Peter Triggs on winning the "Best 100E Prefect" award at N.S.D., and our grateful thanks to Ian, Jean, Bob, Olive, Brian and the rest of the crew on the Isle of Wight for making it such a marvellous week. We look forward to the video in due course!

Bill Ballard

OXON & BUCKS RAMBLINGS

With National out of the way, thoughts return again to the all important question of whether to have apple pie at the pub meet or not! An amazing 4 uprights crawled out of the woodwork at the July meet, as well as a Dellow, driven by a new member, Pete, who seemed to fit in well - he held his own when talk turned to Land Rovers, and even had some bits to sell!
One of our 'on the road' owners, Bob, will sadly soon be leaving us - he was only with us whilst the M40 extension was being built, and he's now finished his part in it. Colin keeps coming to the meets, and we've seen the photos, but no sightings of his car in the flesh yet! Dave bombs everywhere in his trusty sidevalve, as does Mark. Stuart's having vaporisation problems, and Ray and Mick seem to be quietly unaffected by it all! The general opinion here concerning Martin is that he will never have time to get a sidevalve on the road, he's pre-destined to supply the rest of us with bits for ever !
We're going on a trip to the seaside in a couple of weeks - hopefully we won't be swimming in the pouring rain like last year, and Ernie's back axle will now be much quieter - a full inspection has revealed the trouble to be the pin that goes through the prop shaft - it was in half and rattling around a lot. So endeth what is hopefully the LAST instalment of the back axle epic! We will be out in force at the All Ford Rally, so see you all there?!

Teresa Butler

COVENTRY GROUP

Sorry it's been a while since out last report, but the Coventry Group have not been idle. In fact we recently heard the call of the sea and entered a local charity raft race. A boat was hastily constructed and promptly sank without trace. A mark II version however proved to be a sturdy craft, and after extensive sea trials was declared safe to sit on!

(Photo - B. White) The mark II version doesn't look too safe either!

We fielded a 6 man crew and during the 7 mile race they manhandled the raft over 3 weirs on the River Avon. The crew faced terrible hardship during the race. This was mainly due to being totally unfit (sorry lads). Even the spectators worked hard as we raced around in our cars from one vantage point to another. We raised over £200 pounds for charity, not bad for a first attempt. There is talk of an all ladies crew next time out!! Anyone out there fancy a challenge race? (*Perhaps someone should ask the editor about his raft racing exploits - especially the bit*

about the suspenders and stockings!! - Lynne)
Let the record show the Coventry Group as the seafaring branch of the F.S.O.C. Of course, we are still into sidevalves, and by the end of the rally season will have probably attended more shows than in any other year. All are welcome to join our monthly meets at the Queen's Head in Meriden. We are always looking for new blood. All you need is a sidevalve, a life-jacket is optional!

Barry White

MANCHESTER BRANCH NEWS

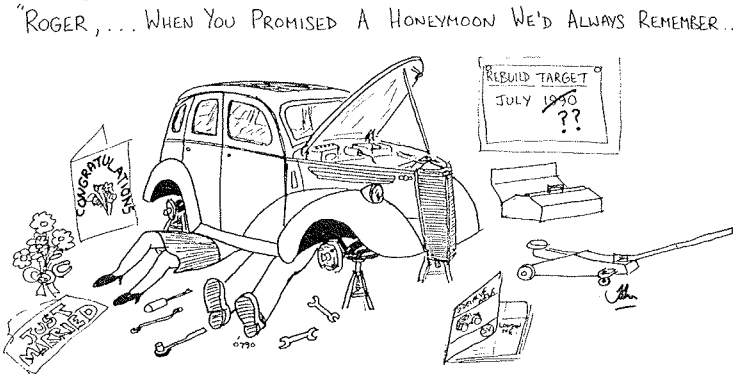
(Photo - K. Devine) An impressive line up at Oulton Park.

Hello again. Lots to report this month as the rally season takes off. Our first event was Oulton Park on 12/13 May. On the Saturday 6 S.V. attended and 12 on the Sunday. The weather was good on both days as was the turnout. At Lyndhurst on the 20th May the weather was overcast and cold but the support was tremendous, 19 SVs attended and there was no doubt that our display was prominent at the event. Move over Tame Valley. 3 prizes were won by our stand. Furthest travelled Bill Ballard with his 107E. Best light Commercial PB Morgan from Pickering with a 100E van VFR 182 and the best sidevalve was Kath Devine's 1936 CX ADM 182. A report and photos on N.W. Sidevalve Day can be found in the Events Roundup.
We would like to extend our thanks to all the sidevalvers who took the time and trouble to attend all of the above events especially members outside of Manchester branch.
Finally 'World Cup' fever attacked the manager of the pub where we hold our monthly meetings. we arrived at the last meeting to find the place shut. Apparently the relief manager had done a bunk. Actually according to Margaret he was spotted in the crowd watching the England v west Germany match. We have been assured that the pub is now opened under new management.

All for now, take care, Harry Wheeldon

LONDON, NORTH EAST

With summer now well and truly under way, those of us with sidevalves on the road have been doing the rounds of local rallies. The end of May brought the usual clash of different events with some of our group attending the Enfield Pageant and successfully recruiting new members to the club, and the London NE group.
'Ujeen' and I missed Enfield as usual, due to our biannual pilgrimage to the Isle of Wight. 'Ujeen' liked it there so much he nearly didn't come home with gearbox troubles causing our holiday to be that little bit more interesting!
3 of us (and Bill Ballard) visited the Southend rally, Mick Williams winning the Commercial prize with his E83W pickup. Another prize winner was Tony (Newtondrive) Lloyd, who won second best 100E Anglia at National Sidevalve. 'Ujeen' went clutchless himself depositing all the fluid in the footwell the night before!
Our meetings at the Plough continue to bring new faces. We've recently welcomed Chris Toole, Robin Radford, Steven McGregor, John Parr, Joan Morton and Peter Sloper, bringing us 4 more 103Es, a sick (but we're getting it fixed!) 100E Pop, and a lovely E494C respectively. At this rate I can see a separate 103E group being formed - we've now got 9 - well 8 and a half when Tony chops the roof off of his..
In August we were meeting at my house for Ox and Bucks style grub - sorry if you went to the Plough - we'll be back in September.



In July Roger and Janice were married, and no, the E93A wasn't ready, but congratulations anyway!
Sorry to have rambled on so, maybe Paul will chop out the bits about Ujeen's misfortunes to save some space!

John Howe

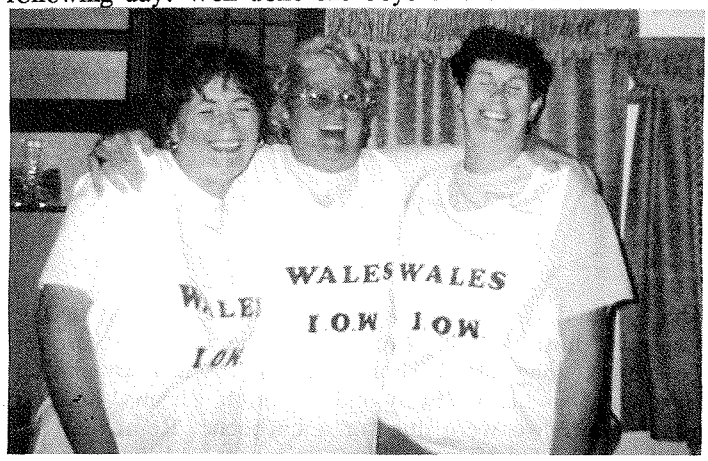
NORTH LONDON GROUP REPORT

At the time of writing there have been some beautifully sunny days, and I hope the fine weather has encouraged a few more sidevalves and their owners to venture on the roads. I recently found myself following a black E494A Anglia, reg SPH 257 up the Kilburn High road and almost out as far as Elstree on the A5, before giving up the chase. Is the owner a club member I wonder, and if he should read this, perhaps he could give me a ring and identify himself. One of our regulars at clubnight, John Perren, took his recently restored and gleaming yellow 100E Popular to the Isle of Wight camping week and returned with an early 3-bar grille Thames van fitted with a side window conversion from new. It was discovered in a garage belonging to its eccentric owner when one of the camping party went in search of a replacement gearbox. The van contained the proverbial 'van' load of spares, many of them new, and the ageing owner, who felt he was no longer quite fit enough to maintain it, sold the lot to John for £400. Can't be bad! John plans to do a light restoration job on it and use it to advertise his building business. John is also restoring a 100E Prefect for his wife. Even so, she commented, "don't let anymore follow you home." The next 2 club nights are on September 2nd and October 7th.

Hope to see you there. Chris Drinkwater

SOUTH WALES

TAKE NOTE Come on all you sidevalvers who are apprehensive about using your restored or cherished sidevalves. They are more than capable of making long journeys and just as reliable if not more than today's modern motor car? The main point we are trying to make is that all you sidevalvers who contemplated the trip to the Isle of Wight but decided against it!! missed an excellent week. The Orchard Caravan Park comes highly recommended, and our thanks to Ian and Jean for the welcome and itinerary they provided throughout the week. There were a few hiccups on the island regarding breakdowns but I can assure you that when you're in good company the expertise comes into action and anything can be achieved from changing a gearbox!! to MOT, taxing and insuring a 100E Anglia that has stood in a garden on the Isle of Wight for 2 years and driven to South Wales the following day! Well done the boys of the Ford Sidevalve.



(Photo - L. Evans) The undisputed champions of the rounders team after they had a few "rounds" themselves. Megan, Sandra & Myra.

Linden Evans

ISLE OF WIGHT AREA NEWS

The Spring Bank Holiday weekend saw 22 members' cars arriving on the Island to attend our Fun Weekend. There is a full report and photos under the Events Roundup, and we all hope you enjoyed yourselves.
Our meetings are now held on a regular basis so any Island members who have not been, come along to the Star at Wroxall and meet us.

Ian White

BRISTOL AREA

Since the June issue I have had a number of telephone calls regarding the Bristol Group and it would appear that our numbers are swelling with 'keen' members. We have had 2 social events since the last issue.
First we descended en mass to Bowood House and Grounds which included a large adventure playground. After a lot of fun, we all met back by our cars and had a picnic lunch (see photo) before going on to Lacock Village for afternoon tea. Lacock is a National Trust village with many old stone buildings with lots of Olde-Worlde character and well worth a visit. The weather started off cold and damp but by late P.M. was warm and sunny. Just right for our last stop of the day - THE PUB, whilst drinking a glass of ale in the evening sun we made plans for the next event.

(Photo - R. Stear) The Oxon & Bucks group now have serious competition in the grub stakes!

An event which we hope will grow (not just restricted to Fords) into an annual event - the North Devon Run. This year's North Devon Run was intended as a dress rehearsal for next years run, which incidentally will be held on the 3rd weekend in May 1991. Make a note! We decided on May because of several reasons:- 1) Holiday traffic is still light - 2) Weather and long evenings seem good in May - 3) It should not clash with too many other events - 4) It will be one of the first events of the new season and we will all want to take our cars for a bit of an airing after the winter and blow away the cobwebs.
We set off from just outside Weston-Super-Mare and stopped at Cricket Matherbie Farm/shop for coffee at about 11am (they are happy to reserve tables and parking for next year). We set off suitably refreshed and arrived at out next destination, Dunster village, for lunch. Dunster is a very old village with its own Castle, Water mill and is situated on the edge of Exmoor. The General Manager of the Castle Hotel made us very welcome and has agreed to not only reserve up to 20 spaces for us (parking is of a premium in Dunster so this is very generous) but also open up the garden rooms for us to use if raining. This will be for our exclusive use. We set off, again suitably refreshed driving across Exmoor until we arrived at our destination. Bodstone Barton just outside Combe Martin/Ilfracombe. This is a working farm, with a Farm Museum which includes Traction Engines and really old tractors, a Nature Trail and of course refreshments. Bodstone as you can probably guess by my enthusiasm is owned by some very good friends of mine, Rod and Rosemary Smith. All of whom are keen car and bike enthusiasts. They not only made us all welcome but also placed 2 half page adverts in their local paper inviting any other Vintage/Classic Car, Bike, Traction engine to come along. They organised a bar-b-q and live country dance band and dancing for us in the evening. We all left our cars safely parked and he even took us to our lodgings. They really made us most welcome and I would like to publicly thank them for all the time (and money) they put into making our weekend enjoyable. Rod and Rosemary have also offered to host the National Sidevalve rally. From my point of view, I must say Bodstone has everything to offer Mums, Dads and children of all ages and there is plenty to do if it is either wet or dry. Being in the middle of a tourist area all sorts of accommodation is available within 1 mile. The journey home was most enjoyable when Chris Hallet took us through the valley of the rocks with the most spectacular views of the North Devon coast line. Thanks Chris.

Please note, the meeting time at the Fox is now changed to 8.30pm. Happy spannering - Robert and Katrena Stear

MEMBER'S LETTERS

THANKS TO BILL & IAN

Dear Paul,
My girlfriend and I, together with our 10 month old son, recently attended the sidevalve weekend on the Isle of Wight, organised by Bill Ballard and Ian White.
We felt we had to write and thank everybody who was involved in making the weekend so enjoyable. It was the first event that we had attended and we were made very welcome, and had a most enjoyable time. It has wetted out appetite for "sidevalving", and we are currently planning our events calendar for the rest of the season.

Martin Lewis

ATTENDANCE AT EVENTS - DERBY GROUP?

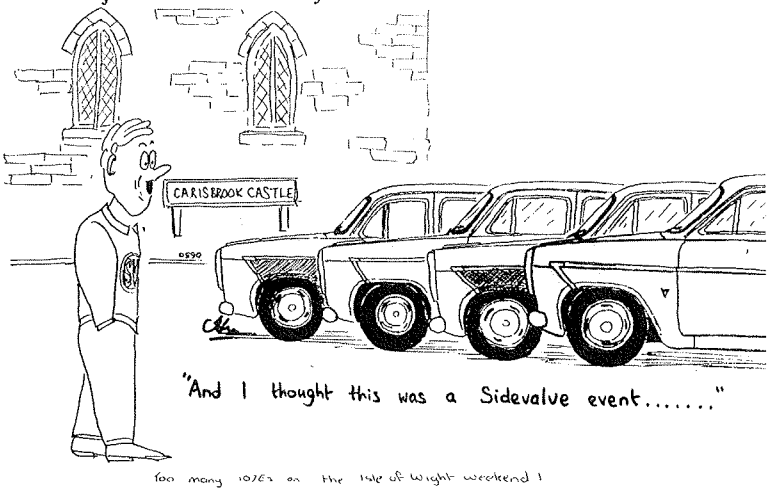
Dear Paul,
The AGM reported on events and why only small numbers of cars ever turn up for them. Mick Crouch said that probably the majority of membership is in the south and did not believe that the locations had any bearing as to how many cars attend. He is probably right that the majority are in the south but there are still, I'm sure, many people further up the country who find the events in the south a little difficult to attend in view of the time it would take to travel down. One exception I have noticed is the North west Sidevalve Day at Glossop, which I have unfortunately missed the closing date for this year.
The F.S.O.C. is a good group for all sidevalve owners, including the Model Y's but I think that the other club for Y types, the Y & C Register, of which I am also a member, seem to hold more events around the country, rather than just in the south. Hence they appear to get quite a good turn out from a much smaller number of members, only having Y and C models rather than the whole variety of sidevalves. Both are excellent clubs, but perhaps the Y & C Register has the answer in holding a few more events in other areas. I do appreciate though that it is very difficult for organisers, who have an impossible task trying to please all of the people all of the time. Another point to consider, do any clubs get a really large turn out to events, whether sidevalves, Y & C's, Wolseleys etc.?
I note that in the latest magazine there is now no mention of the Nottingham & District Group. Has this folded, or was it an accidental omission from the list? If the former then what about a local group based in Derby - I should be quite willing to set the ball rolling if other members are interested. I don't know how many Model Y's like mine are in the area, but I'm sure that there must be quite a few sidevalves of all kinds that would make up a Group. Obviously if Notts and District is still going I don't want to tread on any toes!!
Lastly congratulations on the magazine, I think it is both interesting and well produced and I particularly like the period photographs you manage to find.

Mark Slack - Derby 0322 43942

I'll take the credit for the production, the period photos keep turning up from various enthusiastic members - Paul

REVENGE IS SWEET!!!!

Dear Paul,
I expect you will be getting a fair bit of material from the Isle of Wight event, but I suppose I ought to come clean over Ujeen's "big breakdown"! The week was going wonderfully, fantastic weather, and good fun runs and group visits. There was a good turn out of cars including several 107Es and I found several 107E cartoons spring to mind as I gently "wound up" their owners by remarking that this was supposed to be a **sidevalve** event! I also mentioned that Ujeen was extremely reliable.....



The next day, engaging second gear after negotiating Ventnor's horrible hills, a circlip on the mainshaft broke! To cut a long story short, I was rescued by Philip Hardwicke in his 107E(!!) and towed to Brian Vaughn's house where we were due for a barbecue. Removing the gearbox provided after meal entertainment and the next day found Bill Ballard transporting me and 'box to Bob Stay's premises. An optimistic visit to the Ford dealers proved hopeless and Ian White made a dozen or so phone calls before finding a gearbox for sale. I decided to remove the necessary clip to use in my box, rather than risk an unknown box - it also had an overdrive attached to it which rather complicated matters!
Bob reassembled my 'box and Andrew Carter and I installed it in Ujeen the following day, and once I'd overcome a psychological dread of second gear, all was well! Many thanks to all involved, and, wouldn't a cut down 107E make a good garage truck!

John Howe

(Photo - J. Howe) John was hoping we might not have room for the details, but his public would never forgive me if I did not publish the story..... - Paul!

(Photo - K. Wilcox)

FROM SCRAP TO GOLD

Dear Paul,
We have all heard of taking coals to Newcastle, but accompanying my husband some 128 miles from Wakefield to Norfolk, to pick up what in my eyes was scrap metal, in the midst of winter snow and ice, seemed stupid and futile. Now, after a good 2 years hard labour the lump of scrap has been transformed into its former glory, an immaculately presented 1957 E83W Fordson pick-up.
So any wives or girlfriends out there, don't scorn when your other half arrives with a heap of scrap, for you too could benefit from the fruits of his labour; as many weekends are now taken up attending vintage vehicle rallies, it's a whole new world out there. To my husband, what was scrap in my eyes is now worth its weight in gold.

Mrs K. Wilcox

PREFECT 0VF 961

Dear Paul,
I am in the process of restoring the above vehicle. With the kind help of Mr. David Burgess-Wise I have been able to obtain the original registration number of the E493A. The colour is Bristol Fawn, and it was originally supplied by J.J. Wright & Sons of Dereham, Norfolk in 1953. The chassis number is C734045.
I purchased the car in 1989 from a local garage where it had stood for some time. I am anxious to trace any previous owners or information about the vehicles history.

Paul Brown, 33A March Rd, Wimblington, Cambs

IN DEFENCE OF THE COMMITTEE

Dear Paul,
Yet again I read from Shirley's AGM minutes of the few noisome members who make committee life an ordeal.
I have spent the last 12 months in contact with Martin Howard, and I must say that he provides an excellent service. The longest I had to wait was 10 days from posting the order. I cannot see that as being unresponsive! I have also written to John Charlton, with SAE, and had a reply within 6 days from posting. I get very exasperated when the committee of my Club get hassle from a few obnoxious members. The committee do a great job and need support not abuse.
Thank you and keep up the much appreciated work.

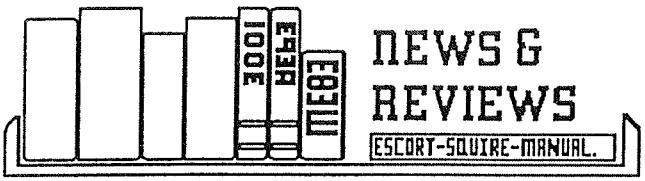
Stephen Hill

On behalf of the rest of the committee, thanks.. Paul

Sidevalve Generator - more details

Dear Paul,
Regarding the sidevalve generator shown on page 30 in June's issue, I have not seen or heard of any stationary equipment being made by Mercury Truck and Tractor Co Ltd. The radiator shown is as fitted to most of the small trucks and tugs fitted with the Ford sidevalve engine made between about 1930 and the early 50's. My tug has the same shape radiator, but with different badging, which I have not seen on any other M.T. & T. vehicle. The Mercury Truck & Tractor Co. started in 1920, was bought by Dennis Brothers Limited of Guildford in 1964, and then bought by Reliance Trucks of Halifax in 1972, to form Reliance-Mercury.

V. Potter



SIDEVALVES IN MUSEUMS

Glasgow Museum of Transport

(Photo - R. Traynor) Glasgow Museum of Transport.

In response to my museum sidevalve guide (June page 7), Robert Traynor from East Kilbride sent me a photograph of the 103E Popular (with chrome hubcaps) that is on display at the Glasgow Museum of Transport, Kelvin Hall, Glasgow, tel: 041 357 3929. The museum contains cars, buses, trams and a typical Glasgow street scene of the 1930's. It is a great day out for all the family, and admission is free.

Additional information is now known on another two article published in June -

Dargate Motor Museum

The owner died before the museum moved to Lincolnshire and his collection was auctioned. Is the new owner of CTV 188, the 1936 Model C tourer known?

Planet Moves to Dover Transport Museum

The Planet locomotive that has resided at Drusillas Zoo Park for many years has moved. Within the last few weeks it has been moved to the Dover Transport Museum, Dover, Kent, where it will be restored to running condition. I have been promised an article on its new life.

Andy Main

CONDOLENCES

News has just reached me of the sudden death of Barbara Hamilton over the weekend of 14/15 July due to a heart attack. Barbara, who always accompanied husband David and the girls, in their blue 103E Popular, attending events from the Isle of Wight to N.W. Sidevalve Day, and I'm sure that all of those who have had the pleasure of her company over the years will join me in giving our sincerest condolences to her family at this time of greatest sadness.

We shall miss her wit! Bill Ballard

CLUB NOTICE BOARD

IS YOUR CAR REGISTERED?

In the centre of this issue is a vehicle registration form, you will have seen these before and probably done the same as me, put it to one side with the intention of *filling it when....?* Well, we have included it in this issue as a gentle reminder for two reasons. Firstly, Tony Fox and Philip Hardwicke took over registers where the details were either incomplete or out of date. So even if you registered your 100E or 107E a few years ago, please fill in the form. Secondly, both Yvon and Andy feel there are a lot, of cars out there of which they know nothing. As far as Yvon goes, I'm guilty, and if you read Andy's comments you'll find he spent all day parked next to a beautiful 103E before he found out it was not registered!
The Registrar's addresses are inside the front cover, so please fill in the form and send it off. If you have registered in the past then you could always use the form to pass on the latest state of your vehicle - it would stop Andy and Yvon publishing photos of stripped chassis and asking if any progress has been made? We need to know how many vehicles of each type, and their condition, to allows us to plan the production and acquisition of spares. So don't moan that we don't do enough for your model, if we only believe there are a handful left and can't justify remanufacturing costs because you haven't registered!

Paul

REMANUFACTURED SPARES

Latest remanufactured spares for the 103E Popular are now in stock, bonnet spoon Ford Popular badge and internal door handles. the internal door handle is also correct for other upright models, details from Martin Howard.

Andy Main

EVENT CO-ORDINATOR'S REPORT

Having recently taken over the post of Events Co-ordinator from Teresa Butler, I would like to begin by thanking Teresa and her husband John for their efforts over the last couple of years. It can be a thankless task at times and they have put on some good events, particularly SSD at Eton Wick a few years back.
Those of you who have had experience of organising events will know that the behind the scenes planning and work on an event can take up to a year or more to organise, so I would like to get cracking on 1991's straight away. By popular request, the "long weekend" is likely to be held over Whitsuntide again, and it looks like we will be crossing the Severn Bridge to the land of daffodils and dragons next year. Linden Evans and his merry band of helpers have kindly offered to host the event. We are currently looking for a campsite which has caravans available for hire and B&B accommodation nearby, to cater for everybody's needs. More news on this event next mag.
Other than those vents listed in the last mag., I am only aware of one new event at this stage - the Sussex Fun Run on 23rd September. The south London branches are organising this event, which will be run on similar lines to the Essex Fun Run held in 1989. It will start from a car park in South London and traverse some quiet country

lanes and beautiful countryside to terminate at the English Heritage Centre near Steyning (hopefully). Please ring me on 081 391 2836 immediately for further details.
If you would like to organise, or have any suggestions for, a Club event, or a Club stand at an event (indoors or outdoors), please let me know ASAP. I am currently looking for volunteers to organise Club stands at the major indoor classic car shows in 1991, in particular those at Brighton, Bristol, the N.E.C. and Wembley. Are you interested? Then ring me now!

Bill Ballard

PHOTO COMP - LAST REMINDER

I am aware that many of you have been attempting to take what could be the winning photograph this summer, but only 5 members have sent in entries to date. Remember there are prizes of £15, £10 and £5 of gift vouchers for the best 3 entries submitted to me by 15.10.90. Colour slides (any size), and colour or black/white prints (minimum size 6" x 4") will be accepted, but entrants should be aware that it is my intention to keep some entries for publicity purposes, and if you want them returned to you, you should enclose an SAE.
The competition is to be judged by a qualified non-member, so even committee members can enter! hope to hear from you soon!

Bill Ballard

FROM THE GENERAL SECRETARY

Many thanks to those members that attended the National Sidevalve weekend on June the 24th and 25th. It was a pity that the weather wasn't better, but it didn't rain too much! Thanks also to the lads from Hull who provided the evening entertainment for those in the marquee on the Saturday evening although I don't think that they planned it that way.

Can I remind members that there will be an **upright spares day on Saturday the 29th September** at Steventon Village Hall. The doors will be open from 10am to 3pm. No 100E spares or regalia (except for the upright manuals) will be available. The spares day is prior to the Abingdon All Ford Rally on Sunday the 30th September where the Club will once again have a Club stand, so please come and see us if you are attending the event.

There are a number of other issues to report on in this issue of the magazine and they follow.

Purchase of Land by the Club

Some members are probably aware of a report that appeared in one of the motoring magazines about the Club purchasing some land. For a number of years (in fact before I became General Secretary!) the Committee have been discussing the possibility of purchasing some premises as a permanent headquarters for the Club and had agreed that if premises were available and the Club could afford them then every effort should be made to secure a headquarters for the Club. Early this year, some land became available in the Abingdon area for a reasonable amount of money. The Committee met to discuss whether or not it should consider purchasing the land and then building a purpose built headquarters in the future. It was decided that the Club could just afford the land, but that the possibility of planning, rates, etc. had to be investigated before any decision could be finally made. Martin Howard was charged with investigating the possibility of obtaining planning permission for building a Club headquarters on the land and other costs that would be incurred if this avenue was pursued. Martin spend 3 days of his holiday in planning offices, rates offices, transport offices, etc. and finally came away with the impression that he was not going to get a straight answer from any of these departments and therefore he recommended that as the Committee could not guarantee that it could build on the land that it did not continue with the purchase. The current state of affairs is that the Club are not investigating the purchase of any land or premises.

DVLC

Below is a report from the latest, summer, issue of the information sheet of the Federation of British Historic Vehicle Clubs. As you can see there is nothing to report at the moment, but as soon as the Club is informed of any new developments the membership will be informed via the magazine. In the meantime if any member is having problems with obtaining their registration number from Swansea then please contact the appopriate registrar as they should be able to help.

The latest news (4 June) from Swansea is that final details for the agreed change of policy in respect of the re-issue of 'lost' registrations are still being thrashed out. It is hoped that a formal announcement about the changes will be made shortly, but it now looks likely that the application forms will not be made available before August, while the actual date for implementation of the new policy will not be until September to avoid the rush for "H" registrations. We understand that only applications in respect of complete vehicles ready for the road will be considered. DVLA will be relying on Clubs to examine applications submitted to them to ensure that they are genuine before sending them to DVLC. In many cases, the Club may want to make a physical inspection of the vehicle concerned, although this might not be necessary where there is clear evidence of the vehicles's authenticity. Not all Clubs are being nominated to deal with these applications, but the exact details of what is to be expected of those taking part in the scheme have yet to be established. When these are known, we will circulate subscriber organisations to discover whether or not they are willing, and able to participate. Some of the car clubs will already have received a letter from the RAC making initial enquiries on this topic.

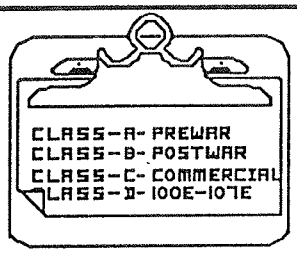
Sale of Spares to the USA and Canada

During last year the Committee had to suspend the sale of spares to the USA and Canada due to the fact that our insurance company would not cover us for the sale of spares to those countries. Since then, I and the Club's insurance broker have investigated a number of ways of obtaining cover for the sale of spares to these countries. One of our Canadian members has also been investigating whether one of his companies could act as an agent for the Club in this matter, but this did not prove to be feasible, but many thanks to him for trying. Finally the insurance brokers managed to obtain a quotation for insurance cover for the sale of engine parts only to the USA and Canada but the cost of the insurance was £3,000 and the Club would be liable to an excess of £.1,000. The cost of the Club's insurance policy covering the UK and the rest of the

world is £775.83 for the current year. The Committee discussed whether it was feasible to pay out an additional £2,200 to obtain cover for the sale of only engine parts to 27 members in the USA and Canada and came to the conclusion that they could not justify the additional cost. Therefore I am sorry to report that the suspension of the sale of spares to the USA and Canada remains. I should remind members that this ban also applies to the sale of spares to those members who intend to export the parts to those countries as parts or fitted to a vehicle. The Club will continue to pursue this matter and hope that our members in the USA and Canada will continue to remain members in the meantime.

Shirley Wood

EVENTS ROUNDUP



NATIONAL RALLY REPORT

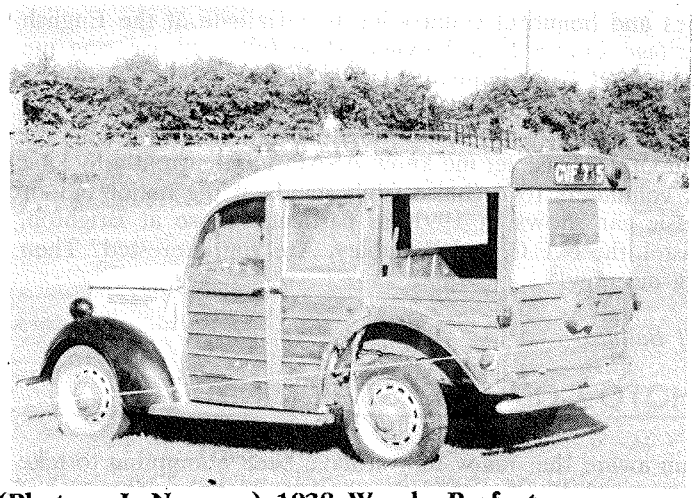
A very disappointing turn out, with only 57 cars there on the Sunday, and a mere dozen on Saturday (mostly C'ttee members) although Les Manton made up for all the missing members with his rendition of 'I am a cider drinker'in the marquee on Saturday night! The winners were :

Best 107E Prefect	: A Richards
Best 100E Prefect	: Peter Triggs
Best 100E Anglia	: Tony Fox
Best 100E Popular	: Tony Saunders
Best Commercial	: David Sheldon
Best Special	: Mark Taylor
Best Pre-war	: A Chettle
Best 103E Popular	: A Woodhouse
Best Post-war Anglia	: Graham Daniels

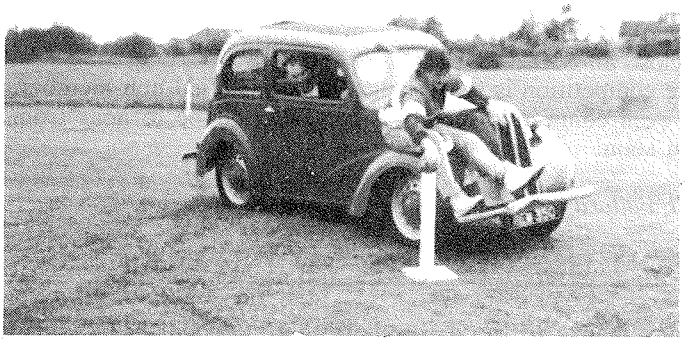
Graham Bundy won the Men's 'Hurl a Hub Cap', and Jenny Thake the Ladies, with a tie between John and Mark Chettle for the kids prize.
The Men's driving test was won by Les Manton - his passenger sat on the wing of his upright, cuddling the headlight in order to reach the balls more easily! I held on to the Ladies title.
Most interesting vehicle for me was the 1938 Prefect Woody that was trailered to the show by George Hodge - not yet fully restored and so all the more pleasing to see there.
My thanks to the usual band of merry men without whom...! Most noticeably the Hamshire mob, who worked bloody hard all weekend, as well as Shirley Wood and Martin Howard, our Chairman himself- Jim Norman, and my hubby John.

It was a bit depressing for me that my last event had such a poor turn out - but it confirmed I've made the right decision in resigning, so thanks for convincing me !
Despite the despondent note to this report, it was good to see the old familiar faces, and catch up on the news, as well as making some new acquaintances. Now I can sit back and just turn up at the shows without all the hard work - bliss !!

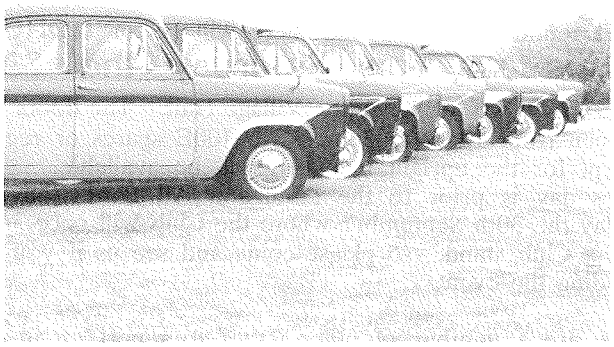
Teresa Butler



(Photo - J. Norman) 1938 Woody Prefect



(Photo - J. Howe) "Please..... don't slam the brakes on like that!!!!!!!!



(Photo - J. Norman) More dog's legs than Crufts! The line up of 107Es at the national

ISLE OF WIGHT FUN WEEKEND

The Spring Bank Holiday weekend saw 22 members' cars arriving on the Island to attend our Fun Weekend. The majority stayed at the Orchards Camp Site at Newbridge in the West of the Island.

On the Sunday morning we met at Freshwater Bay where they were all issued with a booklet containing the 2 days routes. The Sunday route took the cars along a 48 mile trip around the West Wight on the smaller roads before eventually meeting up to drive in convoy into Carisbrooke Castle for the afternoon which with the blazing hot weather proved to be quite a popular venue. After leaving the castle at 4.30 pm we drove in convoy to Bob Stays garage where Bob and Olive together with members of the Vectis Historic Vehicle Club had laid on tea and cakes for everyone and Bob had put his collection of cars on display for us to look at. Although the Island Lada dealer, Bob is a Ford man at heart and owns several model Ts, a Y tourer, 103E and a couple of 100Es as well as other makes including a Steam Traction Engine. This gesture was much appreciated by all. Thank you Bob and Olive.

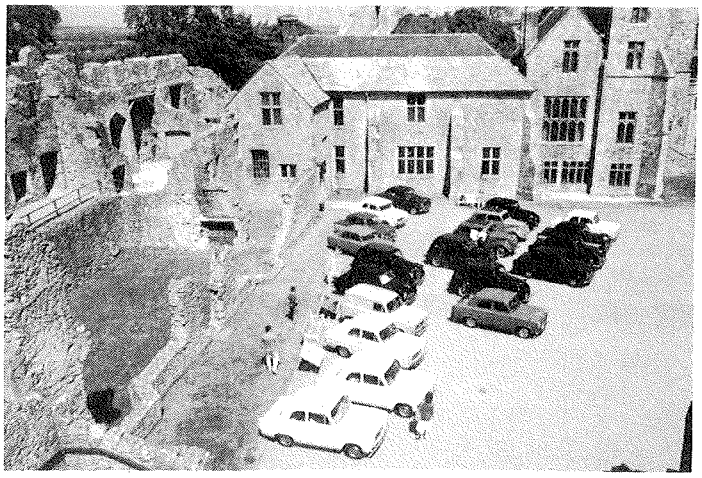
On Monday we met again in Freshwater Bay to do the second route around the East End of the Island and were joined by an old Talbot from the Vectis Historic Vehicle Club and Brian and Geoff White in their Zodiac, who joins in with us at our club meetings.

Apart from one small part of the route where we ended up with wall to wall sidevalves and an incident where Mike Mawbys Prefect was hit in the boot by a Capri at the last junction, all the cars ended up parked at Havenstreet Steam Railway for the afternoon. Evenings were spent at various ale houses of course.

On the Wednesday those who stayed on for the week joined us at Brian Vaughan's house for a bar-b-q. All the cars were parked in the garden - the music turned up and John Howe provided the entertainment doing a record breaking gearbox removal.

My thanks to all those who came across to support our venture and to the Island members who helped with the organisation. The videos are at present being copied and so should be with you soon if you asked for one - if not and you want a copy drop me a line.

Ian White



(Photo - I. White) Looking like Dinky toys in Carisbrook Castle

(Photo - J. Howe) This shot makes the road look wider than it was!

(Photo - J. Howe) The Anglia is going the WRONG way on the treasure hunt!

THAMES VALLEY AUTO SUNDAY 1st JULY

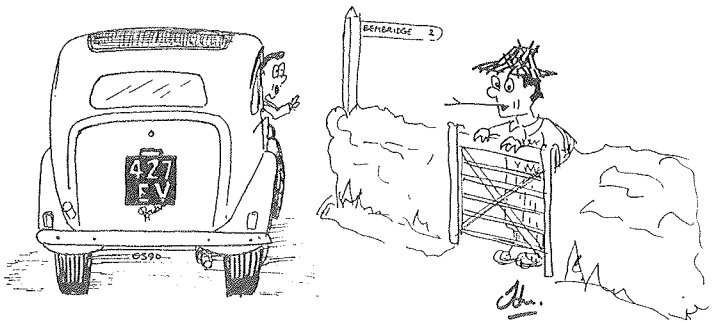
This was the first time we have had a Club stand at this event and it turned out to be a worthwhile exercise from the Club's point of view, as we managed to join up 7 new members and sell some regalia. We had 3 100Es and 4 uprights on display, as well as my cut-away chassis. We had lots of interest shown in the vehicles and even met some people who had never head of the F.S.O.C. but we quickly put that right and enroled them as new members.

Many thanks to all the owners of the vehicles which were displayed on the Club stand. One sad note, on the journey back to Hampshire, Graham and Jackie's Pop, Betsy, went sick with deep rumblings from under the bonnet. Graham nursed it home with great care only to find the dreaded big ends were shot - he blames Jackie for using it like a formula one car when she drove it to the National rally at Witney the previous weekend!

Mick Crouch

SIDEVALVER: "How do I get to Cowes in a Ford Pop?"

I.O.W. YOKEL: "Well I should start by putting your bootlid down."



NORTH WEST SIDEVALVE DAY

(Photo - K. Devine) Quite a cross section!

The heavens opened at N.W. Sidevalve day and we thought the worst, but despite the deluge 18 sidevalves attended plus Ken Devine's Fordson BB51 Ambulance. Despite the rain the day was a success and the winners are as follows:

Class A Pre-war	Kath Devine	ADM 182
Class C E83W	Ken Devine	GSU 478
Class E 100E	Tony Williamson	SUX 931
Class F 107E	Arnold Richards	GJM 188
Class P 103E	Les Manton	RFW 854
Class X non SV	Ken Devine	EMP 701
Furthest travelled	Bill Ballard	XYX 775
Show runner up	Kath Devine	ADM 182
Show winner	Arnold Richards	GJM 188

We would like to extend our thanks to all the sidevalvers who took the time and trouble to attend all of this event especially members outside of Manchester branch.

Harry Wheldon

HOLLOWEL STEAM

(Photo - P. Edwards) A very nice commercial, how about some details?

No official report, (shame on you Danny!!), but Lynne, Cara, Marc and I made it on the Sunday at long last. unfortunately it was a bit much for Marc, and we had to cut short our visit without seeing everyone or saying our goodbyes. Still Danny is a welcoming host, it's a nice show with a lot to see and do, and I now know why it is such a favourite.

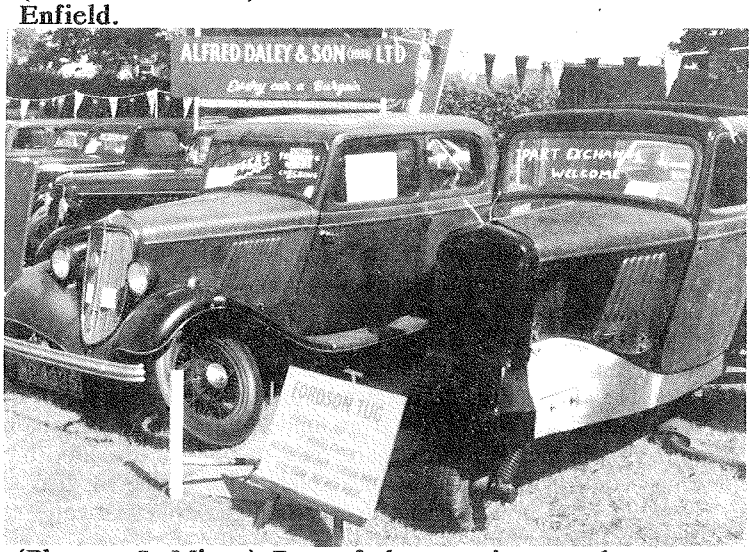
Paul Edwards

ENFIELD PAGEANT OF MOTORING

This event took place on May 26/27/28th, 1990, and for the fourth year running the "famous five" from Hampshire have organised a Club stand at this motoring event.
It is well worth a visit as there is plenty to see and lots of good autojumble, in fact it takes the whole weekend to see it all properly. It was good to meet up with old friends and to meet some new ones.
Once again we managed to enrol 10 new members and sell over £100's worth of regalia.
Over the 3 days we had a very good display of various sidevalve models - 18 vehicles altogether. Many thanks to all members who displayed their cars, it was much appreciated.
Our thanks go to Ken Baker, who came all 3 days in his 100E Anglia, for donating the books to the Club library.
Our journey home to Hampshire was all the more exciting due to the fact that we met up with the Swindon football supporters coming out of Wembley.
We were stuck in traffic for nearly an hour but luckily fuel evaporation did not affect us as the plucky little sidevalves kept going under the most horrendous circumstances.
Although it was a great weekend, we were all pleased to get safely back to Hampshire.

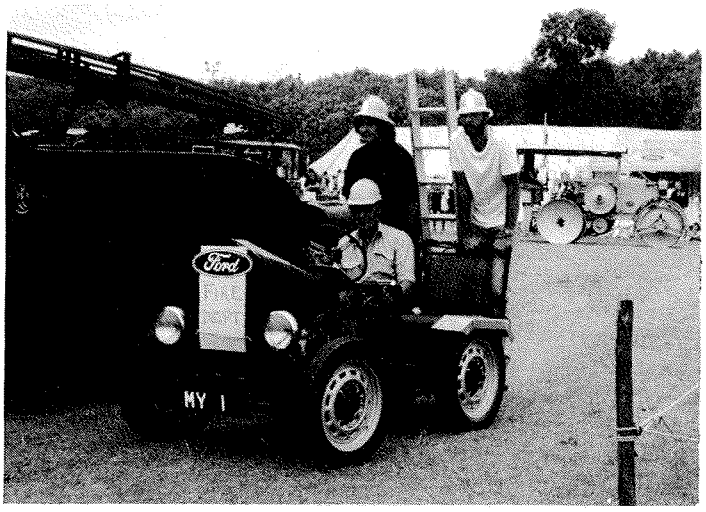
Mick Crouch

(Photo - S. Minns) A fine E83W on the Club stand at Enfield.



(Photo - S. Minns) Part of the amusing stand put on by our friends in the Y & C Register at Enfiled. If the owner of the tug is also an F.S.O.C. member, I'd love some details.

EASTLEIGH 90 - JUNE 16/17



(Photo - M. Crouch) If Jean should act her age, how come Mick's got the daft grin?

This 2 day event took place in the beautiful setting of Itchen Valley Country Park. We had our usual Club stand with a selection of 8 sidevalves on display and brilliant sunshine for the whole weekend. The show included many arena events and the highlight of the weekend was Sunday afternoon when Jean, Steve and myself drove into the arena on the "Bitser" which was disguised as a fire engine (see photo). We entered with the commercial vehicles behind the fire engines and as we approached the commentator in the middle of the arena I swerved in front of the leading fire engine aiming the fire extinguisher filled with water at the commentator - when Jean fell off the back of the Bitser, landed on her arm and broke wrist!! And that folks is how 'er indoors spent 3 days in hospital, had 6 weeks in plaster and has a metal plate in her wrist - I've told her she must start acting her age and stop acting the fool!
Many thanks to all those who helped pack up, as you can imagine it was all a bit chaotic under the circumstances. By the way Jean, next time you are rushed to hospital don't take the Transit keys with you in your hand bag - I didn't appreciate having to hitch hike to hospital to retrieve them.

Mick Couch

Note from 'er indoors - All is not lost as I am not as 'armless as you would believe - after all who do you think types this. No 'arm in trying I suppose.

Jean P.S. now for a commercial break!

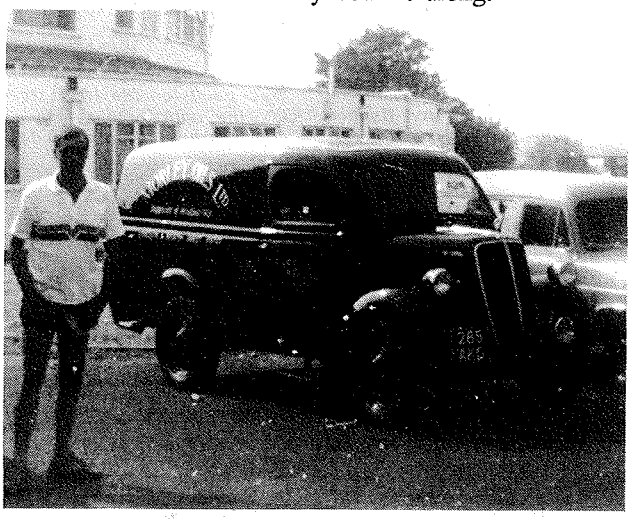
1990 H.C.V.S LONDON TO BRIGHTON

We entered the 1990 Historic Commercial Vehicle Society London to Brighton run in a 5 cwt 300E van, and travelled to Brighton on Saturday 5th May, a distance of 180 miles. It was a 3 day holiday weekend and we had decided to stay 2 nights in Brighton and enjoy a leisurely weekend. The Round Tables had a similar idea, so accommodation was very difficult to find!
At 5.45 am on the Sunday morning we left our Brighton hotel for the drive to London. A good decision for we had over 1.5 hours to enjoy the spectacle of 250 old commercials entered for the run - also at Crystal Palace Park (the starting point) were a good number of exhibits for the Wheels of Yesteryear rally being held in the adjacent area of the park.

After the start marshall had signed the route card, we were off. Off on the 1990 London - Brighton run, probably the premier Historic Commercial Vehicle Run of the year. We made reasonable time to the half way halt, a convenient site with all amenities close to Gatwick airport. It was at this stop we encountered a 1957 E83W van, 285 AKO, and an equally well turned out 1953 5 cwt van DEB 941. As we were leaving this area we were stopped by an enthusiast taking photos. He informed us that he had a "brother 300E van" and guess its colour too!
Extreme heat and very heavy traffic made the next 30 miles a 10 mph crawl, not helped by the 1926 Wallis and Stevens steam tractor also on the run! It completed the 57 mile journey in 9 hours using 5 cwts of coal and 400 gallons of water. Over the whole journey a great number of interesting vehicles of all types were to be seen on either side of the Brighton road, the A23, at one point there were 2 1951-ish Prefects.

(Photo - P. Brotheron) Brighton at last!

Brighton at last, it was just after 12.30 and we had been travelling for almost 4 hours. We met the blue E83W again at Madera Drive, where we both finished side by side. We didn't see the E494C again - perhaps it suffered severely from fuel vaporisation, as a great many vehicles on the run had this problem, including 7254 NX, our 300E, however we were able to successfully coax it along.

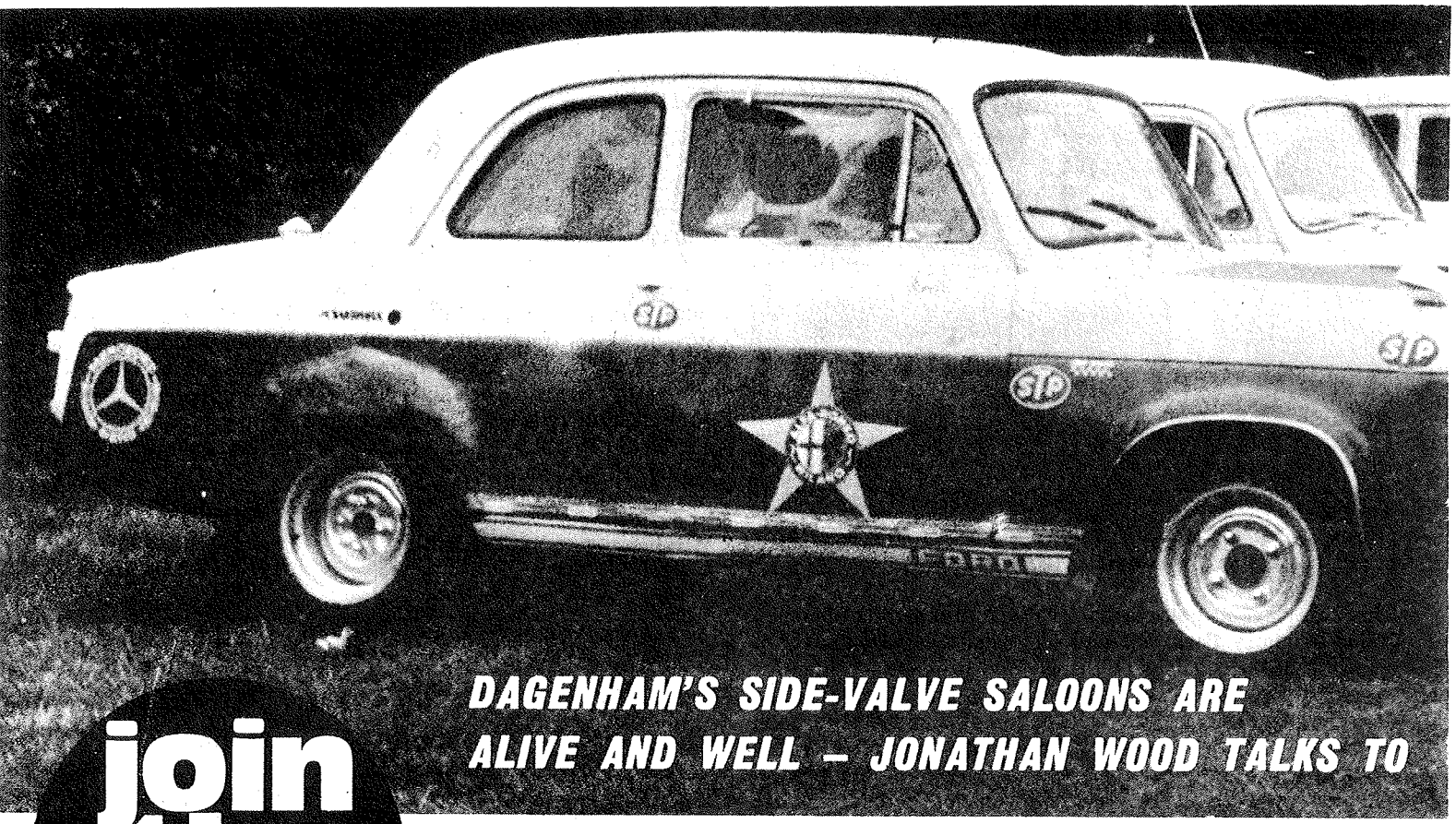


(Photo - P. Brotheron) Alongside the E83W again.

Back home on the Monday, and very pleased we were with the weekend too. We covered just over 480 miles with an average fuel consumption of 32 mpg. The 1990 run is just a memory now, but then there's 1991!!!!

Patrick Brotherton

Sent in by Dave Turner, and reproduced courtesy Car Mechanics, we look at an event from 1973!



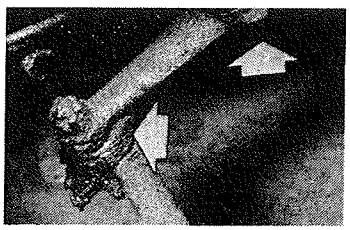
DAGENHAM'S SIDE-VALVE SALOONS ARE ALIVE AND WELL – JONATHAN WOOD TALKS TO

join the club

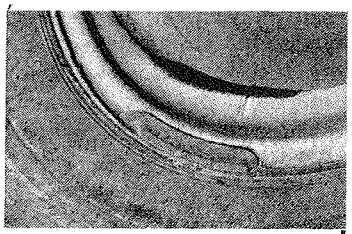
THOSE 100E

PRE-BUY CHECKPOINTS

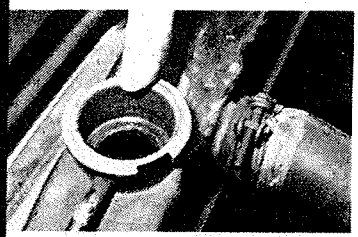
Front suspension is the traditional MacPherson strut variety. Bounce front of the car for a good test



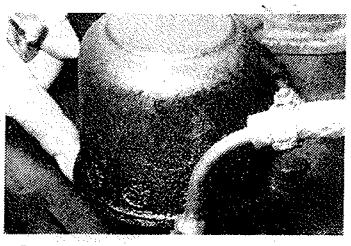
Wear points on the 100E steering. It's the joint between the drop arm and track rod and con rod to idler



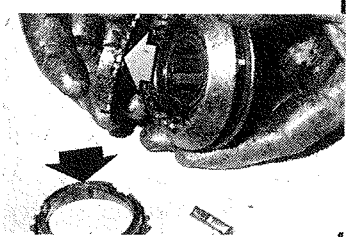
Any tendency for the wheels to wobble can be put right by having them balanced. Important point



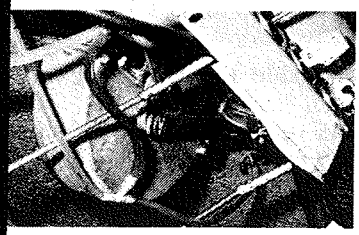
The 100E engine does run hot, so it's advisable to check the water level. Inch below cap is correct



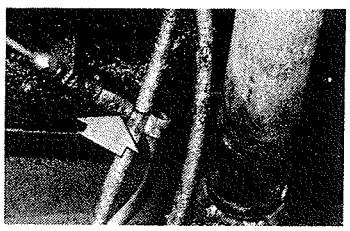
Crankcase pressure does tend to build up on the 100E. Check that the breather is clear and free



Jumping out of the hard working second gear is a fairly common 100E fault. Blame worn synchros



Going uphill in the rain can be a bit of a hazard on the Ford 'cos of these vacuum windscreen wipers



The handbrake cable tends to jump out of its clip, which doesn't aid braking. But it's easy to correct

Like many cars of its age, rusty sills are a bad point on the 100E. Look for signs of repair work

The middle of an Irish bog sounds an unlikely enough place for anyone to have a good idea. Yet it was in just this setting that Roger Palmer dreamed up the idea of an owner's club for 100E's.

"I was on holiday in Ireland in the middle of this bog with my 100E when I thought that the car really does have some quite good points, after all, it was the last side-valve car to be made in Britain, and a club for preserving them would be a good idea," Roger told me. That was back in September 1969, and on returning to his Twickenham home he wrote to all the motoring magazines he could think of suggesting forming a club, and asking 100E owners to get in touch.

Naturally enough he wrote to *Car Mechanics*, a letter which we duly published, so we can probably take some small credit for the formation of the club.

Roger received a staggering 400 to 500 letters in response to his original appeal. A meeting was subsequently held at The Popes Grotto pub, Twickenham, and a committee decided upon. The club's objectives are set out in the membership handbook "Side-valve for the Seventies" which is presented to each member. It states "the club has always aimed at giving members as much help

Spares List for all 100E and 107E Models - 1990

This price list supercedes any previous price list. Note that all prices now include postage and packing and VAT for UK members only. Overseas members should check the cost of postage with the spares secretary before ordering.

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.

Engine Parts

Decoke Gasket Set	£19.55	Core Plug	£1.15
Sump Gasket Set	£12.50	Engine Mount (Exchange)	£17.50
Early Top Hose	£6.50	Oil Filter	£2.00
Late Top Hose	£4.00	Air Filter Rubber	£4.00
Bottom Hose	£4.00	Valve Springs (per set)	£14.00
Spark Plug	£1.15	Manifold Gasket	£1.75
Valves Inlet (per set)	£14.00	Timing Chain	£8.75
Valves Exhaust (per set)	£14.00	Contact Set	£3.80
Petrol pump upper body	£8.00	Condenser	£5.50
Head Gasket (Brovex)	£5.75	Piston Rings	P.O.A.
Head Gasket	£9.50	Pistons	P.O.A.
Hot Spot Gasket	£1.75	Water Inlet Tube	£8.00
Tappet Cover Gasket	£2.30	Main Bearings	£23.00
Waterpump (exchange)	£29.50	Big End Bearings	£23.00
Fuel Pump Gasket	£1.75	Fuel Pump Repair Kit	£6.00
Radiator Cap	£4.50	Thermostat	£5.25
Oil Pressure Switch	£5.75	Distributor Cap	£5.75
Fan Belt	£4.60	Small End Bushes (per 4)	£23.00
Crankshaft Thrust Washers (per set)	£12.50		

Clutch

Pressure Plate (exchange)	£32.20	Flexi Hose	£12.65
Driven Plate (exchange)	£24.85	Release Bearing	£13.25
Slave Cylinder Repair Kit	£3.75	Master Cylinder	£48.30
Master Cylinder Repair Kit	£4.60	Slave Cylinder	£23.00

Gearbox

Front Oil Seal	£5.50	Main Shaft	£34.50
Rear Oil Seal	£5.50	Lay Gear	£34.50
Primary Shaft Bearing	£12.65	Mounting (exchange)	£15.00
Tailshaft Housing Gasket	£1.75	Main Shaft Bearing	£12.65

Propshaft

U.J. Repair Kit	£6.75

Rear Axle and Suspension

Pinion Seal	£5.50	Half Shaft Seal	£5.50
Rear Hub Seal	£5.50	Crown Wheel and Pinion	£26.50
Rear Shackle Bush	£2.00	Shock Absorber	£28.75
300E Shock Absorber Link	£4.60	Shock Absorber Rubbers (4)	£5.00

Steering and Front Suspension

Suspension Leg (exchange)	£37.50	Hub Seal	£5.50
Mount Bearings - per side	£22.75	Hub Bearing Outer	£6.50
Track Rod End - per side	£13.50	Hub Bearing Inner 1"	£9.20
Front Suspension Bush Kit	£25.00	T/C/A Repair Kit	£15.00
Hub Bearing Inner .983"	£20.70	Stud and Bush	£12.75

Brakes

Front Brake Shoes	£11.50	Rear Brake Shoes	£11.50
Wheel Cylinder - 1957 onwards	£9.00	Flexi Hose	£12.65
Brake Light Switch	£5.75	Handbrake Cable	£24.75
Adjuster Repair Kit - Front	£12.95	Front Shoe Return Spring	£3.50
Master Cylinder Repair Kit	£4.60	Master Cylinder	£48.30
Wheel Cylinder Repair Kit - 1957 onwards - per axle set			£6.50

Badges

Prefect Boot Script	£11.50	Anglia Bonnet	£11.50
Popular Boot Script	£11.50	Popular Bonnet	£11.50
Anglia Boot Script	11.50	Thames 300E Bonnet	£11.50
Deluxe Boot Script	11.50	Triangular Wing Motif	£11.50

Miscellaneous

Rear Side Window Rubber - 2 door - per side	£11.50	Front Screen Rubber - Deluxe only	£16.75
Rear Screen Rubber - Deluxe only	£16.75	100E Stainless Steel Exhaust	£75.50
Radiator Muff	£28.50	Exhaust Clamp	£2.75
Floor Grommets - per set	£3.50	Interior Door Handle	£5.00
Window Winder Handle	£5.00	Door Sill	£14.00
Wiper Blade Refill - per set	£6.75	Gear Lever Gaiter	£13.80
Voltage Regulator	£19.55	Speedo Cable	£13.25
Body Panels	P.O.A	Van Silencer (Mild Steel)	£6.00
Van Tail Pipe (Mild Steel)	£12.00	100E Tail Pipe (Mild Steel)	£9.50
100E Silencer (Mild Steel)	£15.00	Dimple Hub Cap	£15.00

107E Special Items

Rocker Cover Gasket	£2.30	Sump Gasket Set	£9.20
Decoke Gasket Set	£11.50	Conversion Gasket Set	£14.50
Manifold Gasket	£1.75	Fuel Pump Repair Kit	£6.00
Speedo Cable	£13.23	Top Radiator Hose	£4.00
Fan Belt	£2.50	Bottom Radiator Hose	£4.00
Waterpump	£11.50	Fan Blade	£2.30
Slave Cylinder	£23.00	Radiator Cap	£4.50
Distributor	£48.00	Silencer (Mild Steel)	£15.00
Tail Pipe (Mild Steel)	£9.50		
Stainless Steel Exhaust System	£94.50		

If the part you require is not listed it may be available, please telephone for further details.
Telephone number 0344 775850 **between 7pm and 9pm only.**

All cheques must be payable in **STERLING ON A LONDON BANK TO FORD SIDEVALVE OWNERS CLUB.**
Send cheque plus order to Tony Saunders, 19 Larkswood Drive, Crowthorne, Berkshire. RG11 6RH
Please use the order form provided.

Goods can only be collected by prior agreement with the Spares Secretary.

Order Form for 100E/107E Spares

Name ..... Membership No. ..... Date .....

Address .....

..... Post Code .....

Telephone No. ..... Model No. ..... Year .....

Description of Parts Required	Quantity	Cost per Item £ p	Total £ p

Other Parts Required

Total

Allow 28 days for delivery and if possible enclose a self addressed sticky label.
Overseas members please add extra for postage and packing.
Make cheques payable in Sterling on a London Bank to Ford Sidevalve Owners Club and send cheque plus order to:
Tony Saunders, 19 Larkswood Drive, Crowthorne, Berks. RG11 6RH

FORD FANATICS!

in running and preserving their cars as possible . . . we like our members to take an active part in the running and organisation of the club, if their time permits."

In addition to this there is an opportunity of getting cash discounts from motor factors who deal specifically with parts or products that can be used on the 100E. There is also a lively club magazine, called naturally enough, Side-valve, and a two monthly newsletter.

The main event of the year is the club's National Side-valve Day. The first one was held at the Twickenham Rugby ground when no less than 100 cars turned up.

Since March 1971 it has been decided to admit owners of all side valved Fords. Although the earlier Model T's and A's were catered for by their owner registers, the 100E Club realised that there was no organisation to look after the Y model Eight and E93A's. That is to say all Fords made from 1933 onwards, providing they're fitted with a side-valve engine. Like most rules there are always exceptions and in this case, it's the 107E. That's the model that was fitted with the 105E engine in the 100E, which, of course was an overhead valve engine. Also Ford side-valve engined Specials are catered for.

At present the club has around 250 members of which 50 own earlier cars.

Chairman Roger naturally used to run a 100E, but following an accident, the car has had to be written off. However, he's remained loyal to that faithful old side-valve, and has purchased a 1949 E93A Prefeot that's only got 21,000 miles on the clock.

So if you're thinking of "going 100E" what sort of points are there to look for? The model was introduced in 1953 and was in production up until 1962. Roger says that the points to watch as far as rusting goes are the bottom of the front wings, sills and bottom of the roof at the rear. Also the rear spring shackles tend to get a bit whiskery after a while. Oddly enough the familiar Ford failing of rusting on top of the MacPherson strut suspension unit is only confined to the pre 1955 cars. After that the company seems to have sorted matters out, so you won't experience any trouble in that quarter.

Remember that the 100E only has a three speed gearbox, so if you're going for a trial ride in one, make sure that it isn't jumping out of second gear. Another rather annoying facet of the 100E is its traditional vacuum operated windscreen wiper. It's a great system, except when you're going up hills, then it doesn't work! Many owners have subsequently converted the wiper to electric actuation.

Also don't expect the car to be a great performer. Top speed was around 70 mph, while the fuel consumption is always reckoned to be around 28 to 30 mpg, cheapest grade of course!

One odd point about the 100E; it is a poor liar and if any trouble is present it does tend to show up pretty quickly. A worn engine announces its state by belching out stale fumes and sounding like the proverbial bag of nails, while the transmission will sound equally rough if wear is serious, but in the best Ford traditions it tends to carry on regardless. Whether that's a good thing or not, I wouldn't know!

Driving over uneven ground can produce a frightening series of knocks and judders on a poor 100E. Wear in the moving parts of the steering linkage is unlikely to be really serious if a recent MoT certificate has been issued. In the majority of cases a new pair of track control arms and a steering idler will probably correct matters.

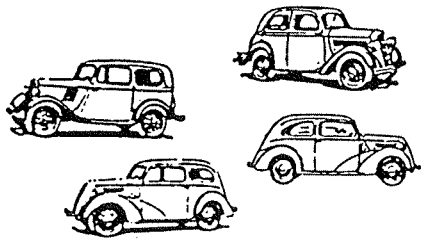
But think hard. If the car see-saws, remember that the dampers are a built-in part of the suspension legs, and some work is involved with their renewal. Upper mounting wear is quite common here. The bearing is set in a rubber block and carries the whole car frontal weight, and a little bearing wear produces a knock amplified by the whole wing area.

The great thing to remember about 100E's is that running one of these cars doesn't represent that much of a spares problem. You can still get many parts from Ford Main Agents, and most scrap yards have often a handful of examples.

And as the 100E club chairman points out, they're perfectly practical everyday transport. In fact the vast majority of club members have only one car — their 100E. He's quite certain that the car is a lot better buy than the later overhead valve 105E, as these seem to succumb much more to the rust bug than the earlier model.

There seems little doubt, along with the sit-up-and-beg E93A that in time the 100E will also start to appreciate in value. If you've got one of these cars, then why not join the 100E Club while you're at it. The secretary's name is Tony Martin, and his address is 95 St George's Crescent, Cippenham, Slough, Bucks. Don't forget, next year is the 21st anniversary of the introduction of the 100E, so there's bound to be plenty going on.

PREWAR REGISTER



Registrar
Yvon Precieux

REGISTRAR'S COMMENTS

Now that the events season is well and truly with us, may I request members to spare a few minutes to record their vehicle details and forward this information to me as soon as possible. Finally, the information sheet Glasses guide on the Ford 10, compliments of Tim Bubb, will be included in the next issue.

Yvon

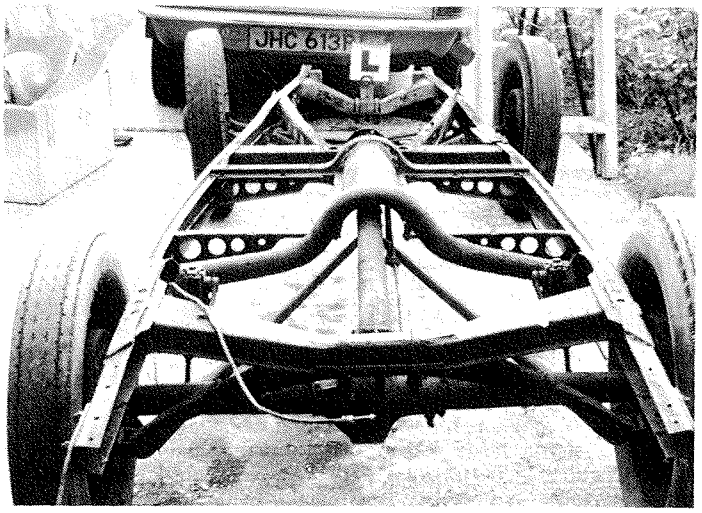
"JUST A WEE FORD"

Some time ago I wrote to the editor of the "Sunday Post", a well known Scottish newspaper, re an article entitled "Just a Wee Ford". They in turn put me in touch with Miss Reucassel, the author, of Lanarkshire, whose history of her late uncle's Model Y, I trust you will find most interesting.

Dear Mr Precieux,
Many thanks for your letter and photos of prewar Fords which brought back many memories for me. Especially CPP 171 which was identical to the Ford I referred to in the "Sunday Post". I have been trying to trace and contact the owners after my late uncle sold it, but didn't get very far. Sorry I don't have any photographs.
My uncle bought the Ford 8 brand new in 1936-37 from D R Gordon, Ford dealers in Bathgate - now vanished. He sold it in very good condition in 1948 to a local hairdresser, who later sold it back as a trade in to another garage in Bathgate (also extinct) - registration VD 4557.
The first few years the car was only used on Sundays to visit friends and relations, or deluxe trips to Firth of Forth Railway Bridge at Queensferry, or the new road bridge at Kincardine, always within a 25 mile radius. Except in 1938 when my father took the family to visit my grandmother and relatives at Tring in Herts, and Burton on Trent. In 1938 travelling to England was like going abroad thousands of miles in this big car. Of England then, I only remember large road signs advertising "Tea With Hovis",and slot machines with bars of Nestles chocolate.
However when war was declared in 1939, this little Ford played a small but important part in the war effort. My uncle had a small spare time business where he sold accumulators for radios, car batteries, high tensions and grid bias batteries. He also charged radio accumulators and car batteries. When war came the back red leather seat was completely removed and placed in the garage covered with dust sheets. I remember thinking underneath the seat looked just like a bed, all metal and springs. Two deep large wooden boxes were placed in the back of the car, and filled with newly charged accumulators etc.
She received her first petrol coupons and for many years, two evenings a week and Saturday afternoons, these batteries were delivered faithfully to outlying farms, villages and hamlets. Black tin masks with slits had to be attached to the headlamps, it was compulsory, this made driving in the winter quite a strain. That wee Ford was very hardy, summer and winter, never giving any mechanical trouble. But I always remember soft tyres, I had to take my turn with the foot pump and hated it. To this day I still posses that same tyre gage. It is a heavy brass cylinder with "SCHRADER balloon tyre gage 10-24 lbs" faintly painted on it. I also have the pint oil filler can, red with white lettering "THELSEN OIL". I notice that the old brass tyre gage, which I still use, was patented in the USA.
I had always to be careful incase I spilled any acid in the car, I would never be allowed in it again. But often little holes would appear in my coat or my thick winter stockings, but never the car. The two front seats got stretch covers but nothing like today's covers. There was an open glove compartment on the dashboard and this was used as the money till, an old yellow duster always covered this. I think I only remember once having to use the starting handle, but on cold frosty winter nights I used to hold my hands at the radiator for a few minutes.
Petrol coupons were a serious business and so scarce, even the black market was tight. But this wee car could tell you a few stories about that, and the black market eggs, unsalted butter (ugh!) and freshly baked tarts she managed to secretly collect on her rounds. Only for personal use on such a small scale.
I learned to drive her when I was 12, on private roads and farm yards. I will never forget the happy prewar days of motoring, and the frightening days of war time and the blackout. As I said, Fords are hardy cars and your Ford looks lovely, I'm sure you will get many happy days of motoring with it.

Miss Reucassel

PICTURE PUZZLE



(Photo - K. Page)

A recent addition to this register, the photo of this early chassis shows variances from the standard item. more information, including body details will be in the next magazine.

SWANSEA UPDATE

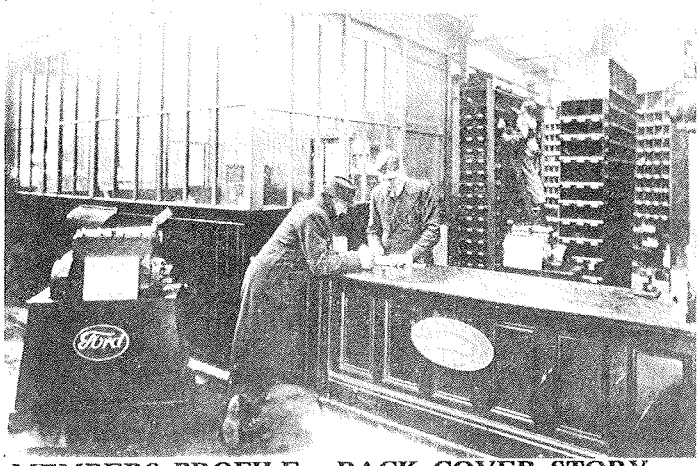
Dear Yvon,
A short note to let you know that I have recently got word from Swansea that they are letting me retain the original number of my Model Y. I would therefore like to thank you for your help. I only wrote to Swansea once and had the registration document within 3 weeks, although I expected a long battle.

Roddy Murray

Contributions to the Register can win £20 of Regalia.

ONE OR TWO FROM THE ARCHIVES

Thanks to Alan W. Jones for supplying these period photos of a Ford dealer.



MEMBERS PROFILE - BACK COVER STORY

Dear Yvon,

I thought I would drop you a line to bring you up to date on my Model Y. It is a 1937 model, which I wrote to you about back in March last year after having recently acquired it.

Since that time FPG 39 has provided plenty of enjoyment, not to mention one or two problems! When it rained you needed an umbrella inside the car as well as out. The windscreen was the first area I tackled with this problem, the rubber having long ago seen better days. Once removed the back of the windscreen frame had rotted out in places, which meant that I spent quite a lot of time repairing it and then installing a new rubber. What a pain to try and re-fit it back into the car though, there were times when I thought I'd have preferred to have left it and continued getting wet!!! However with more than a helping hand from my father it was finally put back in and appears water tight - although having said this I'll probably be proven wrong the next time it rains.

As well as re-sealing the rear window the other work has been to fit new piston rings as the performance was poor and oil consumption rapidly catching up with the petrol. Not being too au-fait with such tasks I got a small local garage to do the work for me and they made an excellent job, even if it did take a little longer than planned. They did however let me use the workshop to sort out the window winder mechanisms that didn't work, also allowing me fit new window channel at the same time.

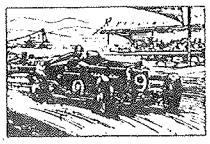
Outings so far have included regular trips to and from work and several pleasant runs into the Peak District.

Mark Slack

The right answer, as experienced motorists know, is Champion plugs—**and why?** Because they ensure maximum engine efficiency—giving easier starting, faster acceleration, greater power and more m.p.g. And for these reasons the majority of British car manufacturers fit Champion exclusively.

Experienced motorists also know that to maintain tip-top performance with minimum running costs a little regular attention to plugs is well worth while. Get the best out of your car by having your plugs cleaned and checked to-day, and, if they need replacing, insist on Champions.

CHAMPIONS USE CHAMPIONS



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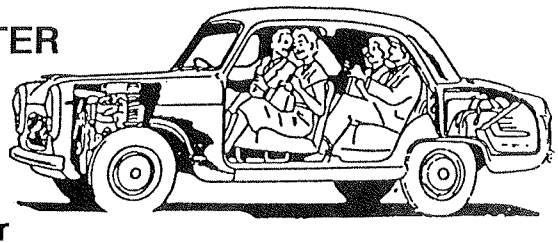
STORATION! RESTORATION! RE

100E REGISTER



Registrar
Tony Fox

REGISTRAR'S COMMENTS

Hello all, this month we have another article on John Howe's Prefects and 2 on Populars, just to keep you going. I was please to meet a lot of you at the Sidevalve days, where I was handing out register forms to all of you and I would like to thank all of you who have sent them back to me. Please, please, keep sending me articles on your car for the Register.

Tony Fox

(Photo - J. Laurie) On the road yet?

Dear Tony,
I thought it was about time I wrote to you to tell you about my 100E Popular. Answering an ad in the Automart for a 1956 Prefect, I travelled to a posh car showrooms in Erdington, Birmingham, and found the 100E. I paid my deposit and returned home. Several days later I returned with my Dad in tow, who drove it back to Flore late at night. He told me it brought back memories of being cold and not being able to see more than eight feet in front of him. (Memories he'd rather not recall!!)
The previous owner had transferred the plate that it was on when I got it (9766 RW), but I don't know if that was the original number. Any way, the good 'ole DVLC gave me KGH 167A from which the name Kayleigh is somehow derived.
The following weekend we took out the engine to discover the cause of an illuminated oil warning lamp. I think we got an inkling of what was to come when I showed him the grey sludge I had drained out of the sump. What we did find, or didn't as the case may be, was that the circlips had fallen off the pistons in bores 2 and 3, and made a mess of the cylinders. A couple of months passed, and I advertised in the paper for another engine. The one that I bought for the princely sum of £30 had what sounded like little end rattle. When we stripped down we found we had the customary missing circlip syndrome coupled with the damaged bore illness. And there the engine stayed for a good couple of months until I left school and got a job. The engine was totally stripped and taken to be rebored, pistons and gaskets were ordered and the oil pump reconditioned. The cylinders were bored to +60 and the crank ground to + 60. The recon people had a gasket set, and most of the bearings on the shelf, whilst the pistons came from Lancashire and the sump gasket from Rugby. The little ends had worn to an oval so these were bored out and rebushed. One point of interest is that the con-rods and block had been modified to take shell bearings.
Now the engine is waiting for a set of circlips so that it can be put together again. Strange really - the circlips caused the recon, now they won't let it end. Mind you were not idle, my dad and the recon people are discussing the use of Nyloc nuts for the big ends and a set of aluminium discs instead of circlips - a pair of discs go either end of the gudgeon pin so that they rub the bore not the pin. He says the method was used on some prewar cars, any idea which?

James Laurie

(Photo - D. A. Lee) At last, a sidevalve with a red nose!!!

Dear Tony,
I am a new member of the F.S.O.C., having received my confirmation letter, Club magazine etc., just this week.
I am writing to let you know a bit more about my 100E, 838 NPK. The car was advertised in our local paper about 3 years ago, the owner was moving and wanted to get rid of it. I made arrangements to go and look at it and bought it there and then, as the body work was good and the interior was in good condition. There was a snag however - the previous owner had taken out the engine and stripped it down to the last nut and bolt, but all the pieces were there.
I spoke to a chap at work, who I was told had worked a lot on 100E engines in their heyday, and he said that unless you know which piston belongs in which cylinder and what goes where it would be difficult to rebuild it. After some deliberation I went to see a dealer in old scrap cars and found a complete 100E in a sad rotting condition. The dealer said that he had driven it into its final resting place about 3 years previous, and that if I bought a battery and petrol I could see it running, if indeed it would run, before removing the engine.
Armed with battery, petrol, spanners and everything I thought I should need my son and I set off to give it a try. We disconnected the fuel pipe from the car's tank, turned it around so it was looking upwards, took out the spark plugs - gave them a bit of a wire brushing - put them back, connected a freshly charged battery, filled a squeeze type oil container with petrol and attached it to the upward pointing pipe, hot wired the ignition as keys to the car had been lost, pushed the starter button from inside the bonnet, and after about 3 short attempts it started, we left it

Contributions to the Register can win £20 of Regalia.

running until all the petrol had gone in the container.
I bought the engine, brought it home, painted it and fitted it to 838 NPK. When I bought my 100E it had stood in a garage for over 3 years, and when I brought it home on a borrowed trailer it was in a filthy state with 3 years muck and dust on it, the brakes had seized on and mice had at some time been nesting in the seat material. I washed and polished it, freed off the front brakes but had to renew rear brake cylinders and found that early MkI Escort cylinders are the same.
Since first buying it and doing the above, I haven't touched it apart from occasionally starting it up and giving it a bit of a wash, as it has stood outside on our lawn for the past 3 years. About 2 months ago, I decided to take it for an MOT, mainly to see what state it was really in and how much work and money were needed to put it back on the road. To my surprise it failed on only 3 things. They were play in the bottom swivel joints, a bad earth to one headlamp and one tyre below the legal tread depth limit, and the last 2 I knew about.
When I was doing the brakes I had a good look at the underside of the car and began to hack and scrape the original underseal off to find that the complete underneath of the car, floorpans and everything, had been sprayed with the same paint and finish as the rest of the car, and as the underseal was at least 90% perfect I thought I would leave well alone. The reason for not getting the car on the road yet has been that I have another car I take out almost every weekend during the rally season. I bought this before I bought the Ford, and it is possibly a bit rarer than the 100E. It is a Riley 1.5, it's completely original and in immaculate condition with one previous owner who is now 82 years old. As you can understand it is expensive keeping 2 cars on the road, let alone 3.

D. A. Lee

(Photo - J. Howe) Reunited with Mrs Chapman

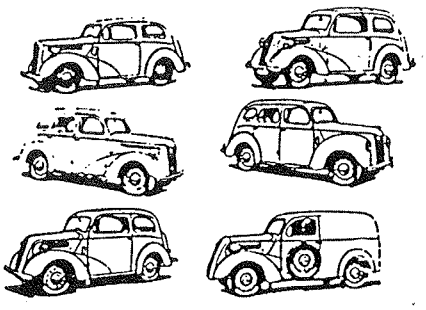
(Photo - J. Howe) Surprised to see her Prefect!

Dear Tony,
Enclosed are two shots of Ujeen with his original owners, Mr and Mrs Chapman, and first registration! These came about by meeting Mrs Chapman recently.
Amongst the documentation that came with the car was a service bill giving an address in Chadwell Heath. In March I finally got around to looking it up with a view to getting some photos of Ujeen outside his first home. As I parked I noticed a lady sitting in the porch, and I thought I'd better explain what I was up to. Before I could say anything, she said "Is that my Prefect?!" She was of course, Mrs Chapman, who contrary to my expectations had not moved house.
A very pleasant 2 hour chat ensued, and we were joined by her son, Alan, who apparently has a tidy 105E. It was he who, some thirty years ago fitted Ujeen's first wing mirrors. Ujeen was the family's second Prefect, replacing an earlier standard model - Mrs Chapman rightly remembering that Ujeen is a deluxe. It also transpired that he had been bought from my local Ford dealer - Allens of Romford. Then I learnt that Ujeen was christened many years ago, with the rather grander name - Penelope Jane!!
Mrs Chapman graciously posed with Ujeen/Penelope Jane and has since found some old photos on an early 60's roadside brew up showing herself and Mr Chapman, and Penelope Jane's original registration 543 PTW. Since then, their other son, Stan (the second owner) has visited me and described how his father always garaged the car, carefully leathering it off if wet. He wasn't mechanically minded and so all such work carried out by a garage. He also verified Ujeen's low mileage (60,000 at present) saying that the main usage were short trips to either Romford or Ilford, although there was one marathon to Dorset.
I've been promised any further photos that come to light. In the meantime does Ujeen become a she? maybe I should follow royal precedent and use the name Ujeenie!!!

John Howe

(Photo - Mrs Chapman) A brew up in the 60's

ANGLIA, PREFECT & POPULAR REGISTER



Registrar
Andy Main

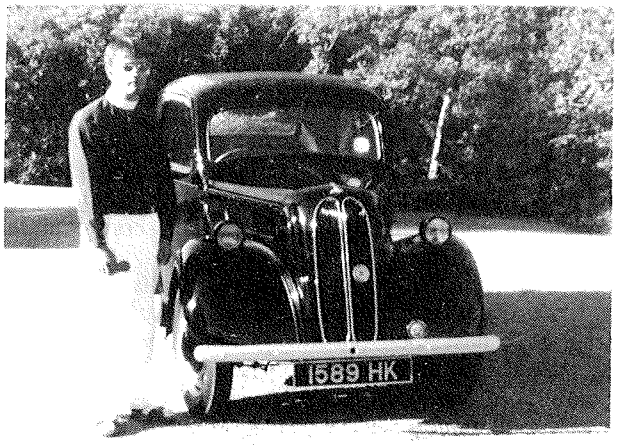
REGISRAR'S COMMENTS

What wonderful weather Ivan and Bill had for their Southern Sidevalve Day, not forgetting all their helpers. At times it was so hot I had to find some shade behind the milk bar van - no drinking and driving, a time that drivers can consume to much alcohol to quench ones thirst.
Congratulations must go to Alan Woodhouse for his second prize in the Bexley Motor Show Postwar Award (I hope the gloves come in useful) and first in the best 103E Club award. Alan's blue 1954 103E popular had been restored to a very high standard and deserved the award.
After being parked next to him allay, I discovered that he was not a Register member! I feel that a large number of owners are not on the register, I will therefore include a recruitment drive in the next issue.
Since my rear end mishap as briefly reported in June's edition, I have been on 2 wheels. I hope Poppy will be repaired by the winter, but at the moment progress is at a snail's pace. the damage also includes a bent rear nearside chassis rail.
I am pleased to report that Martin Morrels "Dismembered Display" (June page 20), is progressing slowly due to pressure of work. Martin has also informed me that the chassis and body have been sandblasted and body repairs are now finished, he is aiming to get some black paint on soon.
My features are Ecclesiastical Populars, ex. Govt. Populars, a learner Prefect, Terry's Fleet and the Athena Prefect.

ECCLESIASTICAL POPULARS

(Photo - C. Cowley) In "exalted" company?

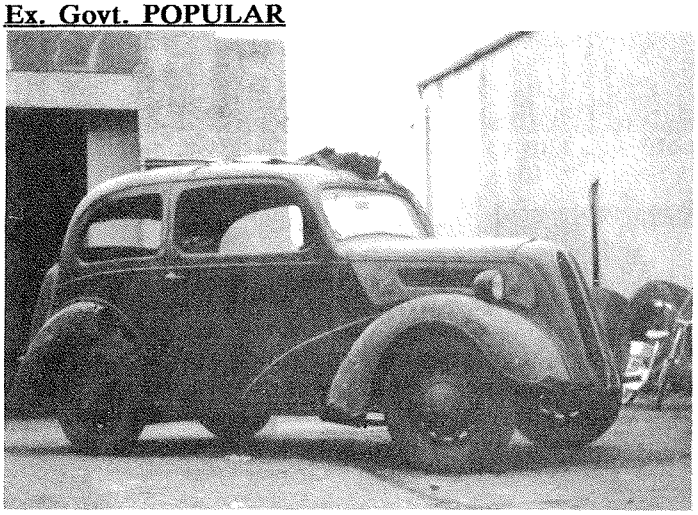
The reverend Charles Cowley from Leiston, Suffolk, has owned his 1955 model since March 1977, when an elderly member of his congregation gave it to him. Charles ran it regularly in the parish for 10 years. An extensive restoration was started in 1987 by a garage in the next parish - is it completed yet?



(Photo - G. Chapman)

In the West Country the Reverend Gorran Chapman owns a 1957 model. 1589 HK was registered on 20th November 1957 in Colchester, Essex. No more is known about its history until 20th April 1983, when it was moved to Woodford Green on sale.
It was sold to Peter Coker of Walderslade, Chatham, Kent, on 24th April 1984, who ran the car daily for 2 years. I used to pass Peter most days in my Popular as I travelled from Gillingham to Chatham, whilst Peter drove from Chatham to Gillingham! Peter then bought a modern and it took me weeks to realize who this man in a modern car was, who waved to me most days!
Peter parked the Popular in his mother's garden and as the season changed it gradually deteriorated, he decided to sell it. Gorran saw it advertised in the 1st September edition of Exchange & Mart and shortly afterwards purchased it. It arrived in Cornwall ny British Rail "MotorRail".
The first job was to get it MOT tested and working on the road, which he managed to get done by 1st February 1989. In April it was taken off the road again, and taken apart. The body was stripped down to bare metal, rust removed, welding done, resprayed and reassembled. New rubbers were purchased for the windows, along with new headlining and carpet fitted. The seats are original and have cleaned up well. The engine had been rebored only 1,000 miles before being sold. Whilst Gorran normally drives a modern car, he uses the popular 2 or 3 times a week for little trips around Falmouth.

Ex. Govt. POPULAR



(Photo - N. Christie)

Nigel Christie from Ballycastle, N. Ireland, owns an ex. government 1954 103E Popular. Originally owned by the Ministry of Agriculture & Fisheries of Soho Square,

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London, and transferred to N. Ireland in January 1960. A reconditioned engine was fitted just before its transfer.
I remember when the radio motoring programme "Motoring and the Motorist" introduced by Bill Hartley was on (I think Saturday lunchtime), mention was made that the Irish Police (North/South?) had some old Ford Populars that were re-engined to catch out speeding motorists. Can any Irish member throw any extra light in the subject?

LEARNER PREFECT

(Photo - J. Miller)

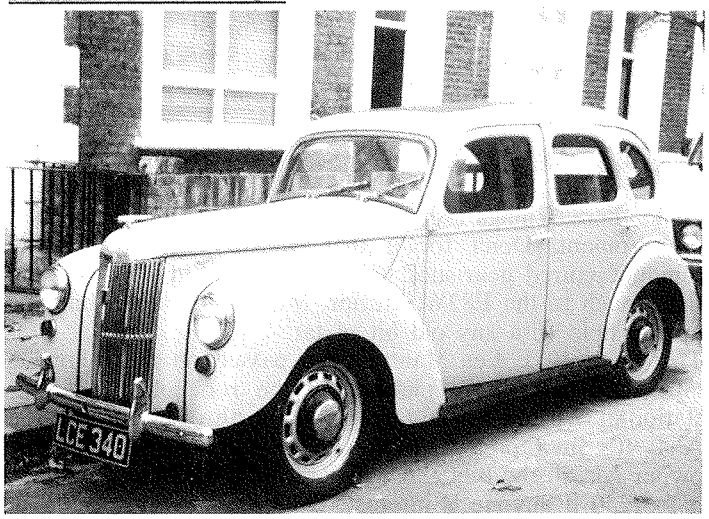
John Miler of Chichester,West Sussex, purchased his 1949 E493A Prefect as part of Millers Motor School's 40th anniversary celebration last year. It was originally registered in Kent, then after two changes of ownership the car was used in a Ford dealers showroom as a non-runner display. When this promotion came to an end the car was abandoned in the backyard of the garage and eventually became overgrown with weeds and hedges.
It was then retrieved and partially restored during 1988, although it is understood that the paintwork and leather seats are completely original. Further improvements are being carried out and the Prefect is displayed as a typical driving instruction car of 1949, when Millers Motor School was founded.

TERRY's FORD FLEET

(Photo - T. Shaw)

Terry Shaw from Hemel Hempstead, Herts, runs a Ford fleet. His 1956 103E Popular was originally registered in Melton Mowbray. Terry purchased his Pop in November 1989 from a garage owner in nearby Stainbridge, who had restored her over the previous 5 years. The reason for purchasing it being that the 100E had been owned for 2 years so he knew how reliable and trusty these cars of the 50's are.
There is now an owners club for that car on the left!

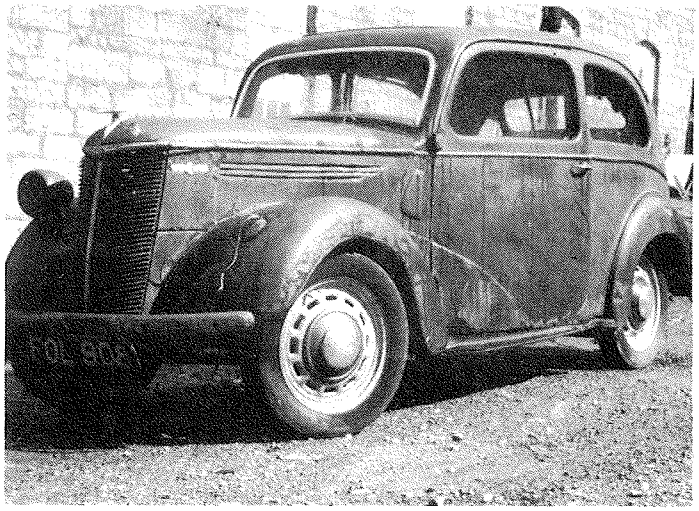
ATHENA PREFECT



(Photo - S. Odell)

Sue Odell's poster/record cover 1953 E493A Prefect was for sale in June's issue. Sue purchased her Prefect in August 1987 from Harpenden, Herts, little history is known except that there were 3 previous owners. Would the new owner please let me know, so that Register records can be updated.

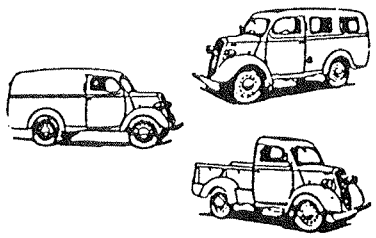
AND FINALLY.....



(Photo - A. Main) not the last either....!

As briefly mentioned in June's magazine I have purchased another sidevalve, yes it is the sort after E93A Prefect 2 door model. First registered in about July 1940. Only 7,838 2 door models with fixed roof were produced, and 2 door production ceased in July 1940. A reconditioned engine is fitted.With the great help of Club member John Martin and his friend Rupert, we set off west to Somerset on Good Friday to collect it. Many thanks also to Anthony Venn for storing it for me for so long.
The only other 2 door Prefect in Great Britain (unless you know otherwise), has appeared at a few rallies this year, the owner lives in Worthing, West Sussex. The 2 door is not my last sidevalve, as I have purchased another, what is it? All will be revealed in October's edition - have you guessed what it is Bill and Ken?

E83W REGISTER



Registrar
Malcolm Wells

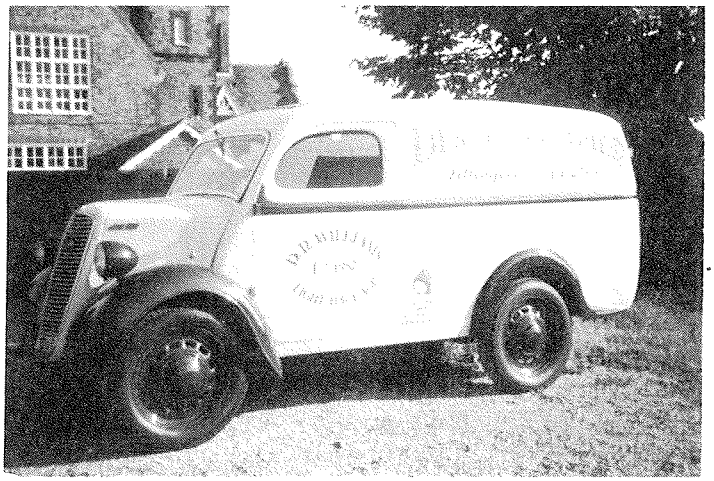
REGISTRAR'S COMMENTS

Hello there. Things are a bit quiet on the register front at the moment. Don't forget that Martin Howard has the remanufactured gear-stick gaiter in stock and they add the final touch to the E83W interior. Much better than bunging up the hole with any old bit of tat.
Thanks to 103E Les Manton who passed on the following info about an E83W pick-up on the roof of the service station at Weston-on-the-Green, just north of Oxford on the A34. It's in a pretty sorry state with all panels off. The owner has all the bits and will remove it from roof and sell it for £50 if anyone is interested.
The E83W JCM 753 on page 29 in the last mag isn't on the register. Don't forget also that there is no charge to put an E83W onto the register (Hello SSV 867!).

Bye for now Malcolm.

We start this page with part one of a journey by Derek Williams. See also front cover Oct '87 mag.

OCG and the Sixpenny Handley Run. February 1990.



(Photo - Derek Williams) Sixpenny Handley here we come!

A few weeks back Marion's sister Christine who lives at Sixpenny Handley in Dorset (Sixpenny Handley? I hear you all say. Where's that?), which is half way between Ringwood and Salisbury, phoned and said she was selling her electric organ, but had had no offers. Marion had always wanted one and as the price was more than reasonable, said she would take it.
The first I knew of this transaction was when Marion came to me and said she had a job for Oddjob. Go to Sixpenny Handley and bring back my organ. This was fine by me but I stated that as the current weather was appalling, storms, gales etc. I hoped that we would have a kind weekend for the journey. After discussion it was arranged we would go to Sixpenny Handley on Saturday the 10th February and return at 2.30pm the following day.

We left at 6 o'clock in the morning on Saturday the 10th, having taken the precaution to put dust sheets and numerous bin liners in the back of OCG to help us combat any adverse weather. As it so happened the run to Sixpenny Handley was done in almost pleasant conditions but we did get some rain as we neared Salisbury. We had a stop at a motorway restaurant on the M3 and as soon as we had stopped were immediately approached by a member of the public who requested to photograph OCG and then made enquiries about her background, history etc. It is nice to know that when you take an old vehicle on the road there are many fellow motorists trapped in modern mass produced look alikes who are genuinely pleased to see old vehicles on the road.
After our break we continued our way to Sixpenny Handley where we made landfall at 11.00 am. The usual domestic weekend then followed and after an early Sunday lunch the organ was loaded onto OCG suitably covered and lashed down etc. Regrettably by this time the weather had turned really evil. The rain which had started during the morning was by now torrential. The wind had reached almost storm and it was bitterly cold. All bad omens. However, we had no alternative but to take our leave as arranged at 2.30 pm.
Wet, shivering and apprehensive we set off, the numerous bin liners tucked at various points of the inside of the roof to keep out as much weather as possible. All I can say is the next 4 to 5 hours of motoring was done in the most appalling weather conditions I have ever driven in. We had gales and torrential rain all the way. There comes a time you get so wet and cold you don't care any more. That time came to Marion and I very rapidly. It soon got dark and the single wiper of Oddjob was doing overtime, several times disappearing off the screen only to faithfully return some minutes later. But she kept going!
Oddjob had been filled up with petrol to get to Sixpenny Handley and had used approximately 3/4 of a tank. I thought it advisable to top up as soon as we could. At a suitable garage she was filled with petrol to approximately 3/4 of a tank which I thought would be sufficient for our return. To my horror when starting the van the starter cable broke, but had just enough pull to start the engine. Calamity. Nothing we could do so we drove off and hoped for the best...

TO BE CONTINUED NEXT ISSUE - DA DU DA

Here's another view of Ron's truck that was in the last mag.

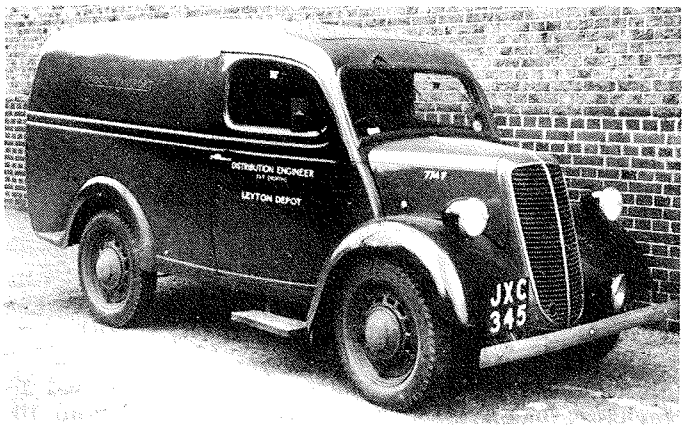
(Photo - Ron Edgington) Scrap yard here we come.

Contributions to the Register can win £20 of Regalia.

TOM 556 is a blue '56 truck with varnished back. Nothing known about it I'm afraid but it was re-registered MUS 251 at some stage.

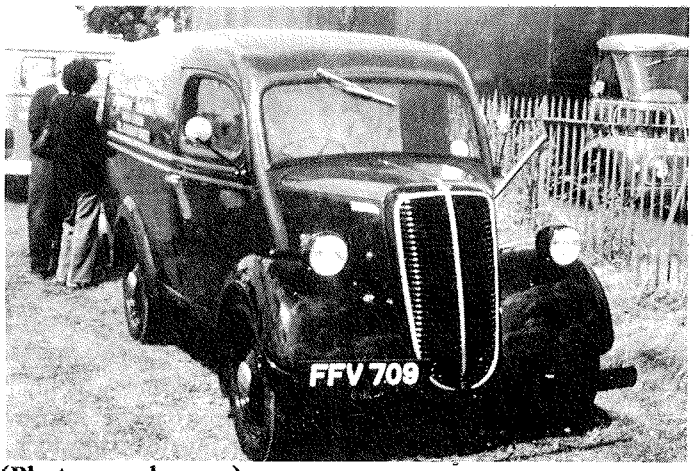
(Photo - Mike Samuels)

(Photo - Mike Page) Photo of van in scrap yard, but rescued for spares in '88 by Mike.



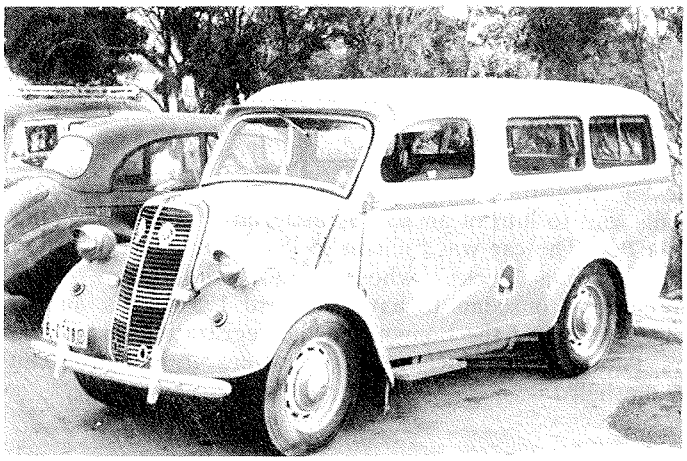
(Photo - courtesy of Hub PublishingJXC is a 1947 London Transport operated van. A nice period shot.

FFV 709 (next column) is a '52 model, maroon with black grille and wings. It does sometimes live at the Commercial Museum in Leyland, Lancs. No further info yet.



(Photo - unknown)

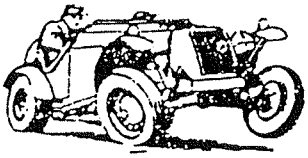
Photographed on Malta is this superb example of a Utilecon. It's blue with red, white and blue grille. St. Mary is the name on the bonnet.



(Photo - Ron Scott)

(Photo - H. Michellet?) Also spotted in Malta.

SPECIAL REGISTER



Registrar
Malcolm McKay

REGISTRAR'S COMMENTS

It has been great to hear from quite a few Register members and other specials enthusiasts in the last few months. Soon after you read this, I hope to move into a permanent house in London. Getting all my files together should dramatically improve my response time to letters, once we are settled in. In the meantime, thank you all for your patience.
Fellow enthusiast and authority on specials, especially of the glass fibre variety - Russell James - is writing a series of articles on the better known models for "Kit Car" magazine: the magazine seems to suffer from a lack of proper editing, but they are still well worth finding.

LOST EBs

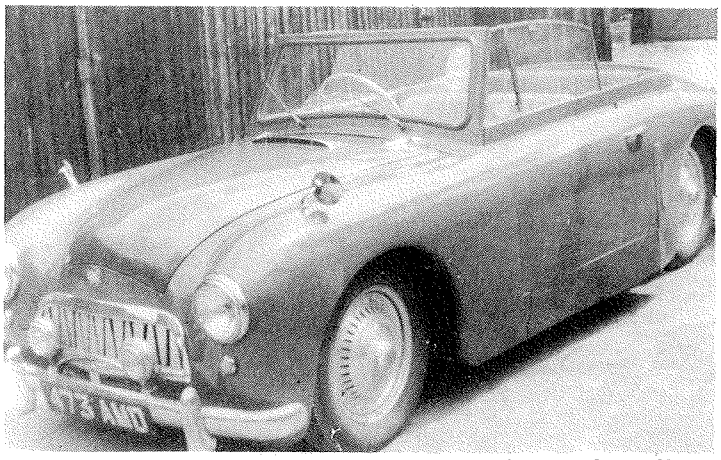
Buckler Registrar, Peter Silverthorne, kindly passed on details sent to him of an EB, actually on a Ford chassis not a Buckler. The car was built in 1958 by the late Mr Patten of Chesham, Bucks, whose widow has kept some photographs. It seems to have standard 17" wheels, an EB badge in front of the bonnet and the registration 987 BYM. Mrs Patten would love to know where it is know, can anyone help?

(Photo - M. Lewis) has this EB been scrapped?

Another lost EB - with a similar registration - is DYM 788. Martin Lewis of Sussex owned this one briefly in 1988 and fears it has since been scrapped. Surely not, can anyone enlighten us? This is the only EB I have seen where the builder bought the complete shell (only one of several ways you could buy an EB, which at one stage cost just £29!) and never cut out doors! It must have been fun getting in and out, but should have kept it stiff - I wonder if it was ever raced?

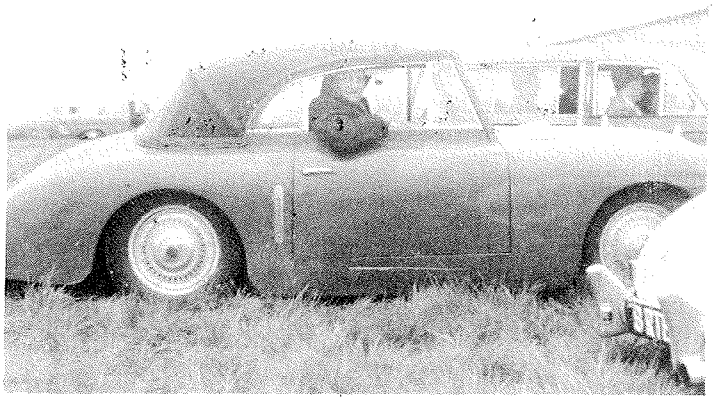
PORCUS VOLANS

One of the most impressive home-built specials I have ever come across joined us recently : Keith Jewell's father was a garage proprietor, and the standard of his work reflects this. He also had quite a sense of humour, as he christened his car "Porcus Volans" (Latin for "Flying Pig"), and this legend adorned the bonnet around an enamel badge representing the flying pig!



(Photo - K. Jewell) The Porcus Volans when first built.

(Photo - K. Jewell) The car with later grille, and its constructor.

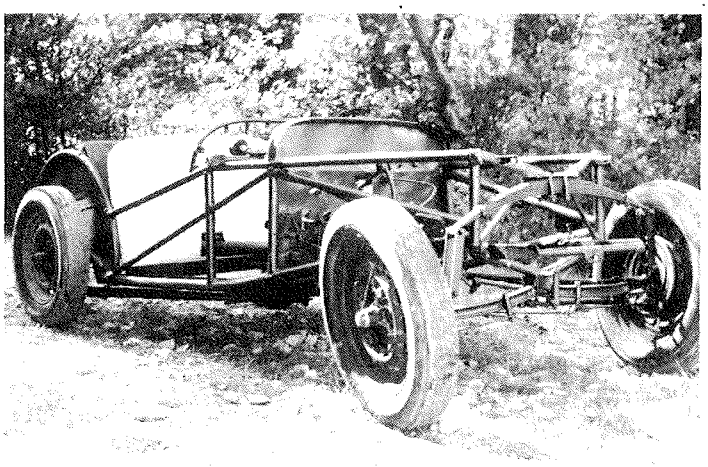


(Photo - K. Jewell) The stylish profile, with Mr Jewell.

Keith tells me the car was built in 1953, using a boxed Y type chassis, independent suspension and a tuned Ford 10 engine. The tuning was carried out with assistance from Bucklers, using a copperised 8hp cylinder head, 4-branch exhaust manifold with a copper exhaust, and twin SU carburettors. The body is an occasional 4 seat convertible with lowering side and rear quarter windows and a really good hood built into the hand beaten all aluminium body, which included aluminium floor, dash scuttle and seats, which last are leather covered. Altogether a very impressive car, and the best news is that Keith hopes to have it back on the road later this year.

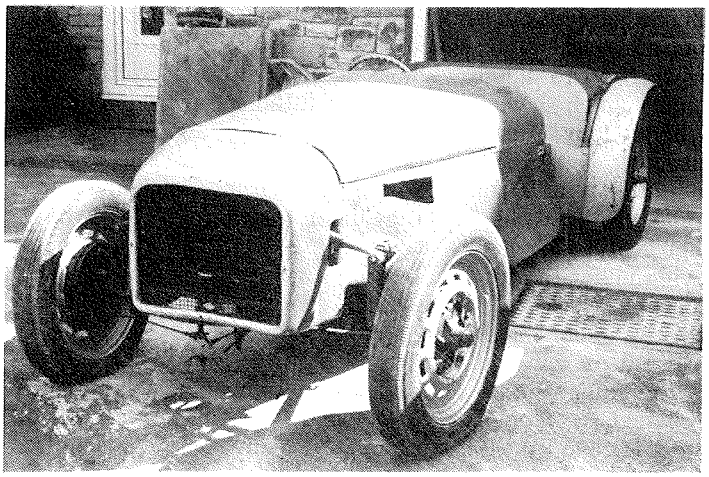
Contributions to the Register can win £20 of Regalia.

MYSTERY SPECIAL



(Photo - P. Wolstencroft) Does anyone recognise this neat space frame?

Paul Wolstencroft is making steady progress with his interesting special : it featured in these pages a few years ago, but was not identified. The spaceframe chassis can be clearly seen and appears well constructed, a distinguishing feature is the very high front spring mounting and long shackles, with split beam axle giving independent suspension. This suggests to me that the car was built for trials, as it should enable huge front suspension travel such as one wheel in a rut or up a bank, without lifting a rear wheel and losing traction.

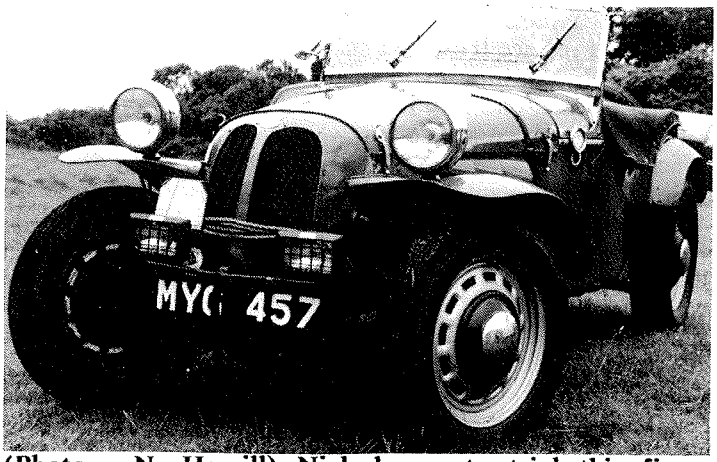


(Photo - P. Wolstencroft) Simple but effective bodywork.

Alloy panels are rivetted to the frame. Surely some of our past and present trialling members have some memory of it?

OTHER NEWS

Talking of trials, Nick Hamill has just joined with this Mark II Dellow. Dellows, of course, were fully built by Dellow Motors Ltd so are not strictly specials, but in the same way as the "F" series Morgans, come under the blanket of this Register. Nick has a fine car, which he plans to use in Classic Trials, with 100E engine, Aquaplane head and tuning gear it should be quite competitive. Interestingly, it bears chassis number JWK1, can any Dellows experts advise?
The last magazine carried a little piece about the Ford based Rochdale Olympic. This has confused some readers - the pictures below were, of course, showing the early Ford based Rochdale GT. Yes, Rochdale really did list an "F-type" version of the monocoque Olympic, and at least two were made.



(Photo - N. Hamill) Nick hopes to trial this fine Dellow.

B. Rickett of Essex has found an interesting special, which has yet to reach the road. I have yet to see a photograph, but it sounds very much like an AKS Continental on a Halifax or Tornado tubular chassis : quite an unusual find, of which I hope to have more details soon.
Finally, Mike Foulkes of Spalding, writes for help in registering his Ashley GT - an impressive car, which I have seen with a lovely Ashley body plate on the door sill, but needing extensive restoration. Unusually it seems to have an early chassis with the narrow front cross member, which has had the wheelbase increased by welding sections into the side. Ashley offered shells for both 7'6" and 7'10" chassis and this is for the later - it really is quite a big car compared to such as the Rochdale GT. The latest news from the DVLA and the Department of Transport is very good, see the Club Notice Board for the official story.

Malcolm McKay

PRACTICAL PAGES

PERIOD PLATES

May I recommend to Club members the firm of Tippers Vintage Plates, 20 Benfleet Rd, Benfleet, Essex, SS7 1QL (tel: 0702 553225). The number plates they supply are correct as per the original, more than can be said for many of the number plate makers/suppliers around.

Patrick Brotherton

MODEL Y QUERIES

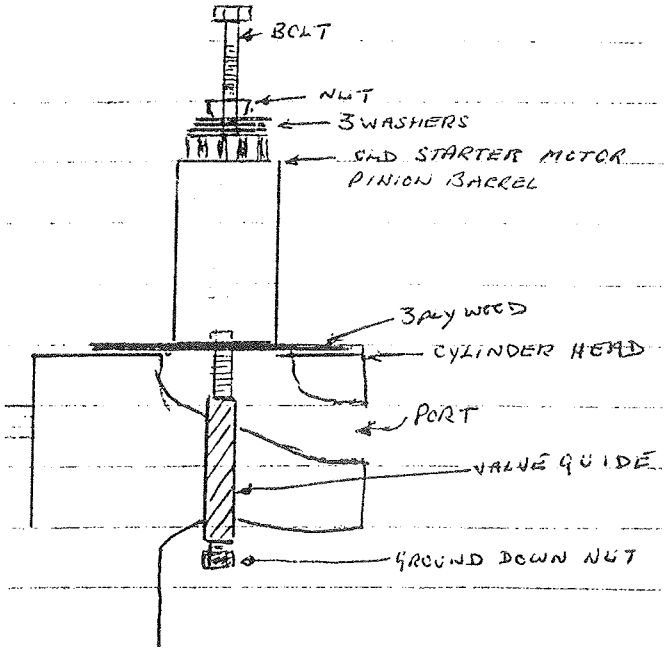
Dear Paul,
I thought that I would write in response to your request for more use to be made of the Practical Pages - mine are problems rather than solutions I'm afraid!
My car is a 1937 Model Y and one problem I have is the front radiator grille, the chrome trim piece that fits around the edge to be precise. It is attached by means of several little clips holding it to the main grille surround. Several of these on my car are broken and not holding, however they appear to be fastened to the trim piece from inside ie: it just looks like they have set them and filled the back of the

trim with a metal/solder solution to hold them in place. How can I replace these and successfully re-fit the clips into the trim piece? Hope I've explained that well enough!
Second point is one of information, I have seen one or two Model Y's with cream colour wheels, mine are all black - which is correct?
Third and final point is regard to steering play, my car has a considerable degree of slackness or play in the steering wheel movement. Having checked the steering box and read the manual, I think it is the thrust bearing at the steering wheel end of the column that needs adjusting. Is this a simple task and are there any special tools needed?

Mark Slack

100E VALVE GUIDE REMOVAL

Recently I had to remove a valve guide from a 100E engine. I tried everywhere for a tool, but without success, in the end I made a tool from the following bits found in my garage :- start motor pinion barrel, plywood (3 ply) 3"x2" with a 3/4" hole in the middle, a long threaded bolt, 3 washers and 2 nuts, one nut being ground down to slightly less than the outer diameter of the valve guide.



The plywood was placed on the head, over the guide, the barrel was then placed on the plywood, a nut and the 3 washers were put on the bolt, the bolt was then pushed through the pinion into the valve guide and the other nut (the ground down one) screwed on the end of the bolt. Holding the bolt with one spanner and using another on the nut (above the pinion) the guide came out easily. It helps if the washers are well oiled before starting.

Viv Belcher

TECH TIPS - JIM NORMAN

Jim is repeating an article from April 1985 this issue, and no, it isn't getting his own back at John Howe! Seriously, he feels he has covered just about every job going on the 100E over the years, and he has never missed an issue, so if you can think of a topic he has missed, please drop him a line and he will cover it in a future issue. Over to Jim...

Once in a while you may wish to remove the gearbox on your 100E, possibly to change the clutch or to cure the inevitable "jumping out of second". The 100E box is quite light and comes out easily, provided you know the sequence. Much of the work is carried out under the car, so unless you have a pit, make sure that the car is secure on good stands or ramps. Apart from the usual spanners, sockets etc., you will need a scissor jack and a large block of wood to stand it on. A mandril (eg. an old first motion shaft) will also be required if you dismantle the clutch.
Work starts inside the car, removing the mats and the large plates surrounding the gear lever. With this out of the way, you will notice four 1/2" bolts holding the gear lever turret to the box, the earth strap being mounted to one of them. All are undone, together with the two bell housing bolts which you can see, and the turret is removed. On early 100Es you will have to remove these from under the bonnet with the ring end of a combination spanner, not easy! Also under the bonnet the battery is disconnected, and the starter removed after undoing the lead and the 2 mounting bolts.
Now we go underneath the car, where we first drain the gearbox oil into a suitable container. Whilst this is happening move to the back of the car and remove the 4 nuts and bolts holding the propshaft to the rear axle flange. Two good fitting 1/2" AF open ended spanners are required, but you may find the nuts just round off. A few taps with a good two pound hammer and chisel should get them started, after which the open ended spanners can finish them off. Don't worry about damaging the nuts, as you should use new 5/16" NYLOCK nuts anyway.
Pull the propshaft off the gearbox, which should have finished draining by now, so replace the plug. Undo all the bits and pieces, eg: speedo cable - use mole grips, if the drive tries to unscrew, hold it still with a 13/16" open ender; clutch slave cylinder - detach the spring and slide the cylinder out after loosening the clamp, don't loose the pushrod; and the gearbox mounting after cutting the mounting wire. Remove all the bell housing bolts, and don't forget the ones above the cylinder clamp, as well as the 2 that go through it.
Lying under the car and looking towards the front, turn the gearbox clockwise through 90 degrees. If you are lying directly under the gearbox, all the oil which is going to spill will fall on you and thus avoid a nasty stain in the middle of the garage floor! The box can now be pulled back until you feel the front end drop slightly as it clears the spigot bush. Leave it there, it won't do any harm. Place the scissor jack and block of wood under the engine front pulley and jack up the front of the engine by a couple of inches. As the front goes up, the back comes down, giving sufficient clearance between the engine and box for the gearbox to go through. The front of the box is pulled back clear of the engine, lowered to the ground and the box pulled forward to clear the rear mounting.
Reassembly reverses the process. the rear of the box sits on it mounting, the front end lifted in, the 90 degrees turn, and pushed forward until the input shaft rests inside the clutch centre plate. Lower the front of the engine, you may to jack the back end up slightly, turn the box back to its normal position and slide it fully home. The rest is just bolting the bits back together. Adjust the clutch to give 1/10" free play. Don't forget the earth strap when fitting the gearbox turret, and make sure that all gears and the lever are in neutral before fitting. First gear slides easily on the shaft, so you can easily miss it, so ensure that you have all the gears before replacing the cover and mats. Add oil to the correct level, this can in fact be added before the turret is fitted, and the last job of all is to reconnect the battery. The whole job can be done in 2 hours. (*Longer if you stop to draw cartoons! - Lynne*)

CLASSIFIEDS

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

SPECIALS

Rochdale GT body, needs total restoration, no engine or logbook. Anthony Venn, Somerset 0935 824352

PREWAR

PREFECT E93A 1939 complete for restoration, V5, maroon, 4 door, solid body & chassis, everything re-chromed, £1,150 ono 0753 691751 or Slough 857106

POSTWAR UPRIGHT

Prefect 1955 black, some bodywork needed otherwise good, one very careful owner £1,000 ovno, Southampton 223696
Popular 1956 black, needs restoring, lots of spares, £275 ono, interesting plate, Thetford Norfolk 861441
Popular 1957reg 1526 HK, restored to very high standard, exc mech cond, £2,500, no offers, Essex 0277 655230
Popular 1954 exc cond body & mech, new headlining, chassis up rebuild, full MOT, £1,600 Verwood 0202 826675
Popular 1956 renovated over 5 years, fawn with new red interior, MOT, serviced, new stainless exhaust, exc cond, good runner, regret sale, Hemel Hempstead 0442 65286
Popular 1956 truly superb orig cond throughout, 62,000 miles, long MOT, ex garage show car, inc 4 spare wheels & exc tyres, £1950 ono, Staines 07842 50977
E83W ice cream van, 1957, rough but complete, BMJ 157A, £500, E493A Prefect 2 front wings and bonnet exc cond, £50 each. Geoff 05255 2957 Beds
Popular 1955 orig mech, needs restoration, Trevor 0372 375878

100E/107E

Popular 1959 featured August 88 magazine, much work done, good solid cond, also Prefect spares/repair, many other parts, £950 would split, Stuart, Canterbury 0227 751716
Anglia 1958 good cond, recon engine, clutch. Needs work to steering & brakes for MOT, re-reg ALA 838 A, any sensible offer, Essex 071 486 1512
Squire 1959 V5 ESH 820, new tyres, exhaust, sills, body vgc, needs interior & paint jobs to finish, space needed.
300E van 1956 T&T, new tyres, exhaust, 45 mpg & vgc, £1,100 or part ex, Geoff, Gateshead 091 4785244
Rare Aeroplane Prefect 1956 maintained with love, all orig, beautiful body engine, badge bar, new tyres, w/w/flaps trims, everything lovely, upholstery needs att. £1,000 up Richmond 081 948 1127
107E Prefect 1960 637 AYO mech, body fully rebuilt, interior needs little work, 9 month test 3 month tax, used daily, with many spares, £850 ono Doncaster 0302 350107
Anglia 1959 black with sun visor, completely overhauled mech & bodily, new carpets, any trial, £1,100,large amount spares included, Leyton 081 556 4760
Anglia 1958 full running order, MOT, one owner, grey, £1,000 Sidmouth 0395 77686
Prefect 100E 1958 grey, bereavement forces sale, exceptional car, with orig reg, offers, Epsom 0372 729172
Prefect 100E 1959 bodywork & interior good cond, engine needs attention, no MOT or tax, reg worth £1,300 offers, Aylesbury 29645
Popular 1960 with new and old spares, must go to enthusiast for restoration only, Somerset 0823 69 555
Popular deluxe September 1959 A reg, dry stored 10 years, thus very good body, recon engine, new clutch & tyres, T&T October, £850 ovno, Brighton 822215
Anglia 1958 T&T, vgc, orig interior and log book, used on I.O.W. Rally Whitsun week £1,100 Mid Glam 0443 670044
100E 1955 Utilicon body recon, mechs good 52,000 miles, one previous owner, offers West Dorset 02977 584
100E 1961, super deluxe,short T&T, recent service, very good cond, many spares, reg valued £925. offers 021 360 3487 Birmingham
Popular 1959 (100E?), needs rebuild, offers 0892 653873 East Sussex
Prefect 1959, too good for breakers, offers K. Boulton, 19 Barnard Close, Eynesbury, St Neots, Cambs.
300E 7cwt van 1960, spares, used daily till June, £800, 0842 861429 Sussex
Popular Deluxe 1960 T&T, good runner, used daily, needs some attention, £550 ono, 0705 466118, ask for Gary, Hampshire
300E van 3 bar grille 1955/6. Needs total restoration, some body damage but solid, £400 021 351 7277
(100Es?) Ford van 1950's, Pop body, Pop compete, Ford rolling chassis, standing out some years, Malpas 860563
Prefect 1956 black, full MOT, lovely cond, runs well, spares, valve radio, £495 or exchange, Mike Willis, Hull 798301
1958 Prefect, 1200 Cortina engine & box, Pop for spares, greenhouse full of spares. J Moule 0634 864639 Medway

SPARES

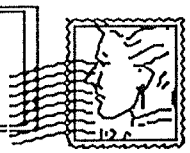
103E export water pump exc cond £15, 100E speedo £6, 103E speedo £6. 8hp/103E stove enamelled inlet manif £5. 100E inlet manif £5, 0625 585332
E93A Prefect grille as new, fish bone shape, offers Geoff 091 4785244
Fordson 5cwt shell and chassis, front & rear axles, springs shocks & wheels £50 ono, 2 Prefect doors vgc £10 each, Central Scotland 0324 484202
Prewar (?) engine complete no CB 157500, Dorking 883085
Engine & g/box front & rear suspension wheels £200 Alan, Basildon 520467
Popular 100E 1956 complete car plus spares less engine, £75 buyer collects, Canterbury 711391
Squire rear tailgate with window complete £45 or ex for 100E external sunvisor, Greater Manchester 061 665 2630
Pop 103E parts including complete front & rear axles with wheels etc, front cowl & bonnet, engine & box, all cheap Uxbridge 0895 51806
Headlinings for uprights, made to orig spec, Pop/Anglia £79.95, Prefect £89.95 inc sunvisors etc. Steve 0473 780818
E493A spares, front wings, running boards, most parts or sell 80% complete car, Peter, St Asaph 0745 584700
100E/107E front outer panel, wings, doors, boot lids, hubcaps, front lamp bezels, genuine whitewall tyres, other parts, North London 0992 34513
103E engine, g/box, clutch, rad, steering column, all good cond, pair semaphore trafficators, Bill, Hayes 081 848 7317
New Pistons 2 sets for 8hp +.040" and + .030" 2.230", S. Brand, Essex 0375 672257

100E interior Anglia deluxe, complete, exc cond, mushroom(ish) colour, £40 Dorset 0935 816756
Upright spares new E493A steering box, new rear axle end repair kit, Malvern 0684 562489
E93A battery 6 volt, moulded rubber, as new, £20, Southend 0702 548951
E93A parts 2 engines, 2 g/boxes, rear axle offers, tyres all good, 2 5.25x16 on rims £20 each, 2 4.50x16, 1 4.50x17 £15 each, Leamington Spa 613090
103E chassis stripped in good cond, Northants 0604 811652
103E spares grilles, doors, some mech parts, Stowmarket 0449 767760
100E g/box, blue instrument panel, speedo, early fuel gauge, various gaskets, quarter lights, various bits & bobs, £2 the lot, Upright "Prefect" script. South London 081 693 4134
103E vgc o/s fr steel wing £50, pair unused fibreglass fr wings +2.5", blue rear seat, 2 pairs door panels, blue & black, Gary, 081 769 7192
Pop, E93A various panels, bakelite etc, fair cond, offers 0752 492097 Plymouth
Illustrated Parts list , 1932-53, cond 1, £18, 0375 642562

WANTED

Ballamy 15" wheels, with vent holes, 2 wheels desperately required, any cond, any price, wheel spacers and Aquaplane oil cooling equipment, Graham, Canterbury 0227 86793
Set of 5 good tyres and one wheel, set of period indicators for 1959 103E, Julian on Andover 0264 51429 after 6pm
part-ex 1953 type 100E Anglia unused unchromed bumpers for 1955 100E Prefect chromed bumpers, wanted steering nacelle, overriders, boot lock, badges for 1955 100E Prefect. 0325 486147
103E front & rear seats, door and side panels, any colour, also headlining with supports and passenger window regulator, Steve, Harrow 081 428 0472 after 6pm
Urgently for 103E combined steering column, horn push and indicator switch to complete restoration, Sussex 0293 771382 after 8pm
Window bakelite for 1956 Popular Halifax 0422 843588
E493A interior light lens, rear light assemblies, overrider, good cond boot lid, temperature sender, brown inner door trims, rear window & 2 rear glasses, fuel tank, 0354 741168
7W parts front & rear wings, boot lid, spare wheel lid, workshop manual, running boards, to help restoration of 4 door 1937 7W, will collect, Cambs 0353 649520
103E spares will consider full car, any age, to complete our rolling shell at long last, please ring 0922 494597 eves
1955 103E nearside rear stop tail light, complete or cover, N Ireland 0846 638877 after 6pm
103E wanted MOT preferred but condition otherwise not important, 051 677 6824
E493A postwar 1952 chassis or rolling chassis for Prefect, must be in good order. Roger or Toby on 04408 5215
1954 103E rear wing lights, inside sunvisor, handbook, 2-pole cut-out, radiator, rear brake drum adjuster, cash waiting, please! Geoff, Harpenden 0582 762625
100E estate or van, any condition, Steve 0473 780818
Cage for 3" Tudor washer bottle in good condition, complete system not required, Ed Ingold, Canada, address in front cover
103E rear bumper must be in good cond, no rust, also boot script and washer bottle, good prices given, Swansea 0792 894794
E93A Prefect interior trim, seats, brown, Clive, Southend 0702 548951
Wanted urgently pair of rear wings for 103E for sale or swap front left hand wing 103E, John, Lincoln 0522 7514(9?)13
O/s bakelite window surround 103E 1959, o/s rear brake light cluster 0704 840 682
Bumpers in good cond for 1960 100E Pop, 0372 842423
Engine needed for 103E, must be good running order, can collect anywhere, Dave on Lancaster 0524 832857

INTERNATIONAL SECTION



FRENCH 103E!

Dear Paul,
Whilst on holiday in France I spotted a Popular on a garage forecourt in the village of MARSEILLE-EN-B, a few miles north of BEAUVAIS. Possibly a 103E model, R.H.D., some damage to o/s/f wing, and obviously not used for some time. The garage was situated on the north side of the village.

M K McClarence

We're short on French members, but if anyone is nearby on holiday please lets have a photo - Paul

WHERE IS IT - AGAIN?

Dear Paul,
Your Australian correspondent, Mr Gordon Cowley (June page 32), is not alone in his curiosity of just where various places one reads about may happen to be. It is a subject which has always interested me.
My standard reference work for Great Britain is the Ordnance Survey National atlas at 1/4" to the mile. The important feature is the gazetteer which claims to list every place shown in the atlas, with page and grid reference. So far I have never faulted it.
There is a similar publication for Ireland, also Ordnance Survey, covering both Ulster and Eire, to the same scale and with a similar gazetteer. It does have one rather amusing entry. It shows motorway signs for both parts of the country, yet up until last year certainly, Eire had no motorways! But it is an excellent book, and my copy is already showing signs of a lot of use.
Should Mr Cowley, or indeed any other reader, be interested in a similar book for the Netherlands, after a lot of enquiring and searching, I settled on ANWB Atlas Voor Nederland, scale 1:100,00, (about 5/8" to 1 mile), with a gazetteer, this being the most important part as far as I was concerned. The text is written in Dutch, which may be a disadvantage, but at least is causing me to learn a little more of the language than I might otherwise.
I have a Carte de Belgique, scale 1:250,00 (almost exactly 1/4" to the mile), which does the same for me in Belgium and Luxembourg, produced by recta Foldex, but I have not yet seen anything similar for France. France is a large country, and any comprehensive book would necessarily be large, and probably expensive, but I would still be interested if I could find such a French atlas.
I might mention for fellow members, one aspect of foreign travel by "oldtimer" as my Dutch friends call our cars.. The Dutch are the most friendly, most enthusiastic about oldtimers, of any nation I know, and very nearly all of the people speak English excellently. My usual car is a sidevalve, but not a Ford. Its a Standard Flying Twelve, because it has to tow my caravan, which it does with ease.

Ted Broadhurst

ED's A HEADIN OUT WEST

(Photo - E. Ingold) wearing its new hat!

Dear Paul,
To those of you who have noticed my absence from these pages recently, I have been otherwise engaged - house buying selling and packing! Yes, the Prefects coming too... My new address is 36 Woodacres Way, Calgary SW, AlbertaT2W-4W3, Canada.
I would also like to remind the committee of the spares embargo to the USA and Canada, as the situation is getting real bad. This could relegate our cars to museum piece status if it continues much longer, and is contrary to the Clubs purpose. the Club often is our last resort for the parts essential.

Ed Ingold

See the Club Notice Board for the latest, we have done what we can but the situation has been forced on us by circumstances in the USA and Canada - a lot of work has been done, and is being done to solve a problem not of our making - Paul

MORE SIDEVALVES IN MALTA

(Photo - H. Michellet?) A battered, but rust free, Prefect!

Dear Paul,
I enclose some photos from Malta. The E83W (page 23) was found in the back streets, the blue Escort in Valletta and the red Prefect in the parking area of some gardens. It would seem that the only other cars to be found in quantity are Triumph Heralds, all apparently left behind by the British Army.

Thanks for a wonderful magazine - H. Michellet?

Sorry about being unsure of your name, but the signature was a bit hard to read - Paul.

(Photo - H. Michellet?) An Escort, still working for a living.

1937 Model Y
(Photograph - M. Slack)