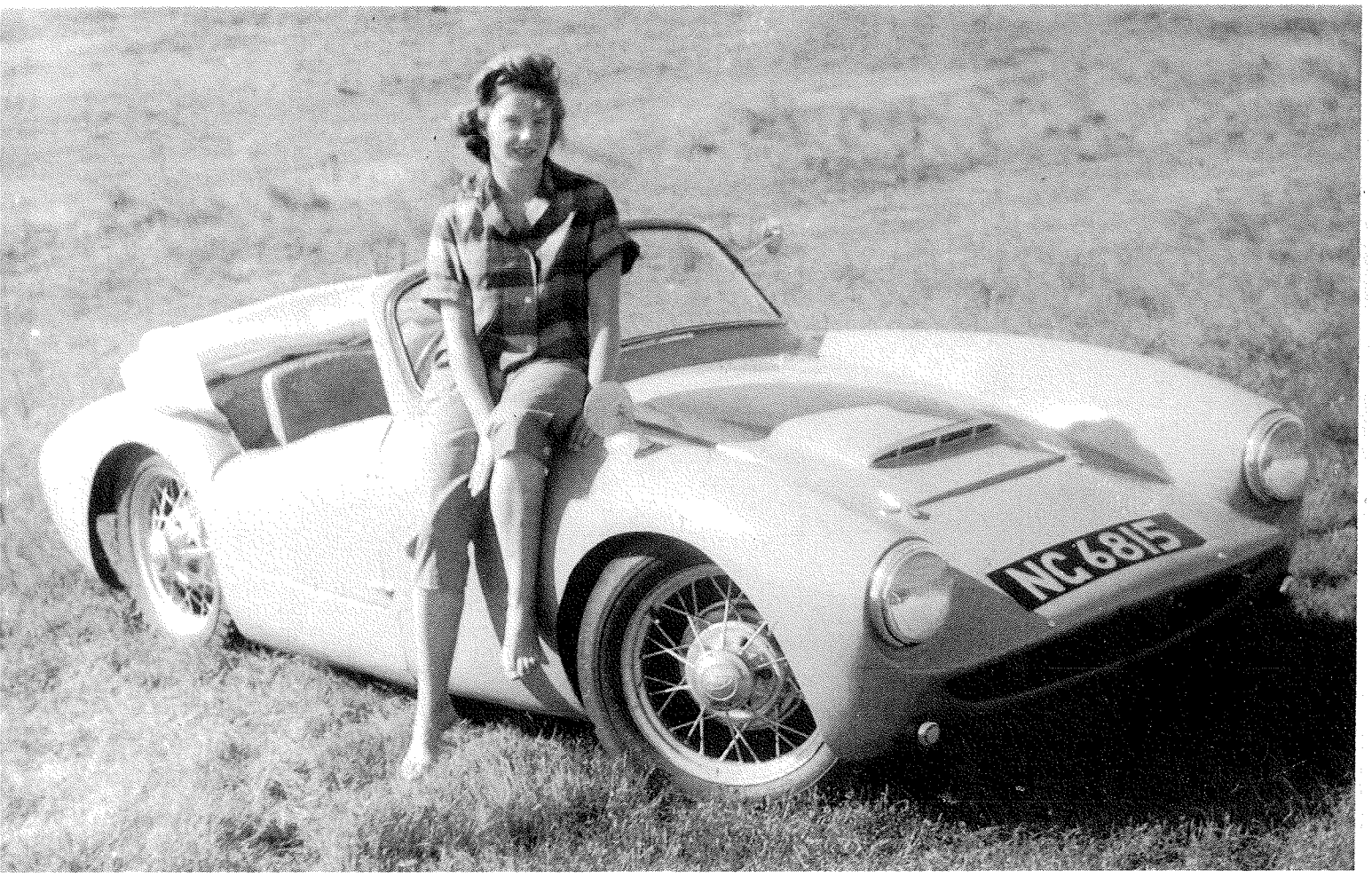
SIDEVALVE News

JUNE 1991



PUBLISHED BY THE FORD SIDEVALVE OWNERS CLUB

FORD SIDEVALVE OWNERS CLUB SV

FORD SIDEVALVE OWNERS CLUB - OFFICIALS AND AREA GROUPS

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PRESIDENT Bill Cooper
VICE PRESIDENTS David Burgess-Wise
Roger Palmer

CLUB CHAIRMAN
Jim Norman, 7 Chaucer Place, Abram, Wigan, Lancashire. WN2 5QB

GENERAL SECRETARY
Shirley Wood, 17 Baker Road, Abingdon, Oxon. OX14 5LW

MEMBERSHIP SECRETARY
Mick Crouch, 30 Earls Close, Bishopstoke, Eastleigh, Hants. SO5 6HY

CLUB TREASURER
Tony Young, 36 Fengates Road, Redhill, Surrey. RH1 6AH

SPARES SECRETARIES
ALL 8 & 10HP TYPES - Martin Howard
17 Baker Road, Abingdon, Oxon. OX14 5LW
100E & 107E TYPES - Tony Saunders
19 Larkswood Drive, Crowthorne, Berks. RG11 6RH
Tel. 0344-775850 BETWEEN 7pm and 9pm ONLY

TECHNICAL ADVISORS
ALL 8 & 10HP TYPES - John Charlton
138 Middlewich Road, Sandbach, Cheshire, CW11 9EA
100E & 107E TYPES - Jim Norman
7 Chaucer Place, Abram, Wigan, Lancs. WN2 5QB
Tel. 0942-861043 BETWEEN 7pm and 9pm ONLY

CLUB REGISTRARS
PRE-WAR - Yvon Precieux
11A Sunderland Road, London. SE23
E83W - Malcolm Wells
18 Montroy Close, Henleaze, Bristol, BS9 4RS
ANGLIA, PREFECT & POPULAR - Andy Main
52 Windermere Drive. Gillingham, Kent. ME8 9DX
SPECIAL - Malcolm McKay
2 Albany Rd, Wimbledon, London, SW19 8JD. Tel. 081 542 5194
100E - Tony Fox
27 Uffington Road, Barnack, Stamford, Lincolnshire. PE9 3DU
107E - Philip Hardwicke
20 Wentworth Road, Harborne, Birmingham. B17 9SG

CLUB BOOKS AND REGALIA - Jean Crouch
30 Earls Close, Bishopstoke, Eastleigh, Hants, SO5 6HY.
HP14 4PN
SIDEVALVE NEWS EDITOR - Paul Edwards
8 Sunningdale Ave, Alwoodley, Leeds, LS17 7SE.
CLUB LIBRARIAN - Harry Wheeldon
9 Annesley Road, New Moston, Manchester. M10 0PB
EVENTS CO-ORDINATOR - Bill Ballard
32 Chantry Rd, Chessington, Surrey. KT9 1JP. Tel. 081 391 2836
PUBLICITY OFFICER - Bill Ballard
32 Chantry Road, Chessington, Surrey. KT9 1JP. Tel. 081-391-2836
VIDEO SERVICE - Harry Wheeldon
9 Annesley Road, New Moston, Manchester. M10 0PB
SAE to Harry for details.

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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

BRISTOL - Bob Stear, Tel. 0272 507261. Last Friday in same month as Sidevalve News publication, The Fox, Easter Compton, Near Bristol, 8.30pm.
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 721501.
1st Tuesday, Nag's Head, A1023, nr Brentwood, close to junction 28 M25. 7.30pm
LONDON, SOUTH-EAST - Yvon Precieux, Tel. 01-291-1198.
Last Sunday, The Crown, junction Brownhill Rd/Burnt Ash Hill, just off South Circular A205, 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, T.C.'s, 103 Manchester Road, Manchester, 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 815153.
1st Thursday, The Old Mint, Southam, 8.30pm.
SUFFOLK - Steve Minns, Tel. 0473 780818 (6pm-8pm)
8pm 1st monday, Sorrel Horse, Barham, Nr Ipswich, Suffolk
SURREY - Tony Russell, Tel. Reigate 221578.
Please ring for details of local activities.
SUUSEX - Barry Lund, Tel. 0903 39507
12.00, 2nd Sunday, Red Lion PH, Ashington, A24 north of Worthing
TYNESIDE - John Bilton, Tel. 091 2534954.
2nd and 4th Wednesday, Moat House Hotel, 'A1' Wallsend, 8pm.
SOUTH WALES - Linden Evans, Tel. 0443 670044.
1st monday, The Upper Boat Inn, Upper Boat, Treforest, Pontypridd
WEST YORKSHIRE - Gordon McKenzie, Tel. Wakefield 0924 376558
8pm 2nd Monday, The Grove, Grove Rd, alongside Ings Rd, opposite ELS and B&Q.

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.

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"Best Car Club Magazine"
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"Classic Cars" magazine

Vol. 8
No. 3

Well, I'm writing this the evening before the Norwich Union. Andy and I will be away in his Pop at 7 tomorrow morning, and when we get back I'll be joining Lynn, Cara and Marc up in Richmond for a weeks holiday. The perfect start to a holiday if you have an understanding "better half"! I've noticed that Friedel Erdelman and John Bilton are amongst the sidevalve contingent, so I hope I get the chance to speak to them. I'll be taking the camera of course, so I may print an article written by myself in the next issue.
Talking of meeting people it was nice to put names to a couple of faces at the AGM. Unfortunately I had to leave sharply at the end, its a 200 mile drive from Leeds!
For once I have received several contributions for the "Practical Pages" section, many thanks it has always been a disappointment that we have not got the ball rolling as far as that section goes. However, due to shortage of space thanks to the AGM minutes, I will be holding a couple over for the next issue. Thanks guys, and any more articles would be welcome.
Finally, a personal thanks to Shirley Wood for getting the minutes to me with such speed - it means I can go on holiday with the magazine well and truly out of the way, ta.

CONTENTS **Page**

AREA NEWS	1
MEMBERS LETTERS	5
NEWS & REVIEWS	6
CLUB NOTICE BOARD	7
ANGLIA, PREFECT & POPULAR REGISTER	14
E83W REGISTER	16
PREWAR REGISTER	18
107E REGISTER	20
100E REGISTER	22
SPECIAL REGISTER	23
PRACTICAL PAGES	25
CLASSIFIEDS	26
INTERNATIONAL SECTION	28

FRONT COVER - Mike Page.
Another superb period photo, see the Special Register, page 23, for details of the E.B..
BACK COVER - Peter Triggs
It shows Peters car posed in Denham Village, enroute with the West London branch to the RAF Museum at Hendon.

COPY DEADLINE - 15th July.
NEXT ISSUE - second class post, 15th August.

AREA NEWS

NORTH LONDON GROUP REPORT

Attendance at The Gate has been a little low recently. However, 3 of our members went to the AGM, and a good turnout is promised for our visit to the Royal Aircraft Museum at Hendon. This will have taken place by the time you read this. A report will appear in the next edition of Sidevalve News. The 2 Johns, Perren and Swade, have been busy working on their 100Es. John Perren has been getting his blue 4-door Prefect, which he originally bought for spares, ready for the trip to Wales with Ballard & Co, and John Swade has had the necessary welding done to the sills on his Popular and obtained an MOT for another year. Two recent 103E Popular owning members, Neil Bannister, who lives just round the corner from me, and Ian - sorry, I've forgotten your surname - who recently bought the Popular featured in Popular Classics magazine, have been in touch and said they will be coming to club meetings. We look forward to seeing them at The Gate.

Chris Drinkwater

HAMPSHIRE GROUP NEWS

Although I am writing this mid May we have already attended 3 rallies and are looking forward to the 'big one' at the end of the month at Enfield. The first rally was held locally at the end of April and was attended by 2 103Es, 1 E493A and Jean's 100E Pop made it's debut. We were extremely lucky with the weather and the highlight of the day had to be the gigantic ice cream cornets which were devoured eventually after a struggle! The second rally which took place over the Bank Holiday weekend involved a 50 mile road run through the picturesque New Forest stopping for lunch at Breamore house in the Forest. I am pleased to say that the 3 sidevalves which took part, Andy-103E, Steve-E493A and Jean-100E Pop took the lead and came in first at Breamore House. The weather was nice enough to sit outside and enjoy our lunch which was followed by home made fresh cream cakes and apple pie and cream - a very tasty rally! On the Bank Holiday Monday the Pop, Prefect and 100E went to a May Day Magic event which again was held locally and although the cars were only a static display there were plenty of other events going on all around to make it an interesting day out for all the family. Altogether a nice gentle start to the rally season with lots more to follow.
Although our monthly meetings are still taking place we have once again got to change our venue owing to the Public House having a new landlord who has decided to put in a very loud juke box and several snooker tables which makes it virtually impossible to hold a conversation without using a megaphone! If you are thinking of coming along to our monthly meets please ring me first to find out where we will be, as despite all odds we will manage to find somewhere. Last but not least congratulations to Jackie and Graham on the birth of their daughter Kimberly on March 15. Kimberly was the youngest member to attend the Club's AGM on May 4 - was she really that tired or was she bored and slept through the whole thing!

Mick Crouch

COVENTRY GROUP MONTHLY REPORT

Firstly let me start by saying thanks to Steve Hancock for all the work he has put into running our local group (which he formed) over the last 10 years. Over the years Steve has organised numerous events from various old car rallies, Midland Sidevalve Days, stands at the N.E.C. etc, even our Christmas dinner dances and last years raft race. On behalf of all the Coventry group I would like to wish Steve, Leslie and the boys the very best of luck in their new venture.
Steve is moving to Redruth in Cornwall so look out for his black E93A Prefect.
The show season has started and on April 13-14 we had a 7 car stand at the Stafford County Showground Classic Car Show. The cars were Steve and Nick's E494Cs, Norman's E494A, John's '56 Squire, Barry's 107E, my own E493A and Geoff's 103E. Let it be known that Geoff's 103E is the first one in the Coventry Group for at least 7 or 8 years. The show was very quiet on Saturday with about 6 enquiries about membership. The Sunday was a lot busier but with less membership enquiries. We had several visits from members of the newly formed Derby Group which appears to be going from strength to strength with some very enthusiastic members amongst them.
There was quite a large autojumble. I personally bought a set of king pins and a spring spreader. Another member bought an export water pump for £3, a bargain or what!
Events that we will have attended in May will be the Kit Car Show at Stoneleigh on the 5th attended by the Specials group. Dartmouth Park in West Bromwich on the 12th, Abbey Park, Leicester on the 19th, and Steve Caraline & Robert, Susan, Joseph & myself will be down at Enfield from Friday to Monday at the start of our Witsun holidays.
The Coventry Group have taken to the water again on yet another epic voyage down the river Avon in our annual raft race. Last year we came 16th, but with the wives helping with the paddle power who knows? Watch this space.
One event which all of the Specials group are looking forward to is the Specials rally at the Cotswold Wildlife Park, Burford on August 11th. This rally is a must for all Special owners. Call Russell James on 0725 22635 for details. Our monthly meetings are getting very busy at the moment with about 25 at the April meet, but there is still room for a lot more sidevalvers at the Queens Head.

Robert Daniels

SHROPSHIRE AREA

Spring has not been the only thing stirring into life in Shropshire recently. The Club was represented by 3.5 100Es (remember Ian's 100E?) and a Chevrolet at the Blue Light Rally in Walsall. Steve's 1957 Chevrolet was kept separate at the Rally as an eagle-eyed marshall spotted the difference, despite Steve's insistence that the Chevy was only deputising for an ill 100E Popular. Still, the car managed to drift into the sidevalve enclosure before the end of the day.
With Steve still reeling from import duties a second sidevalve raiding party ventured abroad following rumours of a 100E in Welshpool. Ian, Malcolm and myself snatched the vehicle from the jaws of the crusher, which might have ruined some good mechanical parts, even though it would not have affected the condition of the bodywork much.
Not only have sidevalves been on the move out of Shropshire they have also been coming in. Bob arrived at the last meeting from Hereford in an immaculate 103E Popular. As Bob is currently working in Shropshire we look forward to seeing him again over the next few months.
I have also heard from Robert Corrigan in Stourport who must be in the running for one of the youngest restorers, having nearly completed the restoration of a 103E Popular before his seventeenth birthday. Well done Robert!

John Westhead

LONDON (WEST) BRANCH NEWS

The April meeting was a bit of a rush as far as Arthur and I were concerned: we were still on the car ferry crossing the English Channel at 5pm, on the way back from a very enjoyable long weekend with Jos Schumacher and his family in Holland (more about this in a future mag), but we were safely installed in the Marquis by 8pm, to be greeted with a warm welcome from the other regulars who were keen to hear of the exploits in our sidevalves over Easter. I have come to the conclusion that our sidevalves must be cold-blooded, because we could muster 10 for our meeting last November, but only 2 for the May meeting, when 2 of the 3 Peters we have on the books brought their Prefects along.
By the time you read this we will have had 2 group outings this year: to the Wheels of Yesterday Rally at Crystal Palace on 5 May and to the RAF Museum at Hendon on 12 May, with many more planned over the next 5 months. Laurie (doglegless 107E), Pete (E493A) and I (107E) attended the first of these, which unfortunately was a washout. Overnight rain had turned the venue, which is also used for the start of the London to Brighton run for commercial vehicles on the same day, into a quagmire. As we drew onto the site, I honestly thought we'd got lost on route and had ended up at the Everglades in Florida by mistake! Our thoughts were with another branch member, John Hampton and his green 'Y' van (Laurie thought I'd said "his green wife Ann"!) who were actually participating on the run to Brighton that day. John was to tell me later that it had taken him 4 hours to complete the run due to unexpected diversions and other vehicles' breakdowns, and that the reception at Brighton was very damp (his wife Ann was therefore wet rather than green), so damp in fact that judging was abandoned and no awards presented - surely a "first" for this prestigious event.
Talking to other local group organisers up and down the country recently, it would appear that I'm lucky in having so many supporters with vehicles on the road who are willing to participate in events. Having said that, though, it is surprising how many of us in this branch have got other sidevalves "in the wings" under restoration that have yet to make their first public appearance, which reminds me that a certain "Parkinmobile" Squire has yet to appear in 1991!
Finally, could I draw your attention to London Sidevalve Meet at the world-famous Brooklands Museum near Weybridge, Surrey on 4 August (see elsewhere in this mag for details). We have also arranged club stands at the "Midsummer Motoring Legends" rally at Beltring, Kent (23 June); the Uxbridge Show (14 July) and at the "Popular Classics Roadshow" at the Rushmoor Arena, Aldershot on 3 August. We still have some places to spare on these stands, so if you'd like to bring your sidevalve along, please give me a ring on 081-391 2836.

Bill Ballard

LONDON NORTH EAST

After growing discontent for the last few months we have changed our venue. We now meet at the Nag's Head, on the A1023 near Brentwood, a stone's throw from junction

28 on the M25. Our recent experiences at the Plough had included loud music, karaoke and our last visit found our usual area in complete darkness! The meetings are still on the 'first Tuesday' from 7.30. If you own a sidevalve and live locally, why not come along?
Three new faces that did 'come along' for our May meeting are Bernie Humphris, Howard Kauffman and Tony Griffiths. Their cars are an E493A, (yet another!) 103E, and our first pre-war - a 1934 tudor Y type - currently in many pieces!
By the time this is read we will have started the season's round of rallies being due at Enfield and also organising the stand at Motor World '91, at North Weald.
Plans continue apace for our Essex Funrun which will be on 22nd September, giving you an opportunity to roam through the magnificent(?) Essex countryside in the autumn rain. Full details in the August magazine. In the meantime I've received an invitation to the ultimate in international rallies - a meeting and show in Kiev, USSR, mid August '91. I kid you not - if anyone's interested give me a ring for details!

John Howe

WEST YORKSHIRE NEWS

Ballard Bill has prompted a club stand at the Classic Car Roadshow, Harrogate, August 4th on the Great Yorkshire Showground, sponsored by MER Car Polish (which Dennis Skelton says is not bad). A choice of stand size is available - allowing 3/4 cars, or mega allowing up to 9. Three places are booked already, E494A, 103E, 100E. A good response from all of you out there in the Harrogate, York and upwards/sideways areas with good "but not got to be concours" cars, vans, E83W, pre-war. One of each model might be difficult but cars and members from the 4 Ridings would be good. Ring for details.
HCVS gathering at Wakefield's Thomas Park is on Friday 19 July at 6pm, 520 assorted motors last year, totally informal, highly organized event to be recommended to anybody within driving distance. A line up may be possible if enough members promise to turn up. Come anyway, its 'free', access from 2pm, go home when its dark. Ring for details or see classified press .
HCVS road run this year is from Pontefract to Elvington Air Museum York, Sunday 21st July, how about taking all those Prefect aeroplanes to see some proper Aeroplanes?

G M M

MANCHESTER BRANCH NEWS

First of all the correct name of our venue, is T. C.'s at 103 Manchester Road, Manchester. This is the main A635 from Manchester to Ashton. The landlord is letting us use a room upstairs free of charge. The meeting in May was well attended with 12 members turning out. Welcome to Bill from Prestwich.
We had an excellent turn out for Oulton Park, (photos to follow) with 10 vehicles on the Saturday, and 14 on the Sunday. There was a range of 7 different vehicles. 2 E493A Prefects, 3 100E, 5 103E, 1 E83W, 1 CX, 1 107E, and a lovely 5cwt van which the owner Ron Leach was putting on its debut after 4 years of restoration. Unfortunately Ron suffered a heart attack a few days before and was unable to bring it himself, (get well Ron we look forward to seeing you soon). The weather on Saturday was a bit cold and windy, but the sun came out on the Sunday and it was warm enough for me to even tale my hat off. A big thank you to everyone for coming and making it such a good event.
By the time you read this we would have had our Annual do at Hathershaw, (ex Lyndhurst) details in next mag, and hope to see plenty of sidevalvers at NW sidevalve day at Glossop on 7th July.

Harry Wheeldon

SUFFOLK GROUP

(Photo - Steve Minns) Suffolk sidevalvers with their banner supplied by Ford Dealer, John Grose

The rally season has started in fine style for us over here in Suffolk, when we attended our first rally as a group, at the Colchester Classic car show. In the nick of time our local Ford dealer, John Grose, supplied our club banner, which looks very impressive and should become a familiar sight, at rallies far and wide... nudge nudge!!

(Photo - Steve Minns) A very nice 300E, an unusual sight these days, at the Colchester Classic.

Many thanks go to all those members who made the trip to Colchester, where the Sidevalves were well received, and thanks to the glorious weather, we had a most enjoyable day, with cars ranging in age from 1936 to 1960.
Its been very refreshing to see so many articles about sidevalves in the motoring press recently, but to top that off, whilst watching TV a few evenings ago I spotted a good selection of Pops, Prefects and E83Ws in the film "Genevieve" and then a Cortina in an episode of Taggart, bearing the registration OLD 100E. Its not that often that you see uprights in everyday use (even Tim is giving the 5 cwt a rest, but in the Ipswich area recently, I've spotted a Prefect E93A, in a creamy yellow colour in daily use, judging by the scorching on the bonnet, its suffered an under bonnet fire recently... fuel vaporisation par excellence!

(Photo - Steve Minns) Another 300E spotted by Steve, this time on the Ipswich/Felixstowe Run.

Finally, don't forget the club stand at the Ipswich Roadshow on 26/27 June. We still have some available space, so if you want to come along, give me a call.

Steve Minns

NORTHAMPTON GROUP REPORT

Anyone not used to our monthly gatherings at the Stags Head, would have thought that our April meet was a test, to see how many people you can get in a 100E - there was one 1958 Prefect in the car park and 14 members in the pub! No we didn't all arrive in the one car, only John and Adrian braved the cool April evening in a Sidevalve.
Not quite such a large turnout in May but one interesting thing to come to light during the evening was that between the 9 members attending, sidevalve ownership stood at a total of 15 in various stages of renovation.
The high ratio has a lot to do with enthusiastic collectors Roy Frost (3) and Danny 'our leader' Moody (4). Roy has 2 projects on the go - a 493A Prefect and a late '50s Shirley Special and attends events in his runner showpiece, a 1957 100E Anglia, which has been in his family since about 18 months after its manufacture! Danny owns a '57 103E Pop rebuild project, an Edwards Brothers 'Nationally featured' special which just required an MOT, and 2 100Es. So it wasn't just a rumour - joining 'Connie' in the Moody stable is 'Willie', a 1958 Anglia recently purchased from FSVO member John Edwards.
Other projects discussed during the evening and being worked on at present included 3 1954 103E Pops (must have been a good year) owned by Mike, Val and Mick - Bernie's 1960 107E and Mike Gardner's '51 E04C 5cwt Fordson van requiring extensive renovation and his 1959 103E Pop just awaiting its MOT. Making up the 15 cars were Ian's & mine 'purchased' runners (we don't have the inclination for all this nuts and bolts business) a 1960 100E Pop De luxe and a 1958 103E Pop.
It was good to welcome Mike Gardner back at the May meeting - we honestly don't mind looking like 'big kids' in the pub playing with your toy cars - so bring along some more of your models next time - perhaps we should have a model meet one month I know most of us are quite keen collectors! Something to think about for next Autumn time?
Despite a very cold day, the annual Rushden HTS 'Cobblers' Road run made yet another successful 'family day out' beginning to the events season, with the Northampton section being represented by around 7 sidevalves. Amongst those attending were Bill's Prontaprint liveried commercial sidevalve 'fleet', Dick Peters, Nancy and Jim's (only 2nd time at a show since restoration?) black upright Pop, Roy and Ian's grey 100Es and wait for it - Danny with his recently acquired '58 Anglia, Willie - nice one Danny! We knew you would do it one way or another!
Hopefully we will get together for a summer barbeque (members, cars and families) sometime around the end of this month (June). If you're not sure if Danny has your current phone number and don't want to miss this event give him a ring on 810095 - obviously it will be a last minute thing depending on the weather.
If any local members have anything specific they wish to mention in this piece just jot it down on a beer mat or such like and I'll include your comments - see you at the National.

Tony Tutchener

SOUTH EAST LONDON GROUP

(Photo - sent in by Yvon, but can anyone recognise the guy in the middle, something is missing!!

The South East London Group have now moved to the Crown public house, at the junction of Brownhill Road and Burnt Ash Hill, just off the South Circular A205. the management, as shown above, welcomes those members who wish to join in for a jug of ale. A recent recruit to the group is George Baker of Sydenham with an E493A Prefect.

Yvon Precieux

OXON & BUCKS RAMBLINGS

Spring has finally arrived, and May 1st heralded another dehibernation routine for Ernie, our faithful E93A. As usual, he needed bump starting up and down the drive a few times to get him going, but at 52 years of age I can forgive him his eccentricities! Our 2 spaniels, Bramble & Duke, leapt straight onto the back seat as soon as I opened Ernie's doors, they love coming to show with us, and I had to take them for a ride round the block before they would get out again!
Rumblings in the group are that we will probably have a day at the seaside, a treasure hunt and barbecue, or a road run to the Cotswolds during the summer, possibly all three! If you're interested in joining us, give me a ring as I'll have sorted the dates out by the time you read this. We welcomed Dave, in a nice, tidy E493A at the May meet, bravely driven from Berkhampstead on his own. We also had a couple with a sidevalve powered boat turn up, they weren't club members, but wanted to find out about spares. Sorry - I failed miserably to recruit them.
Teresa Butler

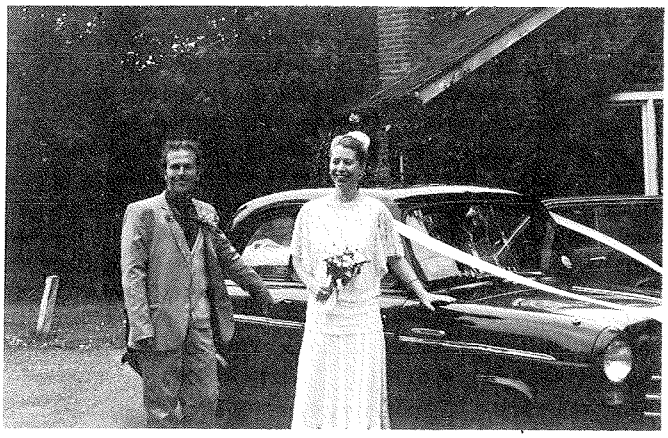
MEMBER'S LETTERS

GOODBYE TO THE COVENTRY GROUP

Dear Paul,
It is with much regret that we say goodbye to the Coventry Group and hand over leadership to Rob Daniels. Over the last 9 or 10 years since I started the Coventry Group we have made many new friends who have given great support at local meetings and routes. We wish to say a big thankyou to everybody for the many happy hours spent sidevalving (even those spent on the side of the road) throughout the country. We hope the Coventry group keeps going from strength to strength in the future.
By the time you read this we will be at our new home in Cornwall, and also, who knows, there may even be a new group spring up down here in the future.
We look forward to seeing our sidevalve friends when they visit Cornwall.

Steve and Lesley Hancock

SIDEVALVE WEDDING



(Photo - Jane Smallwood)

Dear Paul,
I have enclosed a photograph which I thought you may be interested to see or publish in the magazine. I got married in May last year - and as the official wedding car, we used my 1956 Ford Anglia! It is black - and we polished it up nicely for the big event. I have had the car for 5 years now and apart from a new engine it hasn't really given me much trouble. I thought it would enjoy being part of the celebrations! The car was given to me by a friend of my mother's, who is now living in Australia and she wanted it to have a good home. I am pleased to say that she was thrilled when she heard I had used her car for my wedding.

Mrs Jane Smallwood

APRIL BACK COVER - CORRECTION

Dear Paul,
The back cover of the April Sidevalve News showed a photograph of a 1936 Model C, with the origin of the photograph unknown. I must be the 100th person to advise you that this is a CX, but did you know that it is a 1934 model!

Back in 1986 a few members of the Manchester branch went to Halewood, and at the end of the tour of the factory, Ford presented us with a number of glossy cards showing Ford cars over the past 50 years. The very same photograph of CVW 937 appeared on the card for vehicles 1934/37. The source of the photograph is then possibly Ford. Hope this helps!

Rodney Peters

[*You are wrong Rodney, your's was the only letter!!! But yes it does appear on the 1934/37 card, I have one but I didn't make the connection, thanks - Paul*]

EVIE - AN OLD FRIEND

Dear Paul,

(Photo - Joan Hoggy)

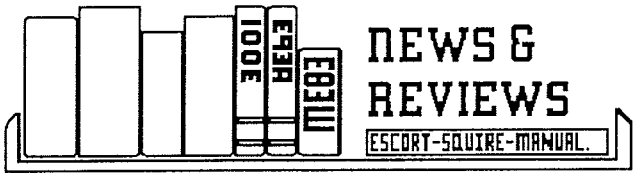
I am enclosing some photographs which may be of interest. They were taken at the Cockthorpe Toy Museum, near Wells in Norfolk, when we were on holiday in October 1990. The van was in the forecourt of the Museum and in pretty good condition, but untaxed I noticed, so maybe off the road these days - looks as if it was used for deliveries for the museum. I could not resist taking a photo of my own 100E Pop alongside the old van!

(Photo - Joan Hoggy)

Another photo shows our car again with my friend - co-owner - Pat Lowery, who is the driver. Our car is a 1959 100E Pop deluxe, and we bought it in January 1971 from the original owner. We never met the previous owner; he left the car for its usual service at a garage in Dagenham and went for an appointment at the local hospital. Pat's father was the mechanic at the garage and told us that the car's owner returned later to say he'd been told at the

hospital not to drive again - his heart was very bad. He asked Pat's dad to sell the car for him for £60. That's how we acquired "E.V." (Evie as she affectionately known by everyone). We never go anywhere without the car being looked at or talked about! It's in daily use and as we have no garage it stands outside in the road. In all these years it's hardly ever let us down and never been off the road.
After our mechanic had to give up a year ago, we were fortunate to find one neighbour across the road was willing to take us on. He'd never touched a 100E before but we bought a full workshop manual from the club for him and he's really into it now. The local dustman knocked and said he had a spare engine in his shed - we could have it for £15 - Dave (our neighbour) approved at once and is rebuilding it to swop with our engine - he'll then rebuild that one for a spare. The car is reliable and much loved - we always say parting with it would be like having the dog put down! Several people have made offers for it (and a man asked me to sell the number plate once) but we'd never sell it.
We'd love to get involved in Club outings - we introduced ourselves, car and mechanic Dave to the local branch (John Howe's bunch) but unfortunately circumstances are such that we cannot yet be free to do more.

Co owner of EV 9382 Joan Hogy



SECOND SPECIALS DAY - 11th AUGUST

May I take this opportunity again to invite fellow Special register members and those others interested to the 2nd Specials Day on the 11th August 1991. The event will again be held at the Cotswold Wildlife Park, Burford, Oxon from 10am in the morning.
Last year saw 27 Specials arrive from beautiful runners to much loved piles on trailers and the day was adjudged a great success by all the participating clubs. This year the same clubs have been invited plus if someone in the FSOC is a member of the G.S.M. register they are most welcome too. The chance should be there to see Falcons, Bucklers, Ashleys, Dellows, early Lotus examples, Hamblins, Rochdales, the list goes on. It was hoped to do some form of competition on the day with the cars, but due to a falconry display it won't be possible - although the display itself is another added attraction.
Drivers who arrive with Specials will be admitted free.
Further details are available from me at the below address or by phoning 0725-22635 between 7pm and 9:30pm. If writing please enclose an SAE, to 43 The Borough, Downton, Wilts SP5 3NG.

Russell James

BEAULIEU - COST CORRECTION

Unfortunately The national Motor Museum sent us the wrong figures for membership costs as featured on page 7 of the last magazine. It should have been £60 for 5 years, **NOT** £60 for 10 years. I bet there are some red faces at Beaulieu, as this appeared in other Club magazines, still it's nice to know that I'm not the only one to make mistakes!!!

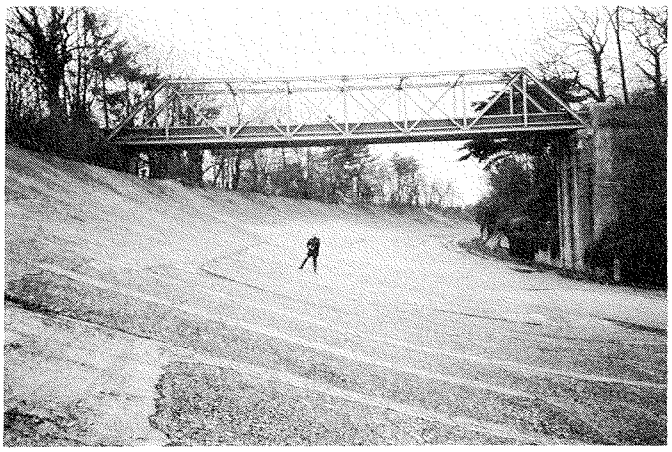
FORD ARCHIVES BROKEN UP - "FORD "TIMES" AT BROOKLANDS MUSEUM

(Photo - Ken Palmer) Bruce alongside Model C.

Bruce Palmer has visited the new Brooklands Museum, which he rates as "excellent, it includes in addition to racing cars, planes etc., a Model C." The museum was opened officially on April 10th by HRH Prince Michael of Kent, Bruce visited pre-opening in Feb.
Brooklands offers a day out for the whole family, with the restoration of the 1907 Clubhouse being a complete 1930's recreation.

However, you may have read in the classic car press that Ford archive material is to be split up and distributed around the world after the closure of the Corporate History Project at its Brentwood HQ. It closed at the end of April, and its manager, David Burgess-Wise has since left Ford. Apparently Ford US withdrew funding, but David Burgess-wise has done his best to ensure that the British material remains in this country.
To this end, the Brooklands Museum opened its Ford Room on April 10th. This houses, amongst other reference material, bound volumes of *"Ford Times"* from 1912 to 1974. Product information stays in England, at the national Motor Museum. Sad though this is, at least the material is still in the UK., and Bill Ballard's "London Sidevalve Meet" now has a most impressive additional attraction. see over the page for details.

I would like to thank "Classic & Sportscar" for the above information. Paul



(Photo - Ken Palmer) Brooklands famous banking.

CLUB NOTICE BOARD

NATIONAL S/V DAY PRICE CORRECTION

We were given the wrong prices for National Sidevalve Day, it is not £1.30 per car but £2.50 per adult plus £1.20 per child. Sorry, Dave Aston will have contacted all those who pre-booked this will hopefully be in time for the rest.

EVENTS ROUNDUP

Summer is now upon us and that means that those of us lucky enough to have a Sidevalve on the road are looking forward to using them to enjoy ourselves at weekends.
Since the beginning of the year, there has been a steady flood of notifications of classic car shows and I have circulated as many as possible to local group organisers. This probably explains why we seem to be having more club stands at events than ever before, and I append a list of the latest I've been notified of below. If you do not see one in the list close to you, I suggest you contact your local group organiser. If there is no local group in your area, then I can only suggest that you refer to the rally calendars published in the classic car press. Whether you go it alone or in convoy, have a nice day!

LONDON SIDEVALVE MEET

Latterly known as Southern Sidevalve Day, this event is to be held at the Brooklands Museum (based on part of the site of the former world famous racetrack and the Vickers aircraft works, and commemorating both), near Weybridge, Surrey, on Sunday 4th August. In order to make this event really different, we're also organising an optional fun run of about 30 miles in the morning which will terminate at the museum, where awards will be given for the best presented vehicles. There will be an admission fee to the museum. An entry form can be found alongside.

Bill Ballard

EVENTS DIARY AND FORWARD PLANNER

* 23 June	Midsummer Motoring Legends, Whitbread Hop Farm, Beltring, Kent (Bill Ballard tel 081-391 2836)
* 7 July	Thames Valley Auto Show, Bracknell (Mick Crouch tel 0703-692359)
7 July	North West Sidevalve Meet, Glossop (Ken Devine tel 061-665 3612)
* 20/21 July	Fairthorne Manor, Botley, Hants (Mick Crouch tel 0703-692359)
* 21 July	Popular Classics Roadshow, Fontwell Park Racecourse, Chichester (Barry Lund tel 0903-39507)
* 3 August	Popular Classics Roadshow, Rushmoor Arena, Aldershot, Hants (Bill Ballard tel 081-391 2836)
4 August	London Sidevalve Meet & Fun Run, Brooklands Museum, Weybridge, Surrey (Bill Ballard tel 081-391 2836)
* 10/11 Aug	Stansted, Hants Show (Mick Crouch tel 0703-692359)
17/18 Aug	"Swing in to the Sixties", Cannon Hill Park, Birmingham
* 8 Sept	Motor Club '91 (an All-Ford rally), North Weald Airfield, Epping, Essex (John Howe tel 0708-721501)
28 Sept	F.S.O.C. Spares Day, Steventon Village Hall
29 Sept	The All Ford Rally, Abingdon (Bob Tredwell tel 0235-530720)

* We shall be having a Club Stand at these events; please contact the appropriate organiser well beforehand to ensure a space on the stand for your sidevalve.

REGALIA OFFICER

There are now 2 new items on the regalia list. The first one is the small book 'How to Trace the History of your Car' by P Riden and is on sale for £4.50 which includes postage and packaging. The second item is a new design tea towel which has all the models on it and is on sale for £2.95 which includes VAT and postage and packaging.
For a full list of regalia items please refer to the regalia price list included in this magazine.

Jean Crouch

REMANUFACTURED SPARES - LATEST

I am please to announce that three new items are available from Martin Howard. 1 - Boot lid key escutcheon - this is for the uprights with the T handle carriage keys for opening the boot lid lock. 2 - roof rubber. 3 - E83W bonnet spoon. Many thanks to Tony Fox for the loan of the 100E Anglia boot lid script badge - my only offer.

Andy Main

ENTRY FORM FOR :-

LONDON SIDEVALVE MEET, SUNDAY 4th AUGUST 1991.

Brooklands Museum, Weybridge, Surrey.

Name..... Membership No.....
Address

Tel. No.....

I wish to enter a vehicle (details below) for the above event, and **DO/DO NOT** * wish to participate in the optional fun run in the morning.

VEHICLE DETAILS

Year of manufacture ..... Model No ..... Model Name.....
Other interesting vehicle details

Please send with foolscap size SAE to :- Bill Ballard, Organiser Southern Sidevalve Day, 32 Chantry Rd, Chessington, Surrey, KT9 1JP.

Minutes of the 1991 Annual General Meeting of the Ford Sidevalve Owners Club

The Annual General Meeting of the Ford Sidevalve Owners Club was held on Saturday 4th May, 1991 at the Village Hall, Steventon, Oxfordshire

34 Members were present.

Jim Norman took the chair and welcomed the members to the meeting.

1. Apologies for Absence

Apologies were received from Tony Fox (100E Registrar), Andy Main (Anglia, Prefect and Popular Registrar), Harry Wheeldon, Shaun Banks, Teresa Butler, William Edwards, Mike Mawby, Ronald Miller, Bill Scurfield and Robin Smith.

2. Minutes of the Last AGM

The minutes of the previous AGM held on Sunday 6th May, 1990 at the Village Hall, Steventon were accepted by the meeting.

3. Matters Arising

There were no matters arising.

4. Annual Reports of Officers and Committee Members

a. Chairman (Jim Norman)

Jim Norman said that this was the first time that he had reported to the Annual General Meeting as the Chairman, but he felt that this year he had to say something about the continual harassment of the Committee by a few of the Club members.

As the membership were all aware the Club was run by a committee made up of volunteers. The Club ran very well given that the Committee were all volunteers as the Club could not afford to employ professionals to run the Club.
Jim asked members to think before they wrote to Committee members, politeness will get members more help from the Committee than rude letters or telephone calls. Everyone made mistakes and it was possible that letters got mislaid by Committee members, or in fact they never arrived; if a member did not get a reply within four weeks then they should write a polite letter asking what the delay was. Jim reminded the membership that everyone has a right to their free time and Committee members can therefore decide how they spend their free time whether it is on Club matters or on other things. Club members should not turn up unannounced on a Committee members door and should not go knocking on neighbour's doors. If a member makes an appointment to see a Committee member then the Club member should try and keep to the time arranged. Jim said that some Committee members had received messages from Club members via the police, their next door neighbours had received phone calls asking to speak to the Committee member; this sort of behaviour was totally unacceptable. Jim said that this sort of harassment can lead to the Committee members resigning and he stated that in future if this happened that he would find out the Club member who had caused the harassment and ensure that they were expelled from the Club, as the Club would find it extremely difficult to replace the Committee member and the whole Club would suffer as a result of the resignation in some cases.
Jim Norman reported that each year when the renewals come in the membership secretary receives a number of thank you letters form the membership, which are appreciated. Jim said that the Committee would also appreciate hearing from the membership when they had ideas on new spares or even criticisms of the Club. The Committee can make mistakes and therefore other members views are always welcome. Jim reminded the membership that it was their Club and the Committee would appreciate some feedback on what they are doing.

b. General Secretary (Shirley Wood)

Shirley Wood welcomed the members to Steventon and thanked them for making the effort to attend the AGM.
The members were aware that a Spares Day was not being held in conjunction with the AGM due to the fact that a number of spares had been stolen at previous AGM/Spares Days and this meant that the Club was running at a loss with the sale of spares at these events. The problem with selling spares at the AGM was that there were not enough people to help with the selling of the spares and the running of the AGM. To compensate two Spares Days had been arranged for later in the year, the first was in a few weeks time on the 1st June.
Shirley reported that the Club was still in a healthy position, but members should be aware that although the Club seems to have a great deal of money in the bank that this money is allocated to orders. Shirley explained that the spares and regalia operate a system, whereby the money that they take from the sale of spares or regalia they are allowed to spend, less 25% to cover the postage, packaging and VAT of the sales. If the spares or regalia wanted additional funds they had to come to the Committee to ask for money out of the main Club funds. Therefore the Club accounts do not show a true representation of the Club funds as a large proportion of the money in the bank is spares or regalia money which is already allocated to orders or has been taken by the spares or regalia officers. She apologised for this distortion of the Club's financial position and reminded the members present that the money in the bank had to last the Club to the end of the year to cover its running costs, events and the magazine.
Although the Club was running well at the moment the Committee had been worried about their own personal liability in the unlikely case that anyone decided to sue the Club. To ensure that the Committee would incur no financial loss in the case of a claim being brought against the Club the Committee had investigated the possibility of insurance against personal loss, but the cost of the premium was more than the cover. The Committee had therefore spent a great deal of time in the last year investigating ways of improving the Club and adequately protecting the Committee, who spend a great deal of their free time running the Club. Therefore the Committee had decided to recommend that the Club should become a 'Guarantee Company' and this matter would be discussed later.

Another item of importance to the membership had been the question of registration numbers. As the membership were aware the Club was now on the list of approved DVLA Clubs. The Committee had decided that a charge should be made for this service due to the fact that a great deal of additional work was required by the Registrars and the General Secretary with additional expenditure on postage by recorded delivery, photocopying and telephone calls in the last resort. Members should not expect their applications to be dealt with by return of post as each application took time to process as the Club had to check each application to ensure that member were putting in valid claims, as the integrity of the Club rests on how the system was operated. Members should be aware that there were a very large number of applications in the pipeline at the moment and they will take time to clear. To give some idea of the numbers involved Shirley had been receiving about 30 letters a week concerning DVLA, most of which would have to be dealt with by the Anglia, Prefect and Popular Registrar. Shirley said that every effort is being made to process the applications as fast as possible but the Committee only have so much free time in which to do this.

Members may be aware that a sub-committee of the Club under the guidance of Jim Norman had been trying to improve the conditions for the car clubs taking part in Classic Car shows. Jim originally wrote to all the other car clubs, over 200 of them, to get their views on the subject with the aim of having a meeting to discuss the subject. Jim received many replies all saying that the conditions for car clubs should be improved at these events and that they would welcome a meeting to discuss the problems. A meeting was organised and financed by the Ford Sidevalve Owners Club in February and a number of the car clubs sent representatives. As a result of the discussions the 'Association of Car Clubs' was formed and the Ford Sidevalve Owners Club are present on the committee of the new association which will initially be discussing the question of Classic Car shows. Shirley congratulated Jim on his efforts with this matter as he has obtained some excellent publicity for the Ford Sidevalve Owners Club which had increased the standing of the Ford Sidevalve Owners club with the major car clubs.

Shirley thanked all the Committee Members and Club members who had helped with the running of the Club in the last year for all their hard work on behalf of the Club. She also thanked their families as they have to put up with a great deal on behalf of the Club. Finally she thanked those people who helped with the running of the AGM.

c. Treasurer (Tony Young)

Tony Young presented the accounts for the year ending 31/12/90 and copies were distributed to those present (and are appended to the minutes). Tony reported that Bill Ballard had done an audit of the accounts which had again proved to be a useful exercise.

Tony reported that the Club was in a healthy financial position, but stressed the need for tight control of all spending. He said that the Club had been carefully managed in the last seven years which had enabled it to reach its current position and he hoped that this management would continue. Tony stated that the Club had to be run as a proper business and with the current management this was happening.

Tony Young stated that the Club is a mutual trading association which means that it can only sell parts and regalia to the membership. The benefit of this was that the Club only paid corporation tax on the interest from its high interest account and not on any profit made on the sale of spares and regalia. Therefore any profit made on the sale of spares and regalia could be put back into the remanufacture of scarce parts for the members.

Tony reported that he had calculated the stock value for the spares by using last year's stock values and adding the amount spent on spares during 1990 and subtracting the amount sold during 1990. The Committee realised that this was not the best method to use for calculating the stock value, but with so much new old stock and second hand stock it was easier than counting it all. As more of the stock became remanufactured items the stock figures would become more accurate.

Tony stated that he planned to include any tooling owned by the Club as assets, but he had only just received the figures.

d. Membership Secretary (Mick Crouch)

The Membership Secretary reported that at the end of 1990 the Club had 2268 members, the most since the Club was formed in 1969.

As in previous years the membership secretary had asked for renewals for 1991 in the October magazine and he thanked those members that renewed early and helped to spread the workload. During March the membership secretary had despatched 861 reminder cards and to date 312 had been returned. At the present time the Club had 1892 members of which 1629 were renewals and 263 were new members. The membership figure was made up of 1767 UK members, 84 European members and 41 international members, showing the Clubs world-wide appeal.

The membership details have now been fully computerised and thanks to Jean Crouch the system was working well. Mick also thanked Martin Howard and Shirley Wood for all their hard work in purchasing and setting up the new computer system. With membership numbers increasing each year this has proved to be a valuable time saver over the old manual system and allows the Club to record more details of the owners and their vehicles.

Mick reported that once again the subscription fees would remain at £15 despite the increases in postage and other costs but this was only made possible by the tight control of the purse strings by the Officers and Committee.

Mick thanked Jean Crouch for all her efforts in dealing with the membership.

e. Sidevalve News Editor

Paul Edwards said that he had little to report except to thank all those members that took the trouble to send in items for the magazine. It was thanks to these people that the Club had such a good magazine as had been shown by the fact that it had won a prize for being the best Club magazine once again during 1990.
Paul reported that since taking over as Editor he had been lax about refusing articles which had come in past the deadline for a magazine, but in future he would be enforcing this deadline due to pressure of work.

f. Spares (Martin Howard and Tony Saunders)

Martin Howard reported that 1990 had been another healthy year for the Spares departments which could be seen from the Treasurer's financial statement. This financial success had, in line with Club policy, been converted into new stock and had enabled the Spares departments to embark on new projects.

During 1990 the following new items had been manufactured:

E83W rear brake cables,
E83W gear lever gaiter
Metallastic shackle bushes
Interior door handles
103E Popular grille badges
Tooling to re-rubber the 93A engine mountings

Other new items which have been delivered during the early part of this year include:

103E bootlid escutcheon
E493A headlamp rubber gaskets
Roof rubber

Currently the Club are awaiting the manufacture of:

Prefect petrol filler grommet
Popular bonnet corner rubbers - at item asked for at the last AGM)
E83W grille badge mount
100E bonnet flashes 'V's
100E front suspension mounting bearings

At present the Club is trying to re-manufacture the top suspension mounting for the 100E which has been a difficult item to obtain for some time now and is of course a major MOT item.

Martin Howard stated that members were aware of the comments in the recent Sidevalve News concerning the theft of spares at the AGM. Martin felt that enough had been said on this matter but he simply added that the Committee were convinced that it was no more than a handful of people that were involved. The Committee had however decided not to bring the spares to the AGM and that decision would be kept under review. The Committee had received a couple of letters criticising this action but as those members who had been in the Club for some time would know the sale of spares at the AGM was a comparatively recent innovation and the Committee felt that the decision should be made by the Spares Secretaries. To compensate the Club would be holding two spares days later in the year on the 1st June and the 28th September and hopefully these will be well supported.

Generally the mail order scheme continued to run fairly well although Martin was conscious that he could do better, but until the introduction of the eight day week he was afraid that the membership would have to bear with him. Martin asked all members to take time to read the spares lists correctly and to ensure that they send the correct money to the correct person as this went a long way to reducing delays in the service. Also when ordering exchange items members should send in the old units and observe any conditions laid down on the spares lists, e.g. the removal of rubber from engine mountings. Martin also asked members to pack order forms and cheques separately to the exchange items being sent to the Spares Secretaries so that they arrive in a clean condition. The paperwork has to be processed in the Spares Secretaries homes and they do not appreciate filthy, greasy screwed up paperwork in their homes.

Finally Martin thanked the faithful few for their continued help in running the spares service; they are Eileen and Tony Saunders, Andy Main and Shirley Wood and the less visible but equally valuable help over the past year from Stephen Wood, Graham Bundy, Ray Garrett and Tony Fox.

Tony Saunders reported that he had little to add to the spares report except to thank Eileen Saunders for doing most of the work.

g. Regalia Officer (Jean Crouch)

Jean Crouch reported that so far this year regalia sales total £1555.62.

A number of new items had been introduced during 1990 / 1991 and they were as follows:

'How to trace the History of your Car'
New design tea towel
Parts catalogue for the Model Y, Model C, etc
New design T-shirts and sweaters
Stickers
Ceramic model of the 103E

All the new items were on sale at the AGM with several sale items and discontinued lines for sale. Of course, if members purchase regalia at the AGM or Spares Days then the cost of postage and packing will be saved.

Jean Crouch thanked Stephen Wood for designing and making the two new regalia display tables which were on display at the AGM and would come in very handy during the summer months. Jean expressed her thanks to the members of the Hampshire Group who had assisted her with the regalia at various events and especially to Jackie Bundy for all her hard work in helping with regalia over the last few years.

5. Proposal to form the Club into a Guarantee Company

Jim Norman reported that 6 forms of proxy had been received for the voting on this item and he distributed them to the named Committee members who would act on behalf of Shaun Banks, William Edwards, Mike Mawby, Ronald Miller, Bill Scurfield and Robin Smith.

Jim Norman stated that it had fallen on him to explain the reason's for this proposal from the Committee. He reminded the membership that the reasons for the proposal had been stated in the February 1991 magazine and therefore the membership should be aware of the Committee's thoughts on this matter. He reminded the membership that the Club was currently was just an association of members, it did not have any legal standing and therefore it could not own copyright, buy land, borrow money, etc. A 'Guarantee Company' is a legal entity and therefore as a 'Guarantee Company' the Club could have copyright, own land, borrow money and more importantly provide more protection to its members in the remote event of the Club being sued.

Jim explained that the most important aspect of this change was that the Company would be limited by 'Guarantee', which meant that each member of the Club would only be responsible for the amount of the limit set, in this case £1. Currently the Committee could possibly lose their houses if the Club was ever sued and there was not enough funds to buy the damages on selling all the Club's assets. If, after the Committee had lost their homes the damages had still not been covered then members could be forced to pay the remaining amount as each member was responsible for the debts of the Club. Obviously in the case of the 'Guarantee Company' the membership, including the Committee would only be liable for £1. The Directors of the Club could be liable for further damages if they had been acting fraudulently, which was unlikely with the current Committee.

Jim said that the possibility of the Club being sued was very small at the present time, but it could happen and therefore the Club should be in a position where its membership do not lose anything if at all possible and this was the main reason that the Committee were proposing the change into a 'Guarantee Company'.

6. Debate on Item 5

Dave Simpson asked if the proposed changes would

a. improve the running of the Club
b. improve the conditions for the Committee and therefore ensure their continued efforts on behalf of the Club.
c. improve matters for the membership as a whole.

If the above improvements were to happen then he could see no reason why the Club should not become a Guarantee Company and he was sure that the Committee had investigate this change thoroughly.

Jim Norman said that the membership will not notice any difference in the running of the Club. The only visible differences will be the addition of a Company number on the Club stationary and the fact that the cheques will have to be made out to 'Ford Sidevalve Owners Club Ltd.'.

Jim stated that the Club would still be run by the Committee, but five of the Committee members would be 'Councillors' of the Company. The remainder of the Committee will be Committee members who are voted onto the Committee by the same process which occurred now. 'Councillors' of the Company had to be Committee members.

Jim said that the membership would be liable for £1 only if the Club had any debts or was sued.

Tony Young said that the other difference that would take place when the Club became a 'Guarantee Company' would that an external audit would have to take place each year which would cost approximately £700 to £1000. Tony hoped that Bill Ballard would continue to do an internal audit for the Club to double check the books, prior to the external audit. The other difference for the Treasurer would be that he would be legally obliged to produce a balance sheet each year with the end of year accounts.

7. To consider and if thought fit, pass the following resolutions

Tony Young stated that he had distributed to those members present a copy of the 'Memorandum and Articles of Association' for the 'Guarantee Company'. He explained that the basic carcase for the company had been obtained from London Law. This basic carcase had been amended to take out the parts which were not applicable. Tony had then obtained the Memorandum and Articles of Association for the Jaguar Owners Club and the Triumph Sports Car Club and included the relevant parts from these Memorandum and Articles of Association. The Committee had then spent a great deal of time updating the Memorandum and Articles of Association to ensure that it was correct for the Club. This document was a legal document and therefore it should not be changed if possible.

Jim reported that copies of the Company's 'Rules and Bye-Laws' had been distributed to members present. This document was basically an updated version of the Club's constitution. This document was the internal rule book for the new Company. The 'Rules and Bye-Laws' should not contradict the Memorandum and Articles of Association of the Company, if they did then the Memorandum and Articles of Association took precedence over the 'Rules and Bye-Laws'.

Jim stated that both documents had been thoroughly checked by the Committee.

Jim said that the 'Rules and Bye-Laws' had been arranged so that the Councillors (Directors) of the Company were equivalent to the Committee Members. The Committee will run the Club.

The following resolutions were passed unanimously by the meeting, including the proxy votes.

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

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

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

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

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

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

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

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

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

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

Jim Norman declared that Item 7 of the agenda had been accepted by the membership and therefore the Club would become Ford Sidevalve Owners Club Ltd. with effect from the 1st July 1991.

8. Election of Officers and Committee Members

Shirley Wood was elected as General Secretary unopposed.

Tony Young was elected as Treasurer unopposed.

Mick Crouch was elected as Membership Secretary unopposed.

The other Committee members were elected unopposed and they are:

Bill Ballard (Publicity Officer)
Jean Crouch (Regalia Officer)
Paul Edwards (Editor)
Philip Hardwicke (107E Registrar)
Martin Howard (8 & 10hp Spares)
Andy Main (Anglia, Prefect and Popular Registrar)
Malcolm McKay (Specials Registrar)
Jim Norman (100E/107E Technical Adviser)
Yvon Precieux (Pre-War Registrar)
Malcolm Wells (E83W Registrar)
Harry Wheeldon (Librarian)

Jim reported that the five Councillors for the Company would be the Officers of the Club, the Chairman and one another who was Andy Main.

9. Any Other Business

Jim Norman said that section 3.4 of the Constitution states

Officers and other Members of the Committee shall normally provide their services without requiring renumeration. Proposed renumeration of any person shall be communicated to all Members and settled by the Club in General Meeting.

Last year at the Annual General Meeting the membership had approved payment of £65 per month to Tony Young for his services as Treasurer of the Club. Jim said that due to the increase in the workload which would occur when the Club became a 'Guarantee Company' Tony Young had asked if his fee could be increased to £80 per month. Bill Ballard seconded the proposal to increase the monthly fee for the Treasurer. The membership unanimously agreed to increase the Treasurer's fee to £80 per month.

Dave Simpson said that last year he had passed on some spares information to Mick Crouch and he wondered if this information had been acted upon by the Spares Secretary. Martin Howard said that Mick had passed on the information to him and he had purchased the spares on behalf of the Club and he thanked Dave Simpson for thinking of the Club. Jim reminded members that if they could not contact certain Committee members that they could always contact him or Mick and the information would be be passed on.

Jim Norman stated that the Club owed a great deal of thanks to two members of the Committee who had done most of the hard work with the proposal to turn the Club into a Guarantee Company. He asked the membership to show their thanks to Shirley Wood and Tony Young for all their efforts.

Jim Norman thanked the members for attending and then closed the meeting at 14:30pm.

NOTES TO ACCOUNTS

1. During 1989, the Committee decided to bring the accounts year in line with the subscription year. Therefore the 1989 accounts cover the first three months of that year which were previously reported upon and included within the last accounts ending 31st March 1989. Members should note that there is no audit requirement for the Club as the Club is an unincorporated association. However, for the last two years the Committee have agreed that it would be correct procedure to appoint a Committee member to carry out an internal audit of the accounts. Bill Ballard was proposed for this function and kindly agreed to carry out this job in addition to his other responsibilities.

2. The Club's income is analysed direct from the bank statements and credit transfers. There is the possibility that some income has been incorrectly analysed although the split of the figures is considered to be accurate.

3. Spares sales were handled by the Club's wholly owned company, Ford Sidevalve Spares Ltd. between 1984 and 1987. As advised at the 1990 AGM, the separate spares company has been wound up.

4. This is the charge made by the Treasurer for accounting and legal services during the year.

5. The Club is registered for Value Added Tax under registration number 395 3867 95.

6. The Inland Revenue payments refer to tax due on the Club's high interest account.

7. The Club maintains both a current account and high interest account at Lloyds Bank, Harwell.

8. The Club is registered under the Data Protection Act, 1984 - user number 0075594, registration G0833083.

FORD SIDEVALVE OWNERS CLUB
INCOME AND EXPENDITURE ACCOUNT FOR YEAR ENDED 31st DECEMBER 1990

	NOTES One	Year 31/12/90	Year 31/12/89	Movement
INCOME				
Subscriptions	Two	32885.72	29651.07	3234.65
Spares Sales	Three	36955.26	32089.95	4865.31
Books and Regalia	Two	7571.13	5186.53	2384.60
Interest Received		4687.85	3230.00	1457.85
Events and Sundries	Two	170.88	458.70	-287.82
		82270.84	70616.25	11654.59
EXPENDITURE				
Printing and Stationary		16974.98	7149.01	9825.97
Postage and Carriage		8116.64	5674.53	2442.11
Spares Purchases	Three	42847.75	27091.42	15756.33
Books and Regalia		6214.48	2547.13	3667.35
Garage Rentals		2284.70	2040.71	243.99
Events and Meetings		1523.07	1603.35	-80.28
Accounting / Legal	Four	780.00	780.00	0.00
Floats Issued		200.00	200.00	0.00
Floats Reimbursed		-200.00	-200.00	0.00
Telephone Charges		123.91	71.80	52.11
VAT Payments	Five	953.55	2476.97	-1523.42
Inland Revenue Payments	Six	983.00	335.00	658.00
Bank Charges		218.10	205.26	12.84
Club Computer Purchase		1281.00	0.00	1281.00
Sundries and Capital Purchases		1314.00	2372.33	-1058.33
Investment Bond		0.00	-4879.33	4879.33
Travel		820.01	494.71	325.30
		84435.19	47952.89	36482.30
Excess Income Over Expenditure (exc. VAT)		-2164.35	22663.36	

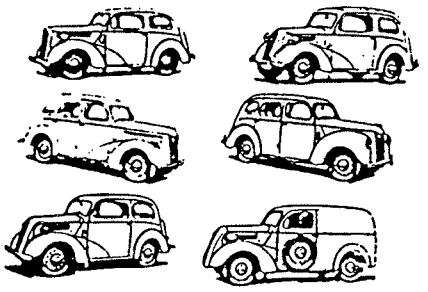
NOTES TO ACCOUNTS - CONTINUED

9. Assets owned by the Club are as follows:

	1990	1989	Movement
Upright Stocks (estimated)	29715.00	23000.00	6715.00
100E Stocks (estimated)	17329.00	12000.00	5329.00
Books and Regalia (31/1/91)	8693.63	8000.00	693.63
Cash at Bank	36558.30	37346.48	-788.18
Amstrad PC1512 + 2 printers	2719.80	1700.00	1019.80
Commodore PC40 + HP printer, etc	1518.45	0.00	1518.45
PC7 Photocopier	636.00	636.00	0.00
PC5 Photocopier	420.00	420.00	0.00
Sundry Assets held by Committee	5564.19	4249.71	1314.48
Tooling Owned	n/a	n/a	0.00
	103154.37	87352.19	15802.18

10. The Club will produce a Balance Sheet from 1991 onwards. All income and expenditure has been accounted for within the accounts for the year and accruals and prepayments are immaterial.

ANGLIA, PREFECT & POPULAR REGISTER



Registrar
Andy Main

REGISTRAR'S COMMENTS

I cannot believe it, I am putting together the third magazine column of the year, where have the months gone? The budget brought the usual petrol increase plus additional VAT. The road tax was not scrapped but at least it did not rise. In Belgium, Holland & Luxembourg, drivers next year will be driving with their lights on during the day and Britain could follow if the experimental scheme proves a success. I know some old vehicle enthusiasts drive with their lights on, but if we have to follow suit, it will put a big strain on our dynamos.
Living in "the garden of England", the county of European juggernaut lorries, it is a shame that the new speed limits will not apply to them.
This edition I feature DVLA made easier, check those details, Colin's Popular, Trailer Tent Popular and the Italian Prefect.

D.V.L.A. MADE EASIER

In the April edition, Shirley wood announced that the Club was DVLA approved to deal with the retention of registration numbers. I have since received many envelopes of documents, which as you can imagine is proving very time consuming - so please don't expect them back by return of post.
The DVLA have laid down various rules which we have to conform to, and certain original documents have to be inspected. A number of members have purchased barn finds with little documentation, if any, and no original log book. I hope that members will do the following before sending me their envelope.

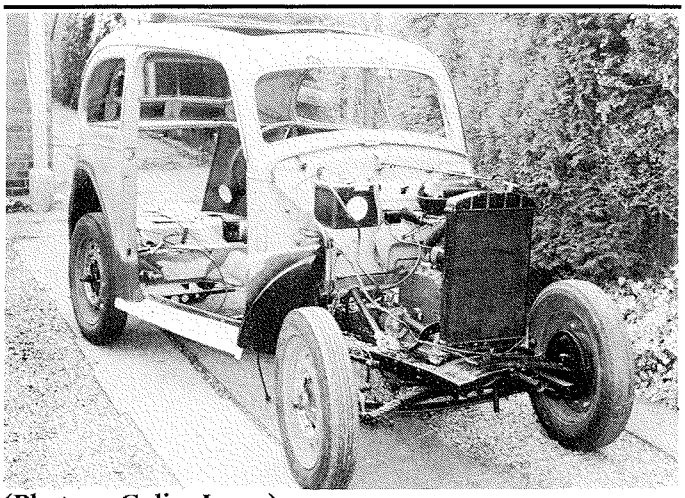
1 Photographs are required showing the complete vehicle and number plate. It is no good sending me one showing the roof only!
2 If the original style of logbook is not available, then you have to support your claim with further evidence - which will be time consuming for you.To confirm that the vehicle is correct you may be able to trace the history of it with the aid of the following book - "How to Trace the History of Your Car". Copies can be obtained from Jean Crouch, the Regalia Officer, at £4.50 including p&p.
3 There is no point in sending me a photograph of the vehicle only, as I will not accept it as proof and neither will the DVLA.

Please spend some time in obtaining the documents required on the form, as it is very time consuming having to write back for the other details, and off course slows down the other members applications.
With the extra workload this is bringing me, I have not been able to devote the usual time to the register. If you have sent me your completed register application form and have not yet heard from me, don't worry I probably do have it! I am expecting the sudden rush of DVLA applications to ease up in the coming months, I will then put some time into the register. I am however still accepting register application forms.
If any member changes the registration number on their vehicle, will they please let me know, stating old and new registration number, and register membership number, so that I can amend the register records.

CHECK THE DETAILS - A WARNING

I recently received a letter from a member who had purchased a Prefect which included the original registration number. When the owner received his vehicle registration document from the DVLA it now contained the original number plus a "C" suffix. In a letter from the DVLA, they stated the department's policy to allocate A, B or C suffix marks on all donor vehicles involved in cherished transfers which were first registered prior to 1963. The department also confirmed that the transfer of the original registration number took place a while beforehand.
Whilst this is the first occasion I have been informed that a vehicle has been sold with the original number, without telling the purchaser that it had in fact been transfered, I would suggest you check all details before you buy. There are some unscrupulous people around.

COLIN'S POPULAR



(Photo - Colin Jones)

Colin Jones, from Leicester, is fully restoring his 103E Popular, UDH 949, and enclosed the following article and recent photograph :-

"Yes I know we all use excuses, but changing house did put my rebuild back a while. It had been planned to put UDH 949 back on the road by now, but as a former mechanic I should have known better. As with any restoration think of a budget and timescale, then double it.
Thanks to the excellent initiative of Mark Slack we now have a well supported local centre. I have made some new contacts, located a "missing" bootlid and even been for a drive in a local Pop.
At the time of taking the photos, the car was driveable and moving from the garage under her own power and yes, I couldn't resist the temptation and had hordes of local kids stood up in the back as it was manoeuvred. The neighbours had had bets that it would never run after the strip down. It certainly pays dividends to fully strip the car, this one has had every nut and bolt down - and I mean every one! I now have confidence that it should not need doing again for many years.

Contributions to the Register can win £20 of Regalia.

Following encouragement from Mark & co to "put it on the road", the main body is stripped to bare metal ready for painting in the spring. A retrim will follow using as much of the original as possible, and I still expect to re tax and run UDH this summer/autumn. - Colin J. Jones"

We look forward to seeing a completed photograph!

TRAILER TENT POPULAR

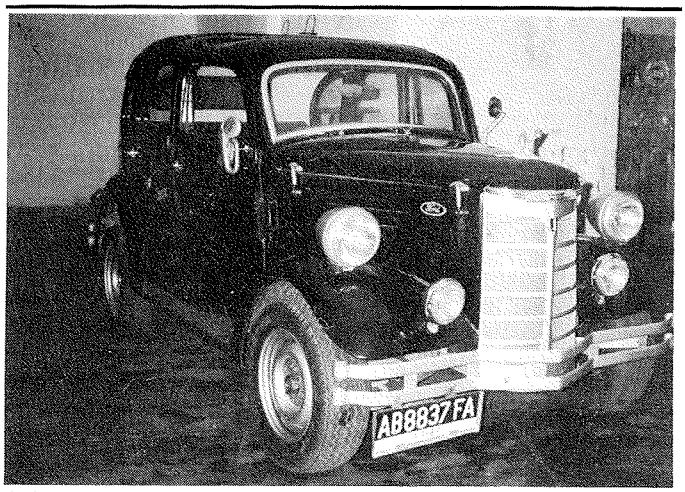
Ken and Sandra Rogers from Plymouth, Devon, attend rallies most weekends during the summer in their 1951 E494A Anglia, along with their trailer tent. The following article was included by Ken & Sandra, with their register application form.

(Photo - Ken & Sandra Rogers)

"I purchased the car from a garage in Ivybridge, south Devon, on 10th May 1986. I went with a friend to have his A40 Devon MOT'd, and in conversation with the garage owner, he took me to a separate lockup and showed me LFJ 933. It was covered in dirt and stood at the back, I showed I that was very interested and he got out the documents for me to see. It originated from Eggington's Motor Agency, Newton Abbot, had 4 owners in the area to 1968, then somebody in Ivybridge owned it until it came into his possession in 1974.
Apparently an old gent rang him up for repairs as smoke was coming out from underneath the dash panel. He recovered the car to his garage and the owner saw an Austin 1100 and did a part exchange. He told me that his original intention was that his 2 sons who were learning the motor trade might like to play around with it. It stood there from 1974 to 1986. He had re-coloured the car early on, and un-seized the engine.
I agreed to return to the garage a few days later, when he would get the car out for me to inspect on his garage ramps before purchase. This I did and was surprised when he insisted on getting the engine running for me right away, after cleaning the plugs & points, Redex down the bores and new petrol, it kicked into life. Due to the wiring he had to hot wire it! On the ramp inspection it was pre MOT and my work was to start.
I rewired the car completely, stripped down the dynamo and starter motor, they were in good condition except for the field coils needing retaping. the brake were completely stripped, freed up and the brake shoes relined and all new clevis pins were fitted to the brake linkage. The chassis and under body were scraped and de-rusted, then the complete underneath was repainted in iron oxide. The tyres were removed, inspected and new tubes fitted. Kingpins, wheel bearings and steering linkages examined and greased. The interior cleaned and the hood lining removed. The exterior paintwork was cleaned and polished.

On 25th June 1986, approx 6 weeks after I purchased the car, it returned to the garage for its MOT, it passed ok and was taxed from 1st July.

THE ITALIAN PREFECT



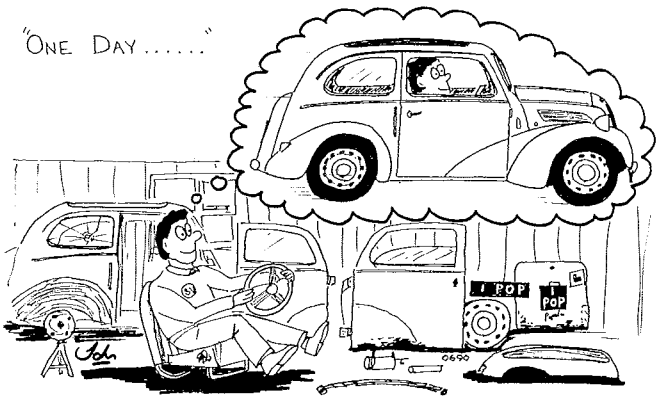
(Photo - Thusitha de Aluis)

Malcolm Mckay passed on this most unusual E493A Prefect photograph from Thusitha de Aluis, who lives in Rome. Thusitha came across the Prefect in the heart of Rome. The car was purchased by an Italian gentleman, a keen classic car enthusiast, whilst holidaying in Indonesia in late 1989. The Prefect is fitted with a Toyota engine and gearbox by a previous owner, and needles to say, the transmission, suspension and brakes were also modified. The bodywork also has a few alterations as seen, with a huge mascot in place of the bonnet release catch.
The present owner has now shipped the original engine and gearbox, and he intends putting the Prefect back to its original condition. I have forwarded club membership forms to the owner via Thusitha, so hopefully he will, now have joined.

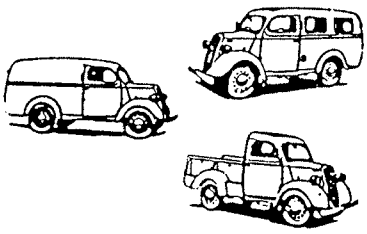
AND FINALLY

Please don't wear out that Australian hat Bill, I will need it one day when the A93A Prefect ute takes to the road.

Andy Main



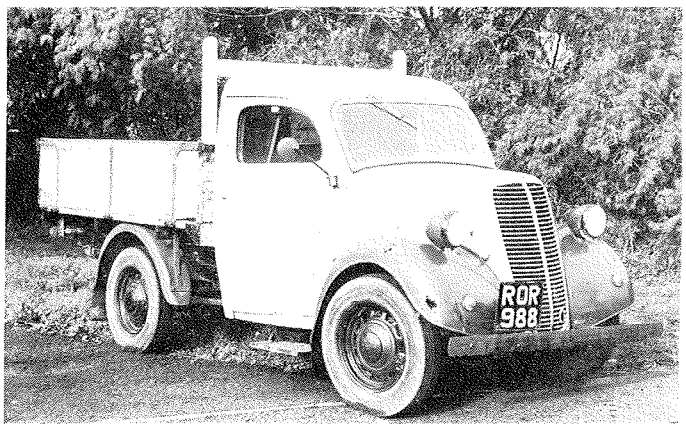
E83W REGISTER



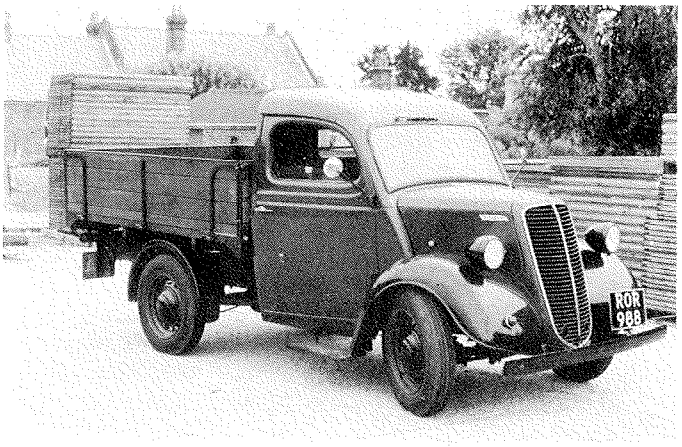
Registrar
Malcolm Wells

Hi all
214 E83Ws on the register at the mo. (May 4). Due to a typing error in April's mag, the last part of the chassis numbers list didn't make any sense. It should have appeared like this:- Jan 1955 to Dec 1955, C830266 to C880928. Jan 1956 to Sept 1956, C880929 to C907057. Oct 1956 to Sept 1957, C907058 to C925446.
Coming very soon to the club stores will be remanufactured grille badge holders. There are still some gear-stick gaiters and rear brake cables in stock.
Don't forget the National Sidevalve Day on June 16 at Stanford Hall near Lutterworth. Details from Dave Aston, the Southam area group organiser, or the form in April's mag.
Jean Crouch, the regalia secretary has a most interesting book for sale called "How to trace the history of your car". It's all about registration details and costs £4.50.
There's a 1955 flat bed truck for sale in the Manchester area. It's running and if anyone's interested drop me a line and I'll forward the info.
2 E83Ws who thought they were safe, hiding in bushes, have been spotted and rescued recently. Thanks to Club members Andy Wickham and Barry Lucking for the info.
That's about it for now, Malcolm.

Our first featured E83W is the one that was for sale in April's mag. It's now at another good home in Oxted and is still owned by a Club member.
ROR 988 was first registered on 20-4-57, chassis no C917177, and now has 62,000 miles on the clock.
ROR is dark green, with black wings and wheels and a varnished wooden back. It was purchased in Aug '86 by Club member Tony Hillyard from South Godstone. ROR had already been restored and had a current MOT, but was rather unloved. Tony spruced it up and used it during the summer months. Unfortunately, Tony had to put it up for sale, but it hasn't gone too far away.
The 2 photos show before and after renovation. The before shot was taken some time ago near Andover.

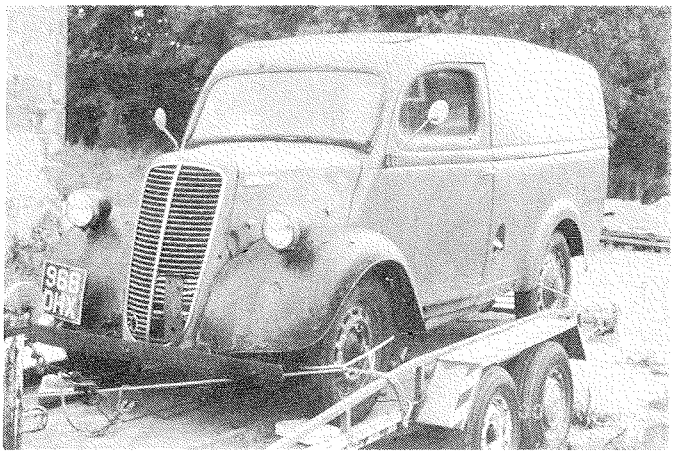


(Photo - The Moto'graphs Collection, courtesy of Peter Daniels)

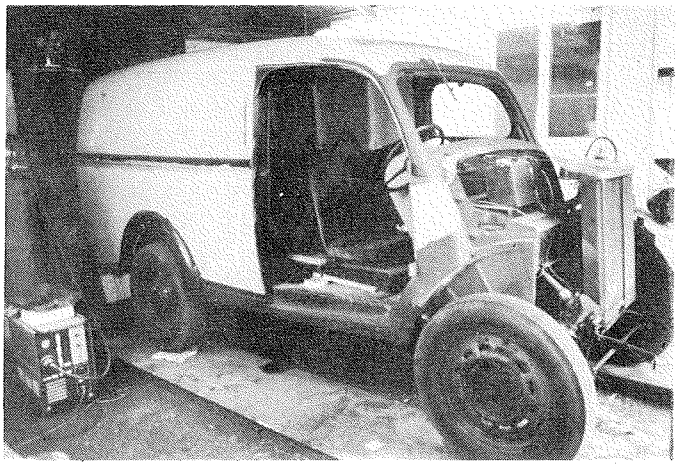


(Photo - Tony Hillyard)

968 DHX is a light blue 1955 model with chassis no C837714. It's owned by Club member Jolyon Havinden from Rothienorman in Aberdeenshire. Purchased in Aug '89, with 26,000 miles showing, from a scrap merchant in Stornoway.
DHX had only one previous owner, who lived on the Isle of Lewis, and who drove the van there from Dagenham when it was new. DHX had been stored in a dry barn for some years. Hope renovation is going O.K. Jolyon.



(Photo - Jolyon Havinden)

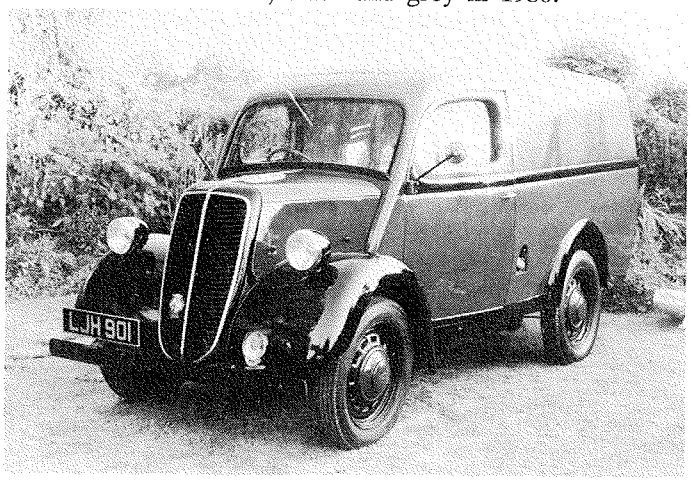


(Photo - Roger Chase)

LJH 901 is owned by Roger Chase from Lidgate, Newmarket. It's a 1949 van, chassis no C547546. Roger acquired LJH in 1970 from a farmer in Waltham Cross, by exchanging it for a fridge, which cost £7! The van was left outside for 10 years and in 1980 the engine was rebuilt. In 1986 major body repairs were carried out and a new roof

Contributions to the Register can win £20 of Regalia.

fitted. LJHH hasn't been used much during the past few years. The original colour was black, but Roger has resprayed it in dark green with black wings and grille and waist band. The before shot shows LJH mainly in yellow, with touches of brown, black and grey in 1986.



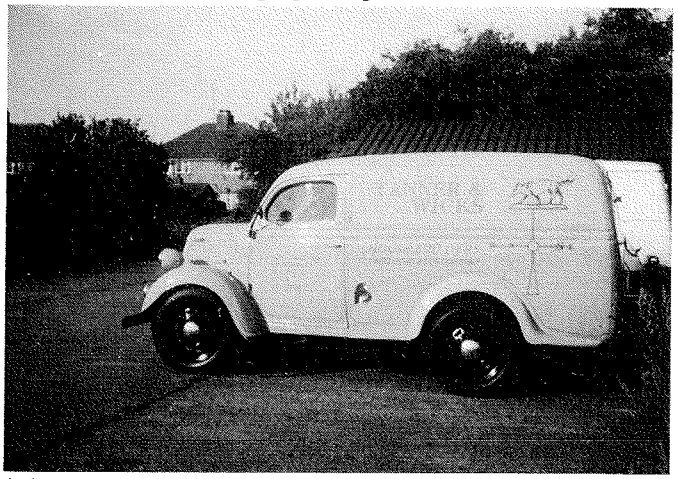
(Photo - Roger Chase)

LPF is a red shooting brake, first registered on June 11 1947 with chassis no C290738. It's been owned by Edwin Shears from Dagenham since June '86. From 1947 until 1950 LPF was owned by Underwood Typewriters, and from 1950 until 1986 by a Mr Green from Newham. It had been kept in the open all this time. A most unusual conversion, having seats fitted in the rear. LPF is the only one of its type on the register.

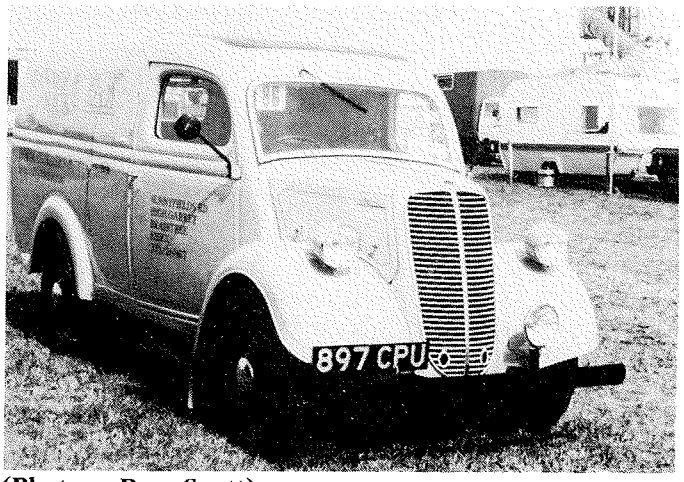
(Photo - Bill Ballard)

(Photo - Malcolm Wells)

897 CPU has been owned by Club member Andy Rust, from Wethersfield near Braintree, since March 1981. It's a 1955 E83W, chassis no C844639, and now has some 40,000 miles on the clock. CPU was originally owned by Essex police in Brentwood, and was used as a general runabout. In 1960/61 it was sold to a carpenter from Rayne, who used it for his business until about 1965, when it was left to stand. Andy has given CPU a complete body off rebuild, as it was in poor condition when found. After shot blasting it was found that the near side was beyond repair. A secondhand N/S panel was acquired from someone in Maldon who'd just broken up a van. The timber was replaced on the rear doors, floor and rear corners. The chassis was in good condition and was shot blasted. Every part of CPU was checked and replaced where necessary. The engine was in fair condition and was used for a while until replaced with a rebuilt unit salvaged from Andy's spares van, RNO 241. CPU is seen here in beige livery, with black wheels. The sign writing is in lime green with the motif and pin striping in light red.



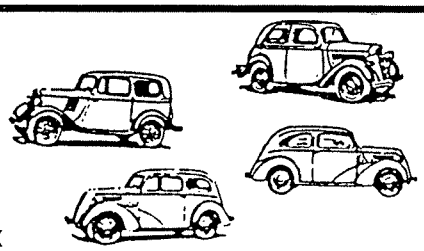
(Photo - Andy Rush)



(Photo - Ron Scott)

Does anyone know the whereabouts of JCD970? It's a 1947 Brighton registered truck, I have a photo taken at Brighton quite a few years ago. It's green in colour, with black wings.

PREWAR REGISTER

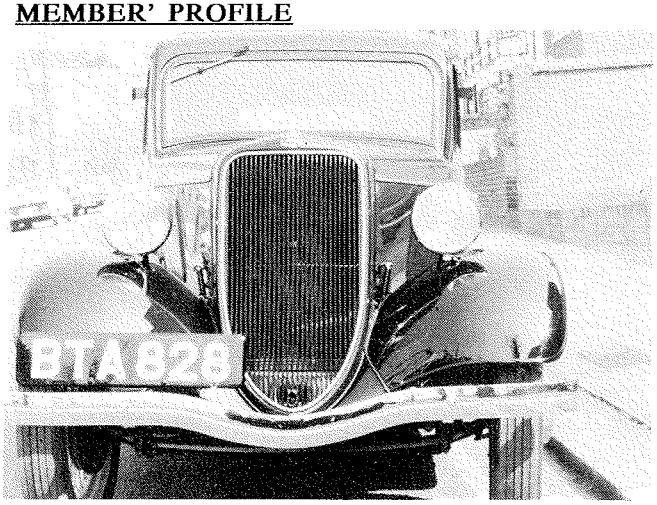


Registrar
Yvon Precieux

REGISTRAR'S COMMENTS

First of all thanks to Raymond McDonald of Rothers, Aberlour, for providing me with a full list of Scottish events. By the time you read this I should again be touring the West and East coasts in the Pop with the usual 13 hour slog up and down the motorways from London and all on unleaded. More on the use of unleaded next issue.

MEMBER' PROFILE



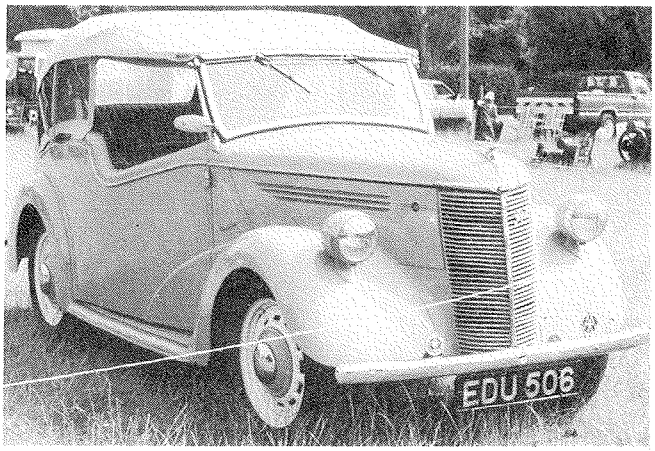
(Photo - Richard Wakefield)

Richard Wakefield's Model Y was first registered on the 10/12/34 in the name of Alice Mary Gammon, Ilfracombe N Devon. Amy, her sister, after 3 driving lessons abandoned driving, preferring the equally important role of front seat advisor. For the next 31 years the Y took them everywhere, from Barnstaple market to Ilfracombe and on occasions to Exeter. All in all the sisters with assistance from their brother Walter managed to clock up 34000 miles and then due to their advancing years the Ford was laid up in 1965. Although dry stored the sisters were loathe to part with a vehicle which had given them so much joy that it was only after the last sister, Mary's death at the grand old age of 90 that the vehicle acquired a change of ownership, their temporary chauffeur, nephew Ivor. The car was eventually sold by auction to Richard with the proceeds going towards the Stoke Mandeville appeal. Richard retains all history on the vehicle and mileage since new is just over 45000 - not bad for a 57 year old vehicle. Illustrated with the car is the auction advertisement.

TECHNICAL TIPS

In this issue I'll chat about the workhorse parts of an engine, namely the valves and the valve guides. To increase the valve spring pressure on the earlier Pre War engines, use the valve guides fitted to the later production engines. These later guides had the spring shoulder increased from 0.9" (early engines) to 0.30". Before anyone starts muttering 'not original' I would emphasize that a washer of 0.21" thickness was made available as a service item from Fords for use with the earlier guide. Worth mentioning is the position of the valve guide halves in the engine block. The "split" should run fore and aft of the engine block rather than across it to ensure the thrust of the valve stem does not bear on the joint. This lessens wear and tear on both component parts. Check valves for lettering or other references embossed on the head. These markings should be eased down and the head polished. Finally when adjusting new valves, clearances should be set to allow for the initial hammering up.

PREFECT TOURERS



(Photo - Ernest Emmans)

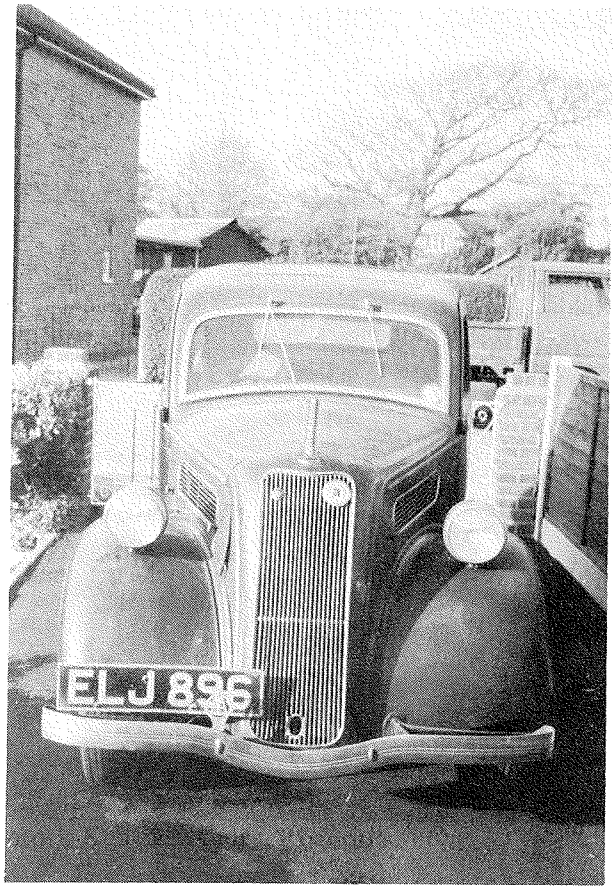
Besides Bruce Palmer's tourer, others do exist as per photo. This one belongs to Ernest Emmans and is identified as a 1939 model.

A 7Y Deluxe

ELJ 896 is a 1938 Deluxe 7Y Ford owned by member Bryan Dyer, who according to log details is the second owner. Unfortunately the original document was lost by Swansea when Bryan registered the vehicle and service history was also lost during the process of moving house. The colour is green with matching trim.

(Photo - Bryan Dyer)

Contributions to the Register can win £20 of Regalia.



(Photo - Bryan Dyer)

RESTORATION PROJECT

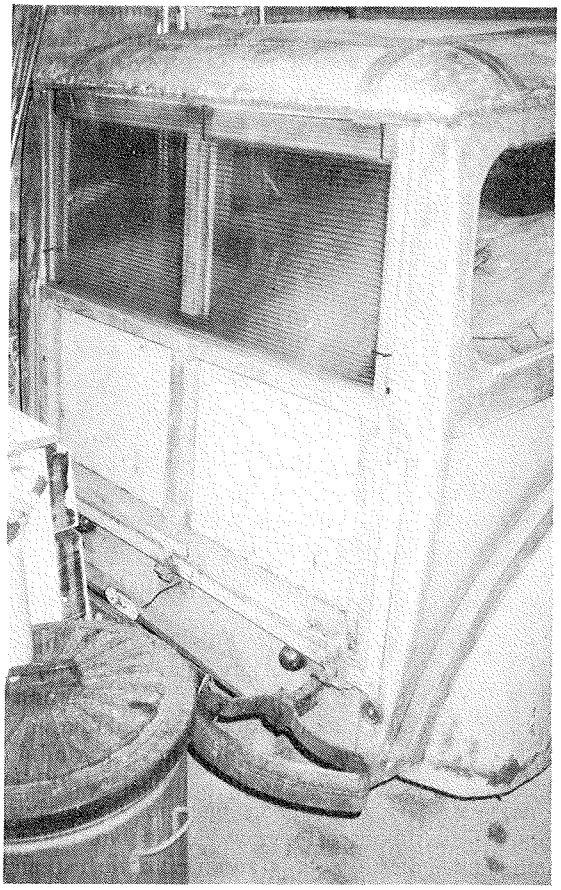
(Photo - Mr McMasters)

Mr and Mrs McMasters own the 7W pictured. The engine number is C316436 with chassis and body number being C95336 and 520/4419 respectively. Although the photo was taken some time ago it is hoped that this vehicle is restored.

DVLC

The first success under this register is EUW 265 Jim Stables' 7Y. For those of you intending to send requests to me please identify chassis no, body no, ignition no, key no, deluxe/standard, trim details and badge colour.

A 7Y SHOOTING BRAKE



(Photo - Dean Kirsten)

Remember the 7Y gown van in a previous issue, well here's something for you to ponder on. Any guesses. Well the answer is its a 7Y shooting brake rear end view, and its owned by Dean Kirsten. Hopefully in the near future we'll have a few more photos as it is unusual to find an 8hp model with this type of body, especially as this was imported into the USA.

WORTH A CHECK

Once every other month for those of you who like me regularly use their old Fords, inspect the engine mountings at the front of the engine, particularly the nearside one which regularly suffers oil contamination via the engine carrier.

A GOOD ADVERTISEMENT?

John Skinner sent me the following advertisement for a car body repair specialist in Worthing. I wonder if they can really get new panels for the CX 10hp shown?

107E REGISTER

Registrar
Philip Hardwicke

REGISTRAR'S COMMENTS

From no column last month, to too much now! I suppose I shouldn't be writing this now (1:00am!), for my Prefect is off the road again (for the last 8 weeks!) - I should be fixing the car! I've sufferred a "John Howe" - gearbox trouble. On returning from Halifax, for a cousins wedding, the 'box started to shake the car apart. Result? RAC from Rochdale to Birmingham. The main shaft on the 'box had warped, the press-in bearing on the extension housing had worn oval, the oil seal on the propshaft had disintegrated, and the yoke on the front of the prop' had worn so badly, I had to hammer it off! The exhaust had also given up; the silencer box welds had come apart! On removing the 'box, for rebuilding, I dislogded the clutch plate, so the gear couldn't reengage the crankshaft bush! I have now succeeded in putting the 'box back on, and will hopefully be OK by Whitsun, ready to rescue stranded 100Es in South Wales!

(Photo - Gordon Stott)

The profiles this month are of six cars, the first of which is Gordon Stott's Imperial Maroon and Chateau Grey one. This is actually the youngest registered 107E, although a younger one has been known to the club previously. The car was probably built on the 1/3/61, final production date for 107Es (chassis number 300,626), was 9/3/61, and Simon Norris's 107E (February, S.V.News) was probably made on the 19/2/61. Therefore, Gordon's car is well and truly the youngest currently registered. He has had the car for nine years, and the mileage is over 120,000!. The car is pictured in the Midlands, last summer, and since then, the bottom colour has resorted back to Chateau Grey.

Next, is a very keen new 107E owner. Liam Cotton bought his first car last year, a Shark Blue Prefect. The car (AJU580A) is being restored, hopefully for the '92 season. It was first registered on 7/7/60, and has done over 73,000 miles. Liam wrote to me with the details recently, with a plea for help in purchasing a roadworthy Prefect, for use this season. He already owns a Prefect 100E (now for sale), but he likes the improved performance of the 107E.

(Photo - Liam Cotton) AJU 580 A

(Photo - Liam Cotton) AFX 417 A

(Photo - Liam Cotton) AFX 417 A

He has just bought another 107E, registrated AFX417A (originally 2JAF), registered a day later than the first. This has done over 80,000 miles, and sports early 100E Prefect chrome headlight bezels, and is two-tone Smoke grey and blue. Why was Liam so desperate to have a roadworthy car? Apart from having a car to attend this years rallies, he wanted to learn to drive in it! As of early May, I can report that he has passed his test, congratulations! (did you take the test in the 107E?). Liam has also spotted another 107E in Loughborough, but he hasn't bought it yet...!
Fourthly, we have Mike Dixey's 107E Prefect. This was featured in the December magazine, then owned by Amanda Ford! 693BUW was first registered on 1/4/61, but probably made in early October '60, so stuck in a showroom for some time. The car has only done 440 miles since being bought.

Contributions to the Register can win £20 of Regalia.

(Photo - Mike Dixey)

(Photo - Robert Wilson)

Fifthly, one of two cars for sale. Robert Wilson's maroon car, AEF687A, was registered on 15/9/60. It has done only 42,630 miles, which could be genuine, as the first two owners were elderly, the first of whom didn't take the car out when it rained, or returned home if it started whilst on a journey! If any one is interested, I can pass on details, although I am not recommending the car, you will have to check it out properly if you want to buy it!

(Photo - Sharon Hastings)

Finally, we have a very important car, the oldest 107E Prefect on the register. Previously, Lawrence Hubbard's American 108E held this accolade. Sharon Hastings'107E has chassis number 8340, probably built on the 14/9/59. This beats the 108E by about nine days. Sharon's family have owned the car since 1966, when it had only done 4,000 miles! Now it has done over 128,000.

XGU310 is a two-tone blue car, and one of four doglegless 107E/108E Prefects.

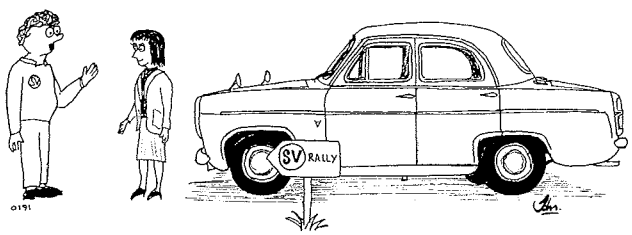
This question of doglegs has caused confusion - had these cars trim been replaced at some time by 100E Prefect trim. I think probably not, due to the early age of all four cars. Initially, there was little to distinguish the pre-August '59 deluxe 100E Prefects from the August '59 107E/108E Prefects. I am not sure when Ford decided to add the extra chrome on the wings. Does anyone know somebody who worked in the trimming section at Dagenham, August 1959? It would be nice to get a definitive answer. To compound the problem, the later parts books from 1961, list the chrome doglegs as being fitted from chassis number 0001-300626, all of them! It is an interesting detail, certain to keep the judges amused at competitive rallies! Sharon's car is also for sale, details from me...

That's the lot for now, on new members' cars. The total is now up to 71. Register Certificates have been printed, and they will be sent out shortly!

(Photo - Courtesy "Engelse Ford Club - Nederland)

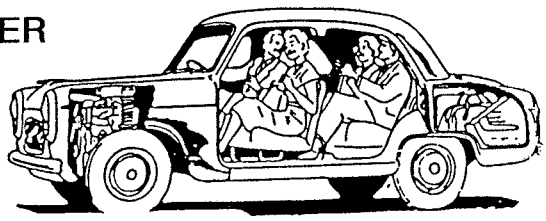
The last thing of note this month, is a plea for help from an amateur historian, who wants to know whether any 107Es were rallied or raced. When the Anglia 105E was introduced alongside the 107E Prefect (and the 100E Pop), it was a very successfull race/rally car. The only instant I know of a 107E being raced, comes from information on Jos Schumaker's 108E in Holland. Jos won the "Oldtimerklasse", by seven seconds from a 1700cc Consul! I will endeavour to get more information, the nature of the competition, for a later article...

Philip.



"ACTUALLY, WE DO ACCEPT 107ES — SO YOU CAN PUT THE DOGLEGS BACK!"

100E REGISTER



Registrar
Tony Fox

RGISTRAR'S COMMENTS

I must say congratulations to Doug Brown and Neil Mackinlay for their rallying success, there will be an article in the next mag. Also Mike Dixey would like to know the whereabouts of his old Anglia 742 AKJ - if anyone can help please let me know.
But now we have some international 100Es, 2 articles, one from Sweden and one from the Netherlands. There are the following 101Es on the register:-

Anglia 12	Escort 3
Thames 3	Popular 0
Prefect 9	Squire 0

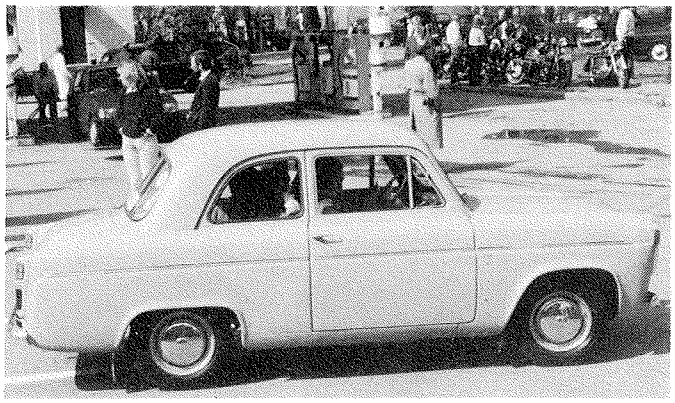
I now have the 100E register certificates and if you would like one please let me have details of your 100E, eg chassis no, registration no, year and colour and a 6 x 8 SAE.

Bye for now Tony

HELLO ENGLAND

I am a 38 year old man from Norkoping, Sweden, (about 160km south from Stockholm) who has been an Anglia owner for 3 summers now (yes I use it only on "sunny" summer days). The "body repairs" were mostly done when I bought the car from a friend in the local "old car club" here in Norkoping. I've just completed the finish and some minor repairs, plus rust prevent paint underneath and the motor-check last winter.
My family (wife, children 9 & 12) have travelled some 1000km every year in the car. Often it is an event with Norkoping's "old car club", its called "rally" but it a gentle travel in the surrounding countryside for 50-60km with questions now and then combined with small practical tests with the car. Its very nice to meet many new and friendly people. Even if my car isn't so very old people in the streets often say positive remarks about it. This car was a family car and used in the '50s. Many people recognise them from their childhood.
In the summer of 1991 I'm planning a trip with my car to England. I hope I can choose time so I can meet some Sidevalve owners on some event organised by the FSOC. I'll try to look out for your "calendar of events" in Sidevalve News. (My vacation is usually from late June and all of July). If you have any particular event or place to recommend please write me a few lines. I would be very glad if some Sidevalve owners on a trip to Scandinavia would like to spend a few days in Norkoping (we have among other things Europe's largest zoo: "Kolmardens Djirpark" about 20km distance only). We offer free accommodation in 1 room of our house and we will try to be guides too. It would be nice if some FSOC members would write to me.

Weine Isacson, Hogabergoragen 1, S-60365 Norkoping, Sweden



TIME STANDS STILL IN HOLLAND

First my congratulations for the 100E register and of course the whole magazine. I always read it with pleasure. I want tO write to you a little story which happened to me a few weeks ago.
A Ford dealer in the North of Holland phoned me. He told me he had some parts of 100E and 105E. Also he had books, manuals and old photos (original cards) of the 100E and 105E Anglia. This man phoned me on an advertisement which I placed in our magazine, asking for parts and books. But I never believed in it. In Holland everything is gone. But you never know. With a friend of mine we left for the North part of Holland, a little village called Midwolda. It is a village with a few houses, perhaps 1000 inhabitants.
When we entered the garage, it was as it seemed to be 25 years ago. This old man had stopped already 15 years ago with this Ford dealership. In his office there was the old wooden desk with copper buttons. The very old telephone I think it was from the year of 1935. The portrait of his father was hanging on the wall in an antique list. Also a wooden plate with copper letters of his 40 years of Ford dealership, signed by the director of the Ford factory Amsterdam. He gave us a cup of coffee in original Ford cups, also from the year of 1940! I could not believe my eyes. First he gave me a poster of the exploded view of the rear axle of the 100E; size 1 metre / 50cm. Brand new! Then he gave me the poster of the front suspension of the 100E. On the poster: copyright in Great Britain, September 1953.
It was remarkable because all the books, posters and photos were of the year 1953. And in my opinion was that the year of the production of the 100E Anglia/Prefect/Popular. And again, nothing was damaged. He never used the posters and books. He got it from England and he stored it very well. My friend got a big poster with 3 Anglia 105E on it. Very unique. I have never seen this poster.
In an old wooden box the man showed me old stickers with the Ford emblem. In that time you had to fit the sticker with water on the back window of the car. Then we walked to the store where I saw the sign "Fomoco Genuine Parts". The paper signs of the 100E numbers and other numbers were still seen in that old store. Also many part numbers. Here we found many little parts, brand new in the original Fomoco boxes. And the prices? Very reasonable. £50 for all the parts. £8 for the manuals and £1.50 for the instruction books.
Perhaps you know it in England, but one book I want to tell you something about it.
It is "The Salesman's handbook on the New Prefect and the New Anglia". Copyright in Great Britain, September 1953. I bought it for £1.50, never used! The size of the book is as big as a pocket book. When the new Anglia and new Prefect came out of the factory this book was made for the

Contributions to the Register can win £20 of Regalia.

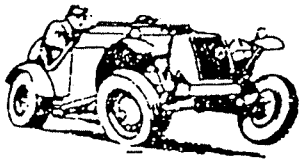
salesman in what way he had to talk to the customers and finally to sell the Anglia and Prefect. It is very nice to read this book.
Its funny to see how they made the text. I send you some copies of it, which I think they are the nicest. I had to smile, perhaps you too.
Well Tony, for me it was a very nice experience, so it does exist, the old Ford garage where you can find spare parts.

Many regards Ruud Muhring

(Photo - Rudd Muhring) A 300E, still working for a living or abandoned?

(Photo - Robert Pare) Robert's 1958 101E Anglia, taken at Boiling Springs Lake, Boiling Springs, USA.

SPECIAL REGISTER



Registrar
Malcolm McKay

REGISTRAR'S COMMENTS

I must open with a big "thank you" to Trevor Pyman, Ginetta registrar, historian and F.S.O.C. member, for letting me have a copy of lists he compiled as an enthusiastic schoolboy, of specials spotted in the Essex area where he grew up. The lists are divided into marques and have already added greatly to my existing Register of known Rochdales; but they have also provided the impetus I need to start assembling a Register of all Specials known to have existed : by this I mean a listing by registration number, not just of cars currently owned by Club members, but of every one ever built. So, if you have details, photographs, memories of any cars you have known in the past let me know. This is not just an academic exercise - it provides an invaluable reference that can help to fill in the histories of cars discovered in the future, it helps owners who need to convince the DVLA that their claim to a registration number is genuine and it also helps historians to gain an idea of just how substantial the Specials movement of the 50's and 60's really was. So lets hear from you! Most important is make, model and registration number - anything else such as year built, when last known, and detailed specification would also be welcomed.

FEATURED SPECIAL - EB REMEMBERED

EBs have featured before in this column and, no doubt, will do so again: as well as being one of the most attractive 2-seater open sports specials, they were also available in a range of price/equipment packages to suit all pockets.
EB stands for Edwards Brothers and, according to an article he wrote for 'Classic Cars' in 1985, John Edwards was the prime mover. He built a bodyshell for his MG TC in 1956, using his coachbuilding skills, with manufacture from glassfibre in mind. Other factors intervened and it was not until 1959, after the prototype had had some success in Club sporting events, that John and his brother Wilf got together and put the shell on the market. At £39 it was exceptionally cheap - only the Hamblin Cadet cycle-winged Austin 7 shell being cheaper (by £1 10s!). this was achieved by producing the shell in 2 halves - front and rear sections with separate boot and bonnet lids and integral drip seals. The buyer was left to sort out doors, trim the edges and make all bulkheads and wheelarches, etc; 'Car Mechanics' said (June 1959) "This is no hardship to the person who wants to save money", but it did cause problems for some! At first EB operated out of 33 Hall Street, Upper Green, Newcastle, Staffs, but by the end of 1959 expansion had been such that a move to Keele St Works, Tunstall, Stoke-on-Trent was made. John Edwards was also interested in making his cars go and handle well, so from the start an independent front suspension conversion was offered, for £12 10s. By 1960 this was down to £11. For this price you would get your axle beam split in the centre, with eyes containing Silentbloc bushes and pins, the centre mounting plate, the radius rod split at the back and each half equipped with an eye and Silentbloc bush and a rear mounting plate. It was very similar to the cheapest LMB

system but without the divided track rod and steering idler. Consequently steering kickback could be a problem, especially on rough roads. For £12 10s a wider track version was offered and for £23 15s, from August 1960, a version with fabricated uprights and coil spring damper units was offered. This seems quite rare, though I have seen one on an AKS; it is distinctive as there is a crossbrace between the tops of the 2 uprights. Also offered were a remote gearchange at £2 15s, header tank at £3 10s, centrifugal pump at £1 19s 6d and crossflow radiator conversion at £4 15s. By 1960 EB also stocked the full range of Aquaplane, LMB and GN equipment.

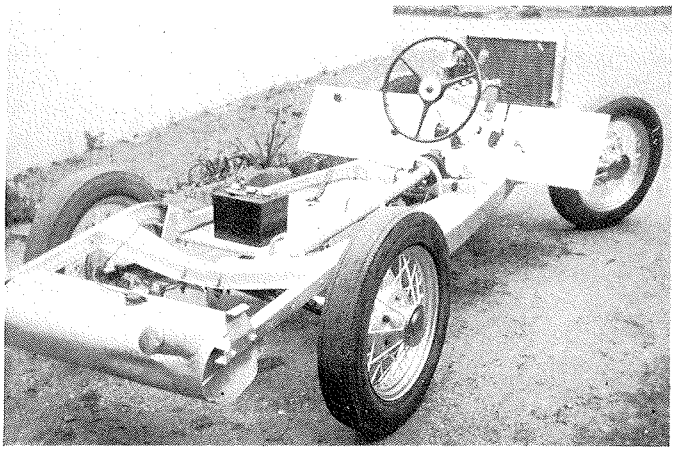
But back to that bodyshell. In April 1960 it was retrospectively named the EB '50' and 450 had been sold. Potential purchasers had been put off, however, by the amount of work required so at this point the 50 was joined by the EB '60' at £98. More expensive than some of the opposition, it was far better equipped, and described as "a total of 89 parts, assembled ready for bolting to your Ford 7' 6" chassis". It could even be bought ready-fitted to a new, boxed Ford chassis at £132 10s. By this time a hard top was also available, "complete and self-coloured at £18 18s". Within a few months the price of the 60 had risen to include the curved glass windscreen; £136 5s with chassis.

There was no hanging around for Edwards Brothers: in September 1960 they launched the outstanding Debonair 2+2 GT. It deserves a feature on its own! In January 1961 the EB '93' chassis was launched at the Racing Car Show. Described as "the last word in chassis design to accept Ford components", this amazing chassis used 2 rectangular-section main rails but had twin wishbone independent front suspension with coil spring/damper units and rack and pinion steering, while the Ford rear axle was suspended on quarter elliptics plus a Panhard rod from the underslung chassis! At £77 10s it was more expensive than most, despite offering far more, and few sold.

"Worth shouting about" was the banner headline in June 1961, and it was: EB had brought the price of the 50 down to £29. I believe this may have been achieved by offering the bare shell in 1 piece, as appeared to be the case with the one in Sidevalve News August '90. In this form it continued to be available until EB was sold to ERF in 1964, though sales had dropped sharply by 1962. In all, some 2,000 50 and 60 shells had been sold, probably 90% being the 50. Both were offered as standard in self-coloured grey; for £5 10s extra the buyer could choose between British Racing Green, Primrose, Black, Mazarine Blue or Italian Red. It is worth going into a little more detail on the specification of the 60, as it really was very comprehensive. It incorporated: full double rebates for doors, with draught excluder; moulded dashboard with instrument binnacle; steel inner wings bonded in; steel hoop supporting dashboard and windscreen frame (which took the Riley 1.5/Wolseley 1500 screen); complete floor with sunken seat pans; double skinned doors with locks and pockets; front and rear bulkheads; boot and bonnet lids with budget locks and chrome covers; concealed hinges on bonnet and doors, external hinges on bootlid (the door hinges were mounted on the steel hoop).

It is clear that John and Wilf (who sadly died recently) Edwards put a great deal of thought into producing Specials that truly answered the needs of the customer: Their success was well deserved.

It was a delight to receive, recently, the following letter from Mike Page with first-hand experience of the extensive work needed to build an EB 50: he made a fine job, as the photos show. Does anyone know where NG 6815 is now?



(Photo - Mike Page)

I have enclosed some photos of an 'EB' Special that I built in my younger days (approximately 31 years ago when I was 20 years old). I remember that the chassis was a 1935 'Y' model which I stripped, cleaned and painted with silver paint. The radiator was the original Ford radiator turned on its side to make a crossflow unit. Plywood floors were cut and fitted to the lower edge of the chassis. This gave a nice low seating position with the seat squabs coming level with the top edge of the chassis. Plywood panels were fitted around the pedals to mate with the sides of the fibreglass body shell and similarly across the back to form the back of the seat squabs and support the rear of the shell.

The shell was fitted and was supported while I took patterns of the front inner wings and rear boot floors. When these were all bolted into position they were bonded to the body shell with fibreglass mat and resin making the front and rear ends secure. I then shaped aluminium sills which joined the front and rear sections, and the doors were made from aluminium sheet on a wooden frame and the hinges for doors, bonnet and boot were from a Standard 8. A screen frame was purchased from EB and I seem to remember that the screen was from a Riley 1.5. I also had a hood made from a bright yellow waterproof material and made perspex sidescreens which were held in place by aluminium brackets and wing nuts. This made the car fairly waterproof and it gave me very good service for several years.

When I tried to sell the EB, which was turquoise with a yellow top and looked quite smart for a '60s kit car, I originally asked £220 for ir, but ended up taking £120 as it was very difficult to sell. It cost much more to build, if my memory serves me correctly. I enjoyed every minute, especially taking out the girlfriend, who is seen driving the car whilst I took the photograph.

Mike Page

(Photo - Mike Page)

PRACTICAL PAGES

TECHNICAL TIPS - JIM NORMAN

Of course, when I said that we'd covered all mechanical work on the 100E/107E range, there was bound to be the odd, minor job that had been missed, like 107E engine removal and replacement...

Some planning is required for this job. Some work is necessary underneath, so you may want to raise the front end to allow for easy access. On the other hand, you will need a fair amount of head room so that the engine clears the front panel once out of the car, and you will need to drop the car onto its wheels again for the actual removal. Do not be tempted to use just the jack, but secure the car properly each time it is raised. Bear in mind also that this is quite a substantial engine - far heavier than its sidevalve counterpart, so ensure that your lifting gear and what it is hanging from it, is adequate for the task.

Disconnect the battery, then starting under the car the bottom starter bolt, 9/16" AF, comes out followed by the 7/16" nut securing the starter lead. Remove said lead and refit the brass nut and spring washer. With the same spanner, take out the 3 bolts holding the bottom of the plate between the engine and bellhousing. With a 997cc engine, this bottom section is separate and will now come away; other engine sizes used a one-piece plate. On the 107E, the flywheel fouls the steering drag-link as the engine is eased forward. If the two 9/16" AF nuts and bolts securing the steering idler assembly to the nearside chassis rail are removed, the linkage can be pulled down sufficiently to provide clearance.

We can now transfer attention to underneath the bonnet, which should be removed. I do this by taking out the two 7/16" AF bolts holding each hinge to the front panel. Lay a cloth between the bonnet and front panel to protect the paint, then with the bonnet almost closed, slide it backwards until the hinges are clear, then lift it away. Store the bonnet on its back corners with some cardboard underneath.

The radiator can next be drained, and don't forget the block tap behind and below the exhaust manifold. Twist the top and bottom hoses off their connections to the engine and lift out radiator after removing its four 1/2" mounting bolt and removing the card shields, if still fitted. Avoid hitting the fan in the process. You may feel the battery is safer out of the car, so remove it then disconnect all wires joining the engine to the car: ie 2 to dynamo, one temp transmitter, one oil switch and one to the distributor. Pull off the 4 plug leads, and remove the distributor cap completely . Other items to come off include fuel line (1/2" AF) into pump - shut the tap first if you have one, bung it up with a wooden plug if you haven't. Having the tank almost empty reduces the pressure and saves much leakage. Also at the fuel pump, pull off the vacuum pipe to the wipers. On the other side, take off the air filter, when you can now disconnect and pull out the choke cable. Disconnect the throttle linkage by sliding outwards one of the link ends, then pulling it off its ball joint. Remove the two 1/2" AF nuts and bolts off the exhaust clamp.

Unfortunately, the top starter bolt does have to come out, but it is easier if you do it in sequence. Remove the bellhousing bolt (9/16 AF) half way up the block, when the breather pipe can be removed. This makes it easier to get at the bottom bellhousing bolt, whose removal makes the starter bolt that bit more accessible. I find ring and combination spanners better than sockets for this. You should now be able to wriggle the starter motor forward over the crossmembers and down past the oil filter, but it is a tight fit.

I suggest that you now rig up your lifting gear and take the weight of the engine allowing the four 9/16" AF nuts and bolts between the engine mountings and cross members to come out. Note that there are, or should be, tab washers behind the bolts, and the self-locking nuts (3/8" UNF) should be replaced with new ones.

With these out the engine can be lowered onto the crossmembers, making the 2 top bellhousing bolts slightly easier to get at. When these are out, hoist up the engine again, support the bellhousing on a jack, and remove the 2 remaining bellhousing bolts. The engine can now be pulled forward off the gearbox shaft and hoisted up until it clears the front panel.

You now need to roll the car backwards so that the engine can be lowered to the ground - this is not easy with the gearbox standing on a jack. You can fasten a rope under the gearbox to hold it up while the car is moved, but you must not get underneath the engine whilst doing it. Perhaps we should have done it earlier!

The engine goes in the opposite way it came out, but with a couple of complications. 997cc engines, with the spacer plate bolted on give no problems, but the one-piece plates of the other engines are a loose fit only on the dowels at 3 and 9 o'clock. With the plate in position, give each dowel a light tap with a hammer and chisel; the resulting bass prevents the plate falling off. For the engine and gearbox to join together, the clutch must be perfectly aligned for which a mandrill, preferably an old first-motion shaft should be used. During the installation, it is essential that the engine and box are perfectly in line with each other, even a slight angle will prevent the engine from going home. It is also possible for the splines on the clutch to hit. If all seems in line but the engine will not go back, put the box in fourth gear and turn the crankshaft using the 5/8" AF bolt holding the front pulley. This will allow the splines to mate - once they have, the car will try to move forward.

The only other items where care is needed is in fitting the exhaust clamp and bleeding the heater. The large side of the "V" in the exhaust clamp go to the pipe side, and you are as well using new bolts and brass nuts here, either 5/16" or 8mm size. The heater is bled from the top stub. Fill the radiator before fitting the hose. When water comes out the heater stub, quickly slide on the hose. The rest of the job is your problem.

I have not been overwhelmed with suggestions for items on the "Practical PAges" - in fact I have not yet received any! I have an item planned for August issue, but after that, I will be down to repeats. Suggestions, folks, are very welcome!

Jim Norman

COLUMN REMOVAL - ANOTHER WAY

Further to Jim Norman's article on removing and replacing the 100E steering column, I would like to suggest an alternative method which I found could be achieved single handed and with minimal bad language!

To remove the indicator switch and stator tube first disconnect the battery then break down the steering column connections to the main loom. Clean the usual dirt and steering box oil from the secondary loom and straighten out the 4 wires. The bullet connectors should be staggered at the end of the loom so that they sit one behind the other when the wires are straightened. (This may not be the case if they have been re-terminated). When all the knots and

kinks are removed, wind insulating tape from the end of the braiding to the last bullet but only a single layer as the connectors are a snug fit in the tube anyway.
Next, loosen the clamp on the steering box which will allow the stator tube and switch assembly to be pulled upwards a couple of inches. At the back of the indicator switch, remove the small screws which hold the switch to the tube then push the tube alone back down again.
Now pull the wiring out of the steering column from the top, the tape applied to the bottom end should prevent any snagging.
The stator tube can now be pulled upwards, without the switch assembly it is effectively shorter so with luck or only slight bending should clear the headlining without having to lower the column.
To replace the assembly first push the empty stator tube back into the steering column, until it stops, as Jim rightly said, about 8 inches away from the bottom. It may be necessary to waggle it around at this point until it locates in the oil exclusion tube which will be in the of the outer tube. When the stator tube is fully home (ie through the clamp on the steering box) feed the wires still taped together into the steering wheel, pushing the loom in until the connectors appear through the steering box. Because the stator tube is already in, the wires can not go adrift inside the steering box, and will push easily down the tube it lubricated with petroleum jelly or similar. when the indicator switch is a couple of inches above the steering wheel, pull the stator tube out to meet it, replace the screws, then push the complete unit back into the steering wheel, locating the self cancelling peg. Finally, tighten the clamp on the steering box and reconnect the wires to the main loom.
Incidentally, the braiding on the indicator loom is often chafed through where it emerges from the steering box so it would be wise to wrap some extra insulating tape around the loom at this point before it is refitted.

Lyndon Beasley

100E ENGINE OVERHAUL

I do not recommend that 100E con rods be machined out to take shell type big end bearings. Although it seems more convenient and economical in the long term, the fact is that the supply of replacement shell bearings has all but dried up. The only sizes now available from us are standard and -.010". I have not been able to obtain any other sizes. On the other hand while re-white metalling the con rods is more expensive, it is a process which seems likely to be offered by specialists for the foreseeable future.
I am also aware that some 100E replacement pistons have been manufactured to the nearest metric equivalent. Although they only work out .0015" smaller, it does make piston/bore clearance excessive to the point that piston slap and heavy oil consumption may result.
The solution is, when having your cylinders rebored, make sure that you provide the machine shop with a new piston, so that they can machine the bores to suit.

Tony Saunders

100E TIMING CHAIN PROBLEMS

I have run my 100E Popular for 8 years since restoring it; towards the end of last year's rallying season the engine started to get a bit rattly. I suspected broken piston rings so during the winter I removed and stripped down the engine, I found a few broken rings and a worn timing chain.
I purchased new parts satisfactorily from my local engine restorer. When I went to fit the new chain I found that it did not fit, it seemed the pitch was wrong. I returned the chain to my dealer who checked all his timing chains on my sprocket all unsuccessful. The owner of the business is getting on in years so has considerable knowledge of Ford engines, and could remember a problem with them in their hay day. He contacted the Ford post design department at Dagenham and the technicians told him that during the '50s and '60s there was a shortage of timing chains so they produced oversize sprockets so that when the engines were rebuilt worn timing chains could be used on new sprockets to take up the wear.
Both the engine and cam shaft sprockets were produced oversize with the cam shaft one being painted yellow. A new sprocket solved my problem.

Robin Thake

CLASSIFIEDS

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

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

POST-WAR UPRIGHT

Anglia 1953 49,000 miles, excellent engine & mech, sound body, MOT, "A" registration, very orig, £1750 Preston (North) area, 099 58 256
103E Pop 1958, blue, cond B, orig & unrestored on green log book, must sell to finance other project, £995 ovno. Tel John or Gill, Middx 081 954 0196
Popular 1956 green, MOT, 84000 miles, good cond, no tax, £1300 ono, 0603 611720 **NON-MEMBER**
Popular 103E good home needed for treasured family possession, imac cond, Worksop 0909 730616 **NON-MEMBER**
Popular 103E 1959 26000 miles, unrestored original car, show winner, full known history, T&T, genuine reason for sale, £2750, Malvern 0684 565845
Anglia E494A 1953 black with red interior, new windcsreen, headlights, carb, years MOT, orig reg, £1500, N.E. London 0375 375032

PRE-WAR

7W Four door saloon 1939 complete, orig apart from Anglia grille, exudes period charm, exc tyres, but needs work on wings & sills, stored Leeds, £750. Anton Marks 0532 813157 daytime

100E/107E

Anglia dclux 1956 3 bar grille, complete documented history, all orig, no rust, garaged, perfect runner, 46000 miles, new MOT, £1500, Norfolk 095383 700
Popular dclux light blue, body fair, recon engine, long MOT, £1300 ono. Gloucester 302879 **NON-MEMBER**

Prefect 107E 1960 orig paint & upholstery, one owner, 68000 miles, MOT, V.G.C. Mrs Dighton, Romford 0708 768320 **NON-MEMBER**
Popular delux 1961 Pearl Grey, red interior, 54000 miles, T&T, good runner, some spares, orig handbook & workshop manual, Romford 743649 **NON-MEMBER**
Popular 1960 complete, V good interior, engine seized, orig reg with V5, 1 prev owner, may break? £175 ono Peter on Bracknell 0344 484718 eves
Popular delux blue with blue interior, good cond throughout, 52000 miles, MOT £750 P Dicker, The Hawthorns, Middle Rd, Thrupp, Stroud, **NON-MEMBER**
Anglia 1959 recon engine, g/box, all suspension rubbers, bodywork repaired & resprayed, new exhaust, carpets, tyres, trim, orig reg, £1200, 081 556 4760 **NON-MEMBER**
Prefect 100E 1955 56000 miles, V5, brakes renewed, MOT, good cond with many spares £1400 (£1200 without) Austin Cobb on Melksham 0225 783106 **NON-MEMBER**
Prefect 100E 1958 blue, 1 lady owner from new, 83000 miles, body & int good orig cond, good runner, Taxed December, £800 ono High Wycombe 024 024 3118
Prefect 100E 1955 black, orig owner, in continuous use since new, regularly serviced, always garaged, MOT Dec, £850 Ware, Herts 0920 870025
Pop delux 1960 grey, 489 ALU, years MOT, bodywork V good, paint flat, good interior, runs well, £650 Danny Moody, N/ton 0604 810095
100E Thames Van 1957 good cond, plus complete van for spares £500, loads of 100E spares selling cheap Stoke on Trent 711936
Squire Estate orig black paintwork, bodywork very sound, garaged last 13 years, engine stripped £550 Kings Lynn 0485 541024 eves
Prefect 100E 1956 complete, for restoration, **Squire 1956** complete but dismantled, all parts available, rebuilt 100E engine. £200. Kent - 0634 813307 **NON-MEMBER**

SPARES FOR SALE

Schofield bell housing with 105E g/box for 100E, swap for tuning parts or o/drive g/box. Honiton 0404 44608
100E modified shell with doors, wings, bonnet, boot etc, will split, also front & rear axle. Milton Keynes 0908 510169
Upright spares new & used steering brake & engine spares, windows, starter, headlamp glass, many other new & used parts to clear. Malvern 0684 562489
100e Pop delux breaking, most parts available, Purfleet, Essex 0708 867782
100E 2 rear axles, 1 g/box, 1 bonnet, 1 boot lid, average cond, offers. Swindon 0793 881942
100E rad new core & caps, heater, petrol tank, radio & speaker, bumper, o/riders & fixings, dimpled hub caps, wheels, tyres, gaskets, London NE 081 598 9567
103E pair doors sound cond £30 each, spring spreader, oil filters, wanted E93A n/s running board, Roger on Romford 04023 49700 after 6
E493A spares, panels, glass, trim etc, **100E** various panels (no front wings) trim, glass, 3 bar grille etc from Anglia & Prefect Peter on Bracknell 0344 484718 eves.
E493A 3 nonlockable door handles £60, recently rechromed at cost of over £50. Tony on South Wales 0495 773532
103E new parts brake shoes, indicator, dist cap & leads, valves & springs, rear lights. S/hand g/box, steering column, wheels, many others Malvern 0684 565845
100E engine, g/box, boot, bonnet, suspension units, screens, rad,lots of smaller bits, prefer not to split £175 the lot, Derbyshire 0773 590521 **NON-MEMBER**
1050's Pop rad good cond £15, John Peskett, on Leics 0533 737802 **NON-MEMBER**
100E new NSR body assembly, part 7027801J £80, NSF wing good cond £35, brake shoes £3 set, condensers £1, brushes £1 lots more. Hants 0703 269490
E93A new parts oil filters, points, 5cwt van wiring loom, 103E steering wheel, 8hp starter armatures, hub pullers, also **100E new parts** suspension legs, inserts, brake shoes, wheel cylinders, clutch plates, etc, Sandy on Witham 84062
Uprights Headlings 103E £79.95, E93A £89.95, plus others, Aquaplane inlet with twin SUs for 107E, Steve on 0473 780818
1957 100E Prefect spares, f/seats, g/box, steering box, lamps, SS rad grille, window strips, orig boot lock, dashboard complete, plus many more, Richardson, 9 Ashenhurst Ave, Newsome, Huddersfield. **NON-MEMBER**

WANTED

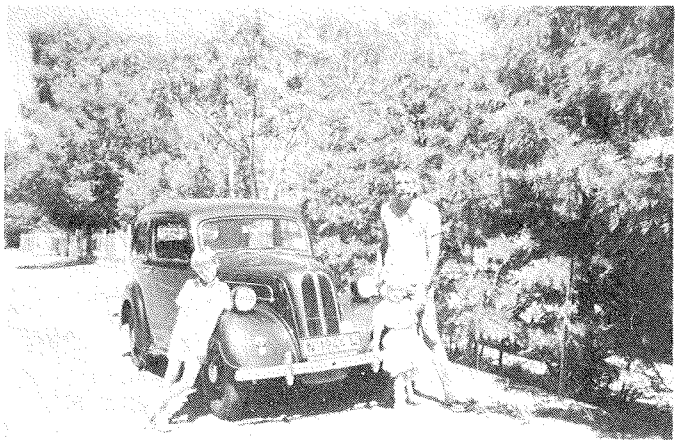
E83W van, set of roof cross members, s/steel bonnet hinge strip, s/steel rad grille strip, n/side, and bottom "T" piece connector, Barry on Kent 0474 328032
E83W van front window frame wanted, Leics 0533 628750 or 433380
E83W van n/s body panel, n/s door glass, 1 set valves & springs, o/s step, 2 semaphore indicators, badges for bonnet sides, Billy Kelly, Dublin 537168 (home) 541763 (work)
E93A Prefect radiator grille, any condition, Lee, on Preston 0772 713881
103E speedo drive, engine mounts in any condition so I can exchange through the club, Malc, Terri, 0707 329278
100E Pop pair of sills, 2 tyres, n/side rear wing repair panel, n/side & o/side repair panels for front wings. Telford 0952 884260
100E external steel sunvisor would consider replica, also oil filler/breather cap for 100E. Stuart on York 798498
1949 E493A Prefect front & rear bumpers wanted, Ireland 051 79158
1952 E493A Prefect front & back overriders, also exterior drivers door handle. 0740 653369 after 5pm
E493A wheel trims with good chrome, rear lamps, int roof light, overriders, headlamp shell, drivers door handle & key, to complete restoration, collection arranged 0354 740441
107E dogslegs, door handles, rear bumper, bonnet V, little chrome joiners for window surround, boot badge, must be VGC, 0626 55403
E83W driving seat, windscreen, 2 door handles, 1 wheel, Gravett, 5 Adams Way, Earley, Reading, Berkshire
E493A lockable drivers door handle, complete. Colin on 0395 516367
LOCH NESS POTTERY CALLING! Wanted urgently E83W van or 494C van in excellent condition, will collect anywhere. Neil on 045 62 402
7Y luggage rack wanted or plans to modify 0843 291042
Aquaplane twin carb manifold & 4 branch exhaust for 100E, also any other special parts, Malcolm 0442 875797
8hp Model Y engine plus any other Y parts, front screen & hood frame for special, copy of "Ford Popular & Small Sidevalves" good price paid, Steve 0473 780818
8hp cylinder head Ian on Wirral 051 677 6824
A pair of pipe connections from large pipes to heater pipes, Geoff on Rugby 0788 535946
E93A front o/s wing anything considered. Blackpool 0253 68164

INTERNATIONAL SECTION

NAMIBIAN ANGLIA - UPDATE

(Photo - Joe Roth)

Dear Paul,
Having just received the latest edition of Sidevalve News, may I first congratulate you on winning the 'Best Car Club Magazine' again and I sincerely hope you keep up with the good work you are presently doing. I like your magazine very much and so do the many people I show the magazine to. My second reason I would like to write to you is the letter of Michael Kreiger about the 'Anglia found in Namibia'. I had to smile all the way because that Anglia he saw in December 1990 in fact was bought by me on 14 February 1991. The car is in a remarkable good condition and the salesman of Kaiser Motors told me that he intended either scrapping it or to convert it to a streetrod. Thank heavens I bought it! I discovered a few faults but these are presently being attended to and hopefully the car will be fully operational by the end of May. I am enclosing a photo of it for you to use. I have already in fact registered the vehicle with Andy.
I discovered the Anglia in December 1987 and I always wanted to buy it but fate intervened and during January 1991 I did not see it standing on the premises of Kaiser Motors any longer. I immediately investigated and to my delight the salesman informed me that the Anglia was still there and now I grabbed the chance and bought the Anglia as a Valentine's gift for my wife. She likes the little car very much.



(Photo - Joe Roth) Loved by the whole family!

My collection of Sidevalves now stands at 3! The only running ones left in Namibia.

Joe Roth

32 DAYS IN THE LIFE OF A 1948 ANGLIA TOURER

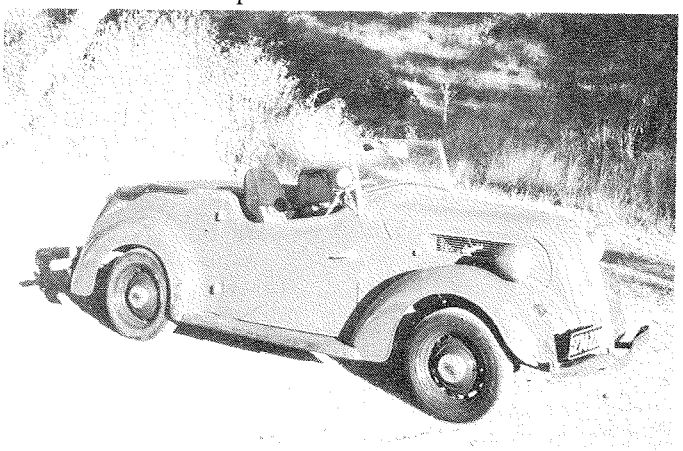
8th March. Out of the shed for the 1st time since the All British Day (10th Feb). My big ends are noisy so I do not see as much of the road as I am used to. This is a special day as I have to take an English visitor, Bill Ballard for a drive. He is special as he has come from England for the ride, I am special to him as he gets to ride in an open car. It was nice to be up in the hills again, I am conscious of the big-ends going up the hills but it is not too bad down hill.
10th March. Off to the All Ford Day. Just a short flat run. Lots of Brother's to talk to. Nice day in the sun. My owner is excited as he is soon to fix my big-ends and cheer me up with a new external oil pump and a mild cam. Hope I like them. This is being done for a big thrash during the Historic Racing Register's Speed Week.
11th March. My grille, radiator and engine removed and the engine dismantled. My crankshaft is a bit worse for wear and is to be replaced and the big-ends Yuk!
12th March. My owner took a block with crankshaft and front pulley, and a gearbox case all mounted in a special frame to an engineer to get the oil pump fitted.
18th March. The oil pump is not ready but my reground camshaft and refaced tappets are.
20th March. The oil pump is not ready but my new main and big-end bearings are along with another reground crankshaft.
22nd March. Valves ground in to reseat them.
25th March. Still no oil pump. Had my block set up with crank and pistons. No 4 big-end needs a bit of a scrape to fit. The rear main thrust washers also pose a bit of a problem. The owner thinks it is OK now.
26th March. Still no oil pump! My owner has run out of time to start me and run me in for the Easter Historic Race Meeting.
27th March. The engineer actually starts work on my oil pump!
28th March. Pick up oil pump! I had a block put in me to mount the oil pump.Went for a trip on a trailer to collect the oil lines and fittings.
29th March. I should go to scrutineering today but I will not make it. A welder friend puts a new oil pickup in my sump this Good Friday morning. My owner works furiously (fast) and keeps mumbling about driving me all night. Around 11pm I get coolant in the oil and my bearings do not like the action so I stop!

30th March. I should be at Mallala but it is engine out again and it is stripped and inspected. The new oil pump mixed the oil and coolant well. My head looks flat but is twisted so the coolant got loose. The bearings are still suspect especially the thrust washers.
31st March. I should be at Mallala but my owner sleeps in. He thinks he has had enough but there are still things that could be done and there is still a week of outings to go, it is after all a "speed Week" and it is not over yet. I want to go anyway, after all the 7W Ford 10 Sedan is not built for "Speed Week" and will be a poor substitute. My owner got the message lunchtime and went off to his store shed to bring home anything 100E he could find. He also brings home the mudsprint Ford 10 engine but that is smokey and I am not keen on that. The pistons are seized in the only block that looks a chance. A dose of kerosine down each bore. Blanking plates are made to replace the oil pump and petrol pump. The pistons move but there is too much rust in the bores for the engine to turn over. A wire brush in the electric drill and more kero and silver flecks can be seen in the bores. The engine turns over, is this a 'sign'? More wire brush and kero on the valves and seats, 2 up at a time, and they clean up nicely. The tappets are reset but is it worth the effort? The shortest of 6 used timing chains is fitted. The Ford 10 timing cover is filed to fit under the very used 100E water pump. The old oil filter holes are tapped and blocked. The ring gear has a tooth missing and is badly worn. The flywheel has been butchered at some time, the lip that holds the ring gear in place is missing. Use a big hammer and drift to remove it. Heat it up with a small propane torch, turn it over, turn it around a bit, and out it back on. It must be hot, not much hammer required. It all goes back together using the gaskets from the previous rebuild, after all they are hardly used. a rusty head got the same wire brush, kero, water treatment and a coat of silver frost. After all this thing may just work and who wants to look shoddy under the bonnet.
1st April. The owner of a used car yard would be impressed with the things done to get the engine together. It is back in my body just as night falls. It has been hand cranked over to get oil from the sump, through the new pump, through the filter and into the tappet cover.
2nd April. On with the bonnet, grille and radiator and, much to my owner's surprise, I actually run. I get a quick run around the block and a quick carby tune so I idle. My owner started me at 10am and then sat down with the Historic mob for lunch 10 Km away at 12.30pm. His fingernails do not look too tidy though. After a run around Port Adelaide it is home to drop the oil out. It is pretty dirty, even with the filter. More oil and another carby tune and get as much advance off as the adjustment allows.
3rd April. Off to the Hills again, I am in my element. I harrass an elderly Sunbeam Roadster and eventually pass it on the way to Lobethal. Sit in the sun for a while then 2 quickish laps around the old Grand Prix Circuit. My owner has lunch, and then it is off to the National Motor Museum at Birdwood. The oil is changed again when I get home. It looks reasonable. Now everything is not entirely rosey as I leave oil fumes in my wake. The crankcase breather gets fed into the air cleaner element. My owner used the mudsprint car bits for that.
4th April. Off to the old Nuriootpa Grand Prix Circuit for 3 laps and to a winery for lunch. My engine gets a close inspection when I get home as I am still leaving an oil fume wake. He finds the bolt in the timing cover that lets a steady drip of oil on to the exhaust pipe, fixes that and both of us are pleased. My owner had to turn the distributor in its bracket to cut down on my advance and as a result I now idle slower and better for him.
5th April. A rest day but I keep getting driven. I overheat without my fan, no room for the water pump fan with my tooth belted external oil pump. A Honda Civic fan fits in the space available. I reckon if Honda engines can win a Grand Prix a Honda fan will help me.
6th April. Off to Victor Harbor for a 1/4 mile sprint. I get hurried along on the way. The fan keeps me cool and I have plenty of oil pressure, not like the hot trip to Bute. That was the cause of the crankshaft disaster, 210 deg F and 22lb of oil pressure. I have a bit of a fight with an Alvis for the Slowest time of day and this time it is my time to loose.
7th April. The 10th Anniversary Run of the local 8 and 10 Sidevalve Club. My owner did most of the footwork to get the Club started so as a result he got to cut the Birthday cake. The pace on this day is a bit of a change as I drift along the road with the other cars 30 Club cars and 7 moderns. Yesterday I got home with an almost dry tank, today after the same distance I ended up at home with 1/2 tank of fuel. My owner got to rent a driver in for the 7W Ford 10 so it got out for a drive as well.
8th April. My owner had another go at a fume catcher (I do not produce much). This one was made from a 1938 filler pipe and an oil filler from the rocker cover of a 1600 Cortina. It feeds into the air filter base with a proper fitting.

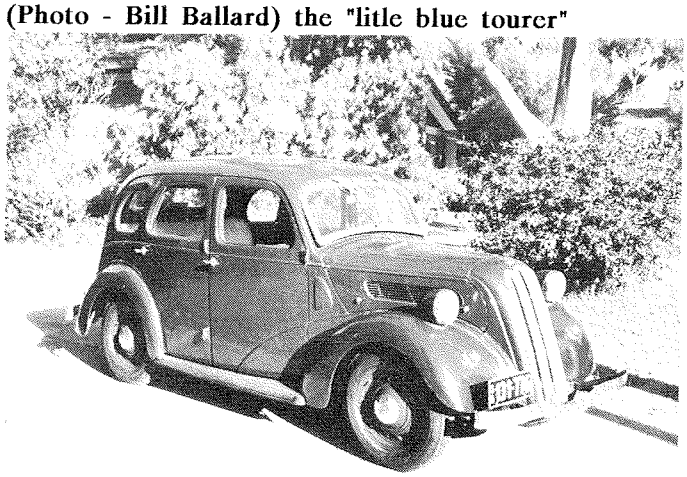
My owner after 32 days, part frustration, part effort, part fun is now settling down to enjoy me again. The new warm engine is still to come as we have a score to settle with an Alvis come October.

The Little Blue Tourer, 10 April '91

The following photos are a "taster" of Bill Ballard's report on his Australian trip.



(Photo - Bill Ballard) the "litle blue tourer"



(Photo - Bill Ballard) "not built for speed week"

1956 100E Prefect Deluxe

(Photograph - Peter Triggs)

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