

# SIDEVALVE NEWS

Journal of the Ford Sidevalve Owners' Club

Vol 18 No 2 April 2001



**Membership Sec. URGENT!**  
**Membership Secretary**  
**Required: See Page 3.**  
**Offers Invited Immediately.**

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## SIDEVALVE NEWS

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## CLUB OFFICIALS

The FSOC is run by a committee of volunteers, who are unpaid and run the Club in their spare time. Please write to the correct official, stating mem. no. and enclosing SAE. Telephone at stated times only.

### CHAIRMAN

John Porter,  
E-mail: Sv1172@aol.com

### GENERAL SECRETARY

Shirley Wood,

### MEMBERSHIP SECRETARY

To be appointed.

### TREASURER

Tony Young,

### SPARES 8hp, 10hp Models

Shirley Wood,

### SPARES 100E, 107E

Simon Crockford,

E-mail:

### REMANUFACTURED ITEMS

Neil Patten,

Peter Ketchell,

### TECH ADVISOR 8hp, 10hp

Bryan Baker,

### TECH ADVISOR 100E, 107E

Vacancy.

### REGALIA AND BOOKS

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### ARCHIVIST

Bryan Baker,

### EVENTS CO-ORDINATOR

John Porter,

### PUBLICITY

Roger Ashby,

### SV NEWS EDITOR

Fred Fielder,

### WEB SITE

Laurie Menear,

### COMMITTEE MEMBERS

Jim Norman,

Stephen Wood (8 & 10 hp Spares)

Mick Crouch,

### REGISTRARS (SPECIFIC MODEL ENQUIRIES AND DVLA APPLICATIONS):

#### PRE-WAR

Yvon Precieux,

#### E83W

Glen Bubb,

#### ANGLIA, PREFECT, POPULAR

Andy Main,

#### SPECIALS

Malcolm McKay,

#### 100E

Tony Lloyd,

#### 107E

Jim Norman,

## AREA GROUPS

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

### BRISTOL AND SOUTH WEST

Ivor Bryant Last Fri; The Fox, Easter Compton. 8.30pm.

### DEVON AND CORNWALL

Ian Rooke Please ring for details of local activities.

### COVENTRY

Barry White 2nd Tues; Queen's Head, Meriden. 8.30pm.

### GLOS, HEREFORD & WORCS

John Pole 3rd Thurs; Black Dog, Newent, Glos. 8.00pm.

### HAMPSHIRE

Mick Crouch 3rd Wed; Please ring, details local activities.

### LONDON NORTH

Robin Thake 1st Mon; King William IV, Sandridge Rd., St. Albans, Herts. 8.00pm.

### ESSEX

Roger Birdseye and John Hull 1st Tues; The Maypole, Lambourne Road, Chigwell Row, Nr Romford, 7.30pm.

### LONDON SOUTH EAST

Stan Bilous 2nd Tues; Dutch House, A20 Sidcup Road (nr jct A205).

### MERSEYSIDE

Joe Wheatley,

Mon; Bottle and Glass, St Helen's Rd, Rainford. 8.00pm.

### NORTHAMPTONSHIRE

Danny Moody 1st Thurs; Stags Head, Earls Barton. 8.45pm.

### SCOTLAND

Jim Hendry 3rd Tues; Country Club, Strathblane. 8.00pm.

### SUSSEX

David Taylor 3rd Wed; Barley Mow, Selmeston. A27, east of Lewes. 7.30pm.

### SURREY

Tony Russell Please ring for details of local activities.

### WALES SOUTH

Rhiannon Jones 1st Mon; 49'er Club, The Cresc, Treceynydd. 7.30pm.

## INTERNATIONAL CONTACTS

AUSTRALIA Gordon Cowley

BELGIUM François Jordaens

CANADA Ed Ingold

IRELAND Colm O'Neill

SWEDEN Borje Jernheim

DENMARK Erik Mathiasen

# Subliminal Fords?

**Fred Fielder**

Watching the programme 'Driven' on ITV the other day, I was intrigued with the notion that we are all affected by the advertising of motor cars from our earliest age.

The philosophy held by advertising gurus, who sit around and decide on marketing ploys in order to sell their products, have long held the notion that children will always remember the logo with which they identify a particular make of car.

A number of children were shown at least five different logos related to the Toyota, Ford, Hyundai, Vauxhall and Volkswagen marques. I'm sure most of us are familiar with them, but the interesting fact that emerged was that all the children took the Volkswagen card with its familiar VW logo!

The problem is that these children have to be turned into buyers of Volkswagen cars at a later date and, if possible, kept as those buying in the future.

Henry Ford offered his cars in any colour as long as it was black! What a stunt to pull, you might think, but I presume

when there was little competition from the opposition and, if he was selling cars at a lower price than his hand-built competitor, then Ford was on to a good thing and knew that he would go on selling and selling around the world.

Certainly I can remember that my favourite uncle had an MG and it was always an avid intent of mine to have a car like his: I could have only been about seven or eight when I decided this. My elder son was car mad from the cradle (almost) and he would always build his vehicles out of upturned chairs and cardboard boxes and insist that his brother was the passenger, not the driver. Mark decided when he was at grammar school that the only car for him was to be a Lotus - remember I had a Triumph Herald 1250 at the time! Where did he get this idea that it was to be a Lotus?

I can only presume that somewhere along the line there had been advertising pressure on Mark's impressionable computer-like mind that gave him the impetus to go for his dream. Well, he did, in fact, have at least three Lotus, the Esprit model. He achieved this in his early twenties and we were very proud of him succeeding in his dreams, as any parents would be.

Why then did I chose for my first collector's car a Ford 107E? Well, it was the fact that I could basically afford it. I had always remembered another uncle who'd worked at Dagenham and had said that, "Fords were the poor man's Rolls Royce." I suppose it did look a bit like a Rolls if

you'd got a vivid imagination and, of course, I realised that they used the identical light dip-switch on the floor of both cars much to chagrin of a Rolls owner friend.

Why I have two Morris Minors I don't really know, but I'm sure a 'shrink' would have a field day finding out. My pupils at school say it's because I'm just, well, mad!

Mark managed to realise his dream at the age of twenty five and despite having owned and driven a Triumph Spitfire, a VW Golf, an Audi Quattro Coupe and even a Ferrari, by his own admission his favourite was the Lotus. I didn't get my MG (albeit an MGF) until my twilight years, but I suppose it's a dream that I've always fostered.

Last year I visited the National Heritage Centre at Gaydon and revelled in the dreams of many of the cars there. Just recently Alan Hart has written to let us know that there is a Henry Ford Day at Gaydon on 13th May, 2001, 'To celebrate the life of the man who brought motoring to the masses'. This provides an opportunity for us all to go back in time and renew our acquaintances with those early cars.

Perhaps you could stop and think where the influence was that made you choose a Ford Sidevalve? Possibly you are still buying the marque. I do have a sneaking feeling that those subliminal messages have been hidden there well before the 'pop' movement decided to hide messages at the end of their recordings. So be careful. Yours subliminally, Si. Fred de Valvo...

## Membership Secretary Required!

Membership Secretary RETIRES!

It is with great regret that I have to report that after 15 years in the post of Membership Secretary for the Ford Sidevalve Owners' Club, Mick Crouch has decided that it's time to allow someone else to take on this vital role within the Club. Mick has said that he would like to retire at the AGM in April this year.

This means that the Club is now looking for someone to fill the vital role of Membership Secretary. This is effectively an administrative role which includes dealing with the membership in general, renewals, new members, banking cheques and producing lists of members for the various Committee members as well as attending bimonthly Committee meetings. If you feel that you can do this job then please contact either Mick or myself for further details.

Shirley Wood, Hon. Sec.

\*\*\*\*\*

### Sidevalve Holiday 2001

The North London Group are organising a week's holiday at Shanklin on the Isle of Wight.

**ALL SIDEVALVE OWNERS ARE WELCOME.**

Choice of accommodation either Caravan or Hotel.

For more information:

Telephone **Robin and Jennie Thake** on

### STOP PRESS

**National Sidevalve Day 17th June 2001**

Chester Festival of Transport  
Chester Race Course

For application Form please send see to:

John Porter



# Events Listing

**John Porter**

**6th and 7th May. Bexhill 100 Festival of Motoring**, Bexhill-on-Sea, East Sussex. Contact Bexhill 100 Ltd on **01424 730564**.

**12th to 14th May. Classic Ford Belgian Grand Turismo**, Belgium. If you fancy stretching your legs contact Continental Car Tours on **01304 380244**.

**20th May. Cusworth Hall Rally**, Cusworth Hall Doncaster, South Yorks. Contact K & R Sleight on [redacted] Thanks to Gordon MacKenzie for sending details.

**26th and 28th May. Sellindge Steam Special**, Swan Lane, Sellindge, Kent. Contact the Secretary, [redacted]

**10th June. Classic Car Show** at Pitsea Hall Lane, Pitsea, Essex. Organised by a FSOC member Clive Wilday on [redacted] in aid of Essex Horse & Pony Protection Society.

**17th June. National Sidevalve Day, Chester Festival of Transport** at the Racecourse, Chester. Last time we were there we had really HOT weather and 50 sidevalves of all varieties. So much so, that we had to push the Skoda Owners' Club to one side to get them all in! A great venue in a fascinating Roman town. Something for all the family to do. Organised by Joe Wheatley and the Merseyside Group. Local volunteers needed please to help out on the day - contact **Joe Wheatley** or **John Porter**, details inside front cover of magazine.

**24th June. Bromley Pagent of Motoring**, Norman Park, Bromley, Kent. Contact L Beadle on [redacted]

**30th June and 1st July**. How about a tour of some of the best scenery in the South West? **The Two Moors Challenge** over Exmoor and Dartmoor organised by Trans-Cymru Events, [redacted]

**7th and 8th July Derby Motorshow**, Markeaton Park, Derby, East Midlands. A well established and popular event. Contact C Lowe at the Derby Daily Telegraph, [redacted]

**8th July. Garstang Classic Vehicle Gathering and Autojumble** at Hamilton House, St. Michaels, Garstang, Lancs. Organised by Woodward Automotive Events on **01772 691009**.

**14th and 15th July. Annual Historic Vehicle Gathering** at Powderham Castle, near Exeter, Devon. Contact Andrew on [redacted]

**28th and 29th July. Welsh Borderlands Tour** along the whole length of the Welsh Borders starting at Chepstow. Contact Trans-Cymru Events on **01443 815559**.

**28th and 29th July. Wroughton Nostalgia Show** at Wroughton Airfield, near Swindon in Wiltshire. Club stand organised by **Mick Crouch**, details inside front cover of magazine.

**11th and 12th August. Cadby Steam and Country Fair**, near picturesque Market Bosworth in Leicestershire. Contact Mrs H Tomlinson, [redacted] or myself for entry form.

**26th and 27th August. Breamore Classic Motor Show**, Breamore House, Fordingbridge, Hants.

**26th and 27th August. Knebworth 2001**, at Knebworth Park, near Stevenage in Herts. Organised by Greenwoods on **01926 631181**. I do have the full Greenwoods list if you are interested.

**26th and 27th August. The Festival of Transport** at the National Tramway Museum at Crich (the Peak Practice village, where a small country community has every ailment known to medical science!) in the Peak District of Derbyshire. The Museum is worth a visit in its own right - a really good venue. Camping on site. So go on, give it a go! The National Tramway Museum, **01773 852565**.

**30th September. All Ford Rally at Daltons Airfield**, Abingdon, Oxon. Test the waterproofing of your sidevalve, bring the family and get them very wet!

## Events Roundup - April 2001

This year brings some change to the Club's events with the NEC Classic Car Show being renamed the Classic Sports Car Show and, as a consequence, the Club has not been invited to exhibit.

This show will develop its sports car theme and clearly our sorts of car are not seen to be 'sporting'. The 1172 cc Ford Sidevalve of course has a rich and varied sports and eventing history.

After the second world war, the Ford engine was the affordable sports engine, for all types of motoring events, that mushroomed after the dark years of the war. The events in which the trusty Ford engine took part ranged from out and out formula racing through to rallying, to sporting and production car trials. All this activity in motoring events spawned a massive industry providing the means to extract more power from the Ford engine. There was tuning gear, handling equipment and even kits to rebody the Ford mechanicals. Clearly the NEC organisers are leaving out a huge part of amateur motor sport in favour of the more obvious pukka sports car. I seem to remember that it was common to replace tired MG engines with a Ford 10, at the very least due to cost effectiveness, even though MG were the affordable sports cars? Still it is their loss, and if you go to the NEC this spring, the Coventry group will not be there to greet you and talk over the details of Sidevalve motoring! However, our cars are out there in sporting events in 2001.

One such competitor is Nigel Hilling who writes of his trials in his two Populars, and those

of you who attend Hollowell Steam in July will usually see one or other of his Popular 'eventers'. Paul Reddell's 100E Escort sports has an overdrive for more relaxed motorway cruising and some suitable, but not visible, tuning to get that little bit more from his 100E engine. Tony Fox has gone a little bit further with a fully Aquaplaned 100E and four-speed gearbox, while maintaining a totally period exterior (of the car, I hasten to add). The healthy trade in period tuning gear maintains the Ford's position as a classic events engine.

If you are interested in this fascinating part of Sidevalve motoring, then just read Malcolm McKay's Sidevalve News column and visit member Rob Daniel's excellent classic 50's specials website.

There are many more events than our editor will allow, so remember that I have a comprehensive list and all I need is an SAE from you for a list of events in your area.

## This month's cover photo:

It is not every day that the neighbours announce they are getting married, but I was more than pleased when Sharon (the bride-to-be) asked if she could go to church in my pre-war Prefect. As you can see the car did the job handsomely. The photo shows Ian and Sharon posing for their relatives.

Soon afterwards, they drove away on honeymoon in Ian's newly restored MGB Roadster. Incidentally, on the way to the church, the bride revealed to me that she was wearing a blue garter under her gown. Naturally I was more than interested - well you never know when you might need a spare fan belt!

Thank You, Barry for the wonderful photograph. I'm sure that with a car like yours you were the perfect chauffeur and gentleman! Below, is another wedding photo sent to me last year by Julie May and, as it's Spring, I thought we ought to use it! Ed.

Here is a photograph of 'Harriet', our 1949 Prefect, at my daughter's wedding on April 8th, 2000.

The car was driven to the church by my son, and joint owner, Andy. A good time was had by all and the car performed superbly. Photograph by Paul Lennon, LMPA [redacted] Alan Lander.



# Area News

## Coventry

Barry White

Remember last year, and how we all suffered from lead withdrawal symptoms? But worse still was the appalling summer and the number of wet outdoor car shows we endured. The experts are calling it global climate change, I called it damned bad luck.

So what about this year? Well, at the risk of banging on again about our activities at the NEC, the news is not so good. The show in late April has been renamed the NEC Sports Car Show and, in keeping with this new title, we had planned to display a Club stand full of sidevalve specials (well they are sports cars). However, this proved to be rather academic because our Club is not being invited to participate.

The reason given was lack of exhibition space (50% reduction). Consequently, only clubs with sports car heritage or modern racing pedigree will be exhibiting. Of course we shall be back in November for the International Classic when the show will revert back to full-blown size.

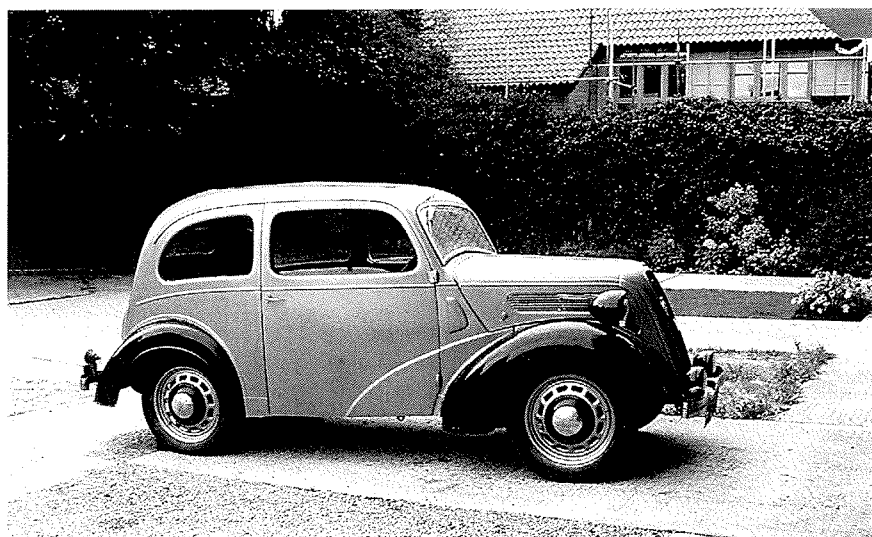
During the summer, our group will be setting up displays at several classic car events in our area and of course flying the flag to promote the FSOC. One weekend in our calendar that we always look forward to is the Hollowell Steam and Heavy Horse show in Creaton, Northamptonshire. It's a large rural event offering olde worlde country fair including a steam operated fairground, marching bands, helicopter rides, auto-jumble, not to mention a full programme of show ring displays of country life and activities - in fact something for everyone.

We hope to have a very large club stand, so if you and your family are within striking distance and would like to display your Sidevalve with free entrance to the show, then please phone me if you want an application form and I'll gladly send you one. The dates are **7th and 8th July**. You are welcome to attend either, or both, days, and I hope to meet many of you there.

## Sussex

David Taylor

Lets kick off this month's proceedings to let Sussex members know that we have changed our monthly meeting place to the Barley Mow Public House at Selmeaton on the A27 East of Lewes. This has now given us a more accessible meeting point and we would like to welcome any other sidevalve members to our meetings on the



third Wednesday of every month from 7.30 pm onwards.

We have now finalised our events calendar for the coming season, with our first run being to the **Bluebell Railway** at Sheffield Park on **Easter Monday 16th April**.

Some of the shows and events we will be attending are as follows:-

**May 26, 27 and 28th. Cuckoo Spring Fayre** Laughton.

**June**, date to be confirmed, **Treasure Hunt**.

Date to be confirmed, **Parham Steam Fayre**.

**July 7th and 8th. Ardingly Vintage Vehicle Show**.

Date to be confirmed, **Eastbourne Historic Vehicle Club** at Bentley Motor Museum

**July 14th. Rottingdean and Saltdean Lions Club Classic Car Show**.

**July 29th. Rye Classic Car Show**

**August 5th. Hooe's Old Motor Club Vintage car show**.

**August 25, 26 and 27th. Festival of Transport - Hellingly** (This is the FSOC Sussex Area Group annual gathering.)

**September 15 and 16th Laughton Country Show**.

We desperately want to hear from other Sidevalve owners in the Sussex Area to join us - come along to the Barley Mow, you can be assured of a warm welcome and a friendly chat.

John and Mary Keenan, along with Sandra and myself, are 'gearing ourselves up' for the FSOC summer holiday to the Isle of Wight.

Enclosed is a photograph (top of page) of a 1937 7Y belonging to George Gold of Storrington, West Sussex. George has had a couple of previous mentions and now the car is complete, ready for an MOT and the 2001 season with the Sussex Area Group.

Registered 1937 Eastbourne (JK) the vehicle spent the first part of its life around the Hailsham area, before going north to Hull and then coming south again. George purchased the car in May '99 as a shell and

boxes of parts (Article April 2000 Sidevalve News). The car has been converted to 12 volts electrics and is sprayed gold with black wings. George, we will certainly 'see you coming'! The Sussex Area Group is having its first run of the season to the Bluebell Railway at Sheffield Park on Easter Monday so we look forward to seeing you.

Happy Motoring, David.

## Hampshire

Mick Crouch

Despite standing down as Membership Secretary, I will still be co-ordinating the Hampshire Group and attending as many events as possible. We meet on the third Wednesday of the month usually at the same 'watering hole' but, as we do occasionally decide to do something different on club night, if you are thinking of coming to see us then please give me a bell before hand to confirm our venue for that month.

We look forward to seeing both old and new faces at the many events we will be attending throughout the summer.

## London South East

Stan Bilous

Things have been quiet for the first months of the year with only planning shows and some light restoration work going on.

Despite all the rain last year, and then the fuel crisis, we are still keen to plan shows for the new season. After receiving our first show entry numbers we are hoping that the Foot and Mouth outbreak, which is causing many problem in the countryside at the moment, will be over before the show season gets under way, because many of our shows are on farm land.

On the restoration side John Perren is busy working on the interior of 'POO' so we look forward to seeing the results. Stuart

and Laura are also busy on the interior of their 'Pop'. After stripping the passenger seat, they found that there were no springs in it; only a piece of foam. I am sure that the renovated seat will be much more comfortable, so that Laura will be able to drop off to sleep when travelling.

Myself and Richard worked on his 'Pop's' rear axle after the crown wheel and pinion lost their teeth; all seems well now. After doing this work, I was sparked into action, getting myself a spare axle in case of a breakage. I have repaired the bearing ends by machining down and sleeving. I hope to rebuild and try this axle after our Isle of Wight holiday, where, incidentally, they had their first SNOW for fifteen years at the end of February!

## Merseyside Group

Joe Wheatley

Having taken over only last month, and this still being the middle of winter, there is very little to report. Our last meeting at the Bottle & Glass on Monday 12<sup>th</sup> February was well attended for the time of year, with at least ten folk braving the weather. If you're within striking distance of the East Lancs road please make an effort to join us on the second Monday of each month.

As I can't report on what the group has done, the best thing I can do is tell everyone what we have planned for the coming months. Some of these plans may come to nothing because of the Foot and Mouth epidemic which has resulted in the temporary closure one of the favourite show locations at Tatton Park. Hopefully, this terrible plague will be over by the time this is published. If not, we may all have far fewer events to frequent this year.

**Saturday, 21st April. FSOC AGM, Wigan Pier**

The big one! Full details appeared in the last magazine. I guess it will be too late to book your lunch now, but please come and join us if at all possible. It is a great privilege to host the AGM and I would love to meet lots of local members on the day. If you need directions, or help with transport, please do not hesitate to contact me.

As there is no Yorkshire group at present, I hope all you 'tykes' will struggle over the hills to join with everyone else in Wigan!

**Sunday, 22nd April. Joint meeting with M1 Cortina OC at Leyland Transport Museum.**

This will not be a big show, but will be a nice local event and give us FSOC 'types' chance to meet some other car enthusiast in our area. There is no charge to get in to the show and reduced charges to get into the museum (£2 only). If your car has got wet going to the AGM, don't bother drying it off, just come and join us. If you would like to attend, please contact me so that I can

provide directions and keep track of numbers.

**Saturday, 2nd and Sunday 3rd June. Tatton Park.**

Our Dave Broad is booking a pitch with room for 12 cars at this show. Always a favourite with us because of the large autojumble and excellent range of cars on display. I would hope we can fill our stand to justify Dave's efforts in organising the stand.

**Sunday, 17th June. NATIONAL SIDEVALVE DAY, Chester Racecourse.**

The last Sidevalve day organised at Chester back in 1998 was also early in the year. So far it has been the only show at which I got sunburn! This is a lovely site and Chester is a beautiful city. Bring the wife to enjoy the shops in Chester while you meet other car mad folk at the show. Another must for any FSOC member, especially those within 50 miles!

**Monday, 9th July. Group meeting, Bottle & Glass at Rainford.**

A special group meeting in that we have invited the Warrington Camera (ie photography not real ale!) Club to join us. Last year, a friend invited me to take my E493A Prefect to their meeting to provide a subject for them to 'shoot'. The result was a very pleasant evening and an excellent print of the car, which now hangs in the bedroom. Please bring your Sidevalve to the meeting and make our guests feel welcome.

**Monday, 16th July. Warrington Camera Club, Grappenhall Social Club, Nr Warrington.**

A return visit to provide the camera club with some interesting subjects. Grappenhall village is very 'olde worlde' with church, pubs and cobbled street; ideal to set off our cars. Come along and be a star for a night!

**Saturday, 14th and Sunday, 15th July. Cheshire Steam Fair, Grappenhall, Nr Warrington.**

This was the first show I attended after completing my Prefect in 1999. This is an ideal day out for all the family. Lots of fairground attractions for the kids, loads of interesting stalls for t'boss (clothes, books, jewellery, and much more). Steam engines, cars, bikes, model ships and railways for 'us Dads'. Even the food stalls are interesting (Indonesian, pancakes and organic sausages in addition to the usual burger and chips)! A 'reet' grand do!

I am trying to organise a stand and have lots of application forms ready for those who would like to join in. Don't delay, call me today!

**Saturday 18th and Sunday, 19th August. Tatton Park.**

Another chance to visit one of the biggest shows in the area.

**Other possibilities:**

**Manchester to Blackpool run. A change from static events. Dates TBA.**

**Astle Park Steam Fair. 11th and 12th August. Not far from Knutsford.**

**Rally with local MG car club. Probably in September.**

**All Ford Day on Blackpool prom. Usually in September. A chance to see the lights!**

If anyone has any favourite events in the area, please come along to a meeting and tell us about them.

That's enough from me for now. Hopefully, in my next piece I can tell you all that the AGM was a huge success. **Don't forget the 21<sup>st</sup> April!**

## Essex Group

Roger Birdseye and John Hull

Fraternal Greetings from Captain Birdseye and myself. I have missed the last two dances at the Maypole due to that scourge of the working man - the dreaded late shift. No cool, sustaining, beer and uplifting chit chat for me, but I have kept in touch with Essex Sidevalve scene by that wonder of the modern age - the telephone. Soon we will be perusing the season's events and deciding which shows we will grace with our presence this year.

I have managed by hook and by crook to obtain a facsimile copy of that rare and much desired book by Dave Turner, 'Ford Popular and the Small Sidevalves'. This is obtainable from Motor Books in St Martins Place, near Covent Garden, for the princely sum of £21.95. The price was made even better when my wife Jean paid for it!

The engine of Dave Clark's Pop has terminal problems and needs a full rebuild after many years of faithful service. Commiseration's Dave, but we are glad to see that you have everything in hand and will soon be back on the road.

An excellent turnout at the March meeting, with no less than sixteen dedicated Sidevalvers present. Roll on Summer! See you all at the Maypole - SOON!

## Gloucester & Hereford

Ian Rooke

**Some changes in the local group. I will be standing down as Area Sec, but we already have a willing volunteer. John Pole will be taking over (see page 2).**

We recently had a group evening away from the usual pub. David Reynold, who owns a 7Y in need of restoration, met me at the Malvern show in October and invited the group for an evening out. We finally arranged the visit in February.

David has an amazing collection of petrol pumps, garage signs, oil cans, AA boxes etc. Despite the cold, I think everyone enjoyed the visit.

Continued page 19...

# Club News

Fred Fielder

## Ed's Canadian Purrfect Prefect Shows Off

Ed and Esther Ingold sent me this recent photo of their Prefect just to remind us all that we do have a Canadian Connection, keeping the Club on an International scale. Love the shade Ed, and the white walls, and glad to see that the SV logo takes pride of place on the windscreen. From one Ed to another. Ed.



## Eurocheques

Shirley Wood our Secretary writes:

The use of Eurocheques within the European Union has been diminishing over the last few years with the introduction of the Euro.

The Club has been informed by its bank that it will now be treating Eurocheques as foreign cheques and therefore the Club may be liable for increased charges when banking such items. As a result of the banks decision, the Committee have decided that Eurocheques will no longer be accepted by the Club. Instead members should use cheques which are made payable on a London bank.

The Committee regrets taking this decision and gives apologies to members who may be inconvenienced by this.

## Membership Secretary

As featured last month, and highlighted on page 3, we desperately need someone to offer to take over this post. So please, just in case you've missed it, consider whether you could do this important job for the Club.

Mick and Jean have put everything on to computer, so from this point you will, initially, only have to continue the work which they have started. This is a responsible and vital post to keep our membership organized effectively.

## Publicity Officer

Roger Ashby (right) has offered to fill this post and at the March Committee meeting we were able to meet him in person.

He has already done a similar job with a motor cycle club and, looking at his folder of cuttings, he has valuable experience in this important area of communicating with

outside agencies and raising the profile of the FSOC.

We do welcome him to the 'dream team' and hope that his enthusiasm for our Club will soon be obvious as we experience an increasing profile in the Motor Club scene.

It does go to show that the requests in the magazine are being heeded. Our Club is continuing to grow and we are pleased that Mick was able to report a slight rise in membership applications. I'm sure that, with Roger's aid, this upward trend will continue. See Page 29 to find out all about Roger!

## Obituary – Roger Palmer

Jim Norman

It was with deep regret that we learned of the death of the Club's founder, Roger Palmer, on 22<sup>nd</sup> February 2001.

Roger always maintained that the idea of the 100E Owners' Club came to him one day in September 1969 in an Irish peat bog following the imbibing of a considerable volume of Guinness. He was soon joined by a growing number of similarly minded young owners who shared an interest in 100Es (and, apparently, real beer), at the time

being classed in the 'banger' category, and, within a couple of years, owners of eight and ten horse power models joined in.

In these early days, Roger's input to the Club was prodigious. I recall the newsletters from the early 'seventies' and the varied and very interesting articles they contained. It later transpired that, because of the lack of members' contributions and despite the names at the top, almost the entire newsletter had been written by Roger. His imagination at pseudonyms at least matched his knowledge of Sidevalves.

His second claim to fame was the introduction of the word 'sidevalve' to the English language; up until Roger's intervention it had always been written as two words, and I recently noted with some amusement that one of my students, in an assignment on engine configuration, used the single, and now of course correct, spelling.

As the years passed, the Club evolved away from the hot-rod format of its first days and Roger's active participation ceased, but he remained a life member and continued to receive his 'Sidevalve News'. He reappeared at the Club's National Sidevalve Day at Loseley Park on 7<sup>th</sup> August 1994, the event marking the Club's 25<sup>th</sup> Anniversary, where he made a short speech before presenting the prizes. As the Club's,

Continued on Page 19...



# Letterbox

Fred Fielder SVN Editor

Dear Fred,

Dome or Doom?

Pleased to read your comments. I am especially angered by the way the 'Press' in almost every case 'slagged it off'.

I went with an open mind and spent an excellent day there. Helped on the way by Campion Launches, which operate from Greenwich pier to many destinations along the Thames. A unique experience. I particularly liked the floor show (which you didn't mention, Fred !)

Such a shame so many stayed away, were they too mean I wonder, or just put off by adverse publicity (double shame). I suspect that many who say 'I don't always believe what I read in the papers' believed them after all.

Stan Bilous.

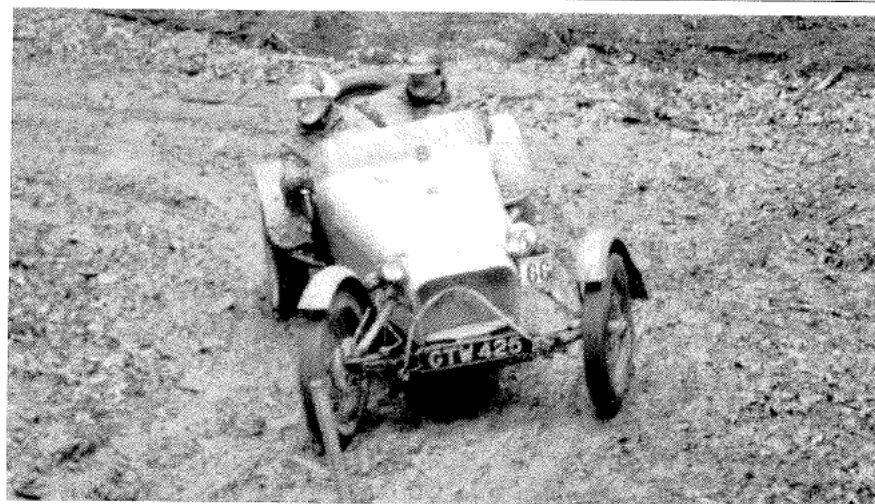
## Classic Reliability Trials

Members may be interested in observing or competing in a branch of Motorsport called Classic Reliability Trials.

Reliability trials started in 1904 under the auspices of The Motor Cycle Club of Great Britain (MCC) and have since been run every year, with the exception of the War Years.

Originally staged for motorcycles, the entry list was soon expanded to include cars.

Three major events take place each year, The Edinburgh (October), The Exeter (January) and The Lands End (Easter). The trials which are around 300 miles long take approximately 18 hrs to



complete and start on Friday nights.

Around 300 cars and motorcycles compete.

The aim of the trial is to complete a 100 mile touring (road) section followed by a series of 14 'Observed Sections' with more road sections in between. The Observed Sections are effectively hill climbs up 'Unsuitable for Motors' type tracks and stream valleys. These vary from foot deep mud to rock steps with 18" potholes. Gradients can be greater than 1 in 1. The intention is to simulate the road conditions of the 1900s.

Dependant upon the class, entrants may be required to come to a halt, normally at the worst part of the Observed Section, and undertake a 'restart'.

There are eight classes of car entrant ranging from front wheel drive (Class 1), through pre-1941, production saloons, production sports, kit cars to purpose built trials specials (Class 8). A typical entry list would include Austin 7, MG J2, B, Midgets (old and modern), Allard, Beetle, Dutton, Burlington, Marlin, upright Fords, plus a range of more modern production cars.

If you clear all the sections in a trial you are awarded a Gold medal, fail 1 - Silver, fail 2 - Bronze.

If you achieve a Gold in each event of a season you receive a special medal called a 'Triple'.

There are also numerous one day events staged by local car clubs each year.

My son and I have been competing for several years in a Class 8 Cannon. About 120 of these were produced in the 1950s, but there are very few still running.

The Cannon uses components from a 1940s Ford Prefect fitted to an alloy skinned space frame and is powered by the original E93A engine. It has been extensively modified and tuned and fitted with twin SU carbs.

A considerable amount of effort is required to keep the Cannon serviceable. One day's trial can result in many days of repairs, mainly to the chassis which, because of its age and the low grade of steel available after the war, is prone to fracture. Also extensive re-design has had to be undertaken due to non-availability of spares.

However, over the years we have been fortunate enough to receive several medals, but never the coveted Triple!

I will be competing in the Lands End Trial at Easter and will record my impressions of that event for submission to a later edition.

Should any members be interested in competing, marshalling or observing these events, please contact the undersigned, or, further information may be obtained from the MCC website [www.ukmotorsport.com/MCC](http://www.ukmotorsport.com/MCC)

Additionally this is the MCC's centenary and they will be celebrating at Brooklands on the 6th May with a display of trials cars through the years and other activities including a 'Drivers Test' on the famous 'Banking'.

W A Green (9834).

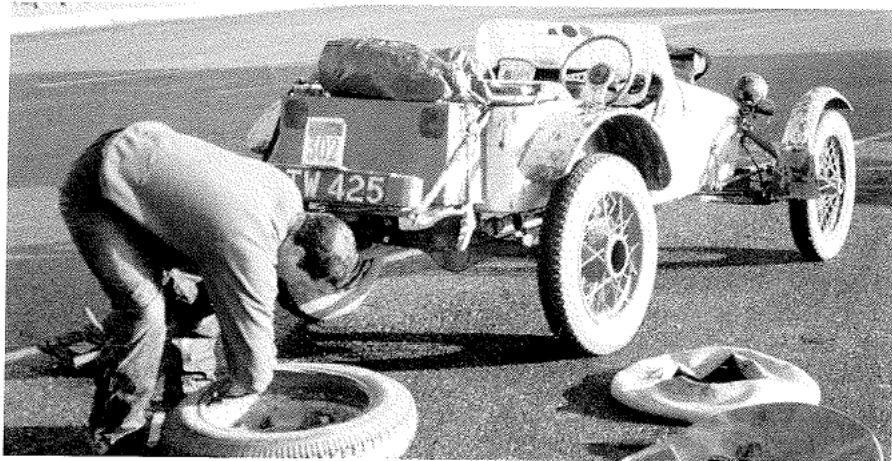
## Our youngest enthusiast ?

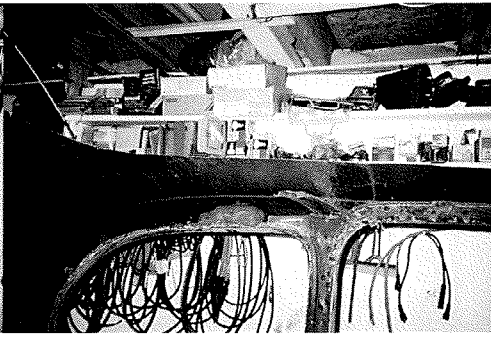
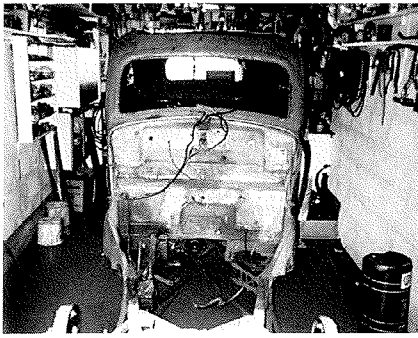
This letter came via JP.

Dear John,

I have looked out for you some photos of my car when it was just stripped and thought you'd like to see what it is like.

I think your Siva Tourer is lovely and I'd love to have one of my own. I think it will be a few years before I can drive down





in the Popular and see you but the time will pass pretty quickly.

Here are the photos of the car so far.

Thanks, Lee Meiklejohn (age 13).

Thank you Lee for sending the pictures. We do hope you will continue with your project. So far, you're one of our youngest known collectors so we look forward to continued contact. Do let us know how you get on in the future. Ed.

## Police in a 100E?

Bruce Palmer sent me quite a few snippets and I noticed this particularly as, in a past issue, we had some enquiries about Sidevalves and the Police. Ed.

'Dave Turner has previously told of his Sidevalve driving experience in the East Yorkshire Police Force and I recall the infamous Pilot police car of a few years back.

The photo shows a replica 100E Police car seen at Hassocks chasing the London



Brighton Veteran Car Run in November 2000.

This 100E is owned by a member from the Twickenham area, but hasn't yet appeared in the magazine. Apparently, the car is a replica of a Somerset Force vehicle and has authentic accessories, radio etc.

Thanks Bruce. I also found the notice, shown in the middle of this page, concerning the police and how helpful they are. (Ed.)

## Tears in our Eyes

Dear Fred,

We would like to thank you for all the help the Club has given us over the years.

We bought a 100E Ford Anglia in 1991 for our son Tom to renovate with a friend

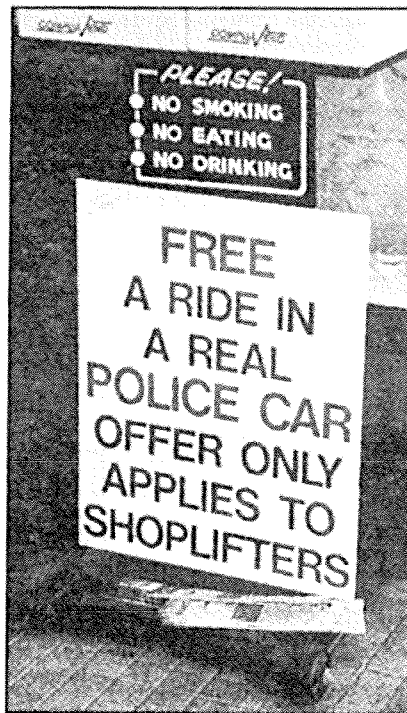
(he was then only 12). After many years, and a lot of hard labour and fun, it was completed when he was twenty and featured in the Ford Sidevalve News, February 2000.

Tom is now at university away from home. It was a hard decision to see the Anglia go as it had become so much part of the family. On Sunday, with tears in our eyes we (mum and dad) waved the car goodbye. We regret the decision to sell and probably always will!

I'm sure when Tom starts earning his millions he will purchase another.

Regards, Tom, Richard and Cynthia Gibbs.

I remember the feeling well Richard when our younger son went to Uni and had to sell our 20 year old Triumph Herald which he'd made into a coupe. He's now, like me, got a collection of cars, so there's always hope! Ed.



## Whatever Happened to the Aquila?

Dear Fred,

Just received your Christmas number and am fascinated by the article on brakes as I am at present overhauling one. You must be psychic or something!

I would like to pose the question to all you enthusiasts out there, "Whatever

happened to the Aquila built by Bill Cooper?" in the early sixties and when he won the 1200 cc championship in 1962.

Does the vehicle still exist, is it still preserved? Any information will be helpful.

As to the vaporisation theories, I attended a lecture at Bristol university (Extra Mural Department in Car Design) some years ago and the explanation offered by the oil fuel expert, 'To accommodate the emission laws a lean-burn engine's petrol had to have its boiling point lowered.' So the moral is 'keep your engine cool!'

A friend has a 1931 Ford V8 with every conceivable modification to the fuel system and it will regularly stop dead at about 120 degrees. However, a ten-leave fan and a modern electronic ignition has now cured the temperamental Sidevalve.

Keep up the good work.

Mick Taylor.

I'm sure someone out there will be able to help Mick. It does seem that there are as many theories on vaporisation as there are cars. Ed.



## Traffic Warden Rejected

The photo above (sent in by IM) is of Dennis Gray who recently went to the Courts at Strasbourg and argued that it was degrading that Traffic wardens were given no medal in recognition for their years of service unlike other professions which were recognised with medals.

Mr Gray retired in 1988 and he was known affectionately as 'Dennis the Menace' when he first patrolled Woodbridge in the 1960s.

Despite losing his case we're sure he was really kind to Sidevalvers and was the fairest warden that ever walked the streets!

More letters on page 23...

# E83W Register

Glen Bubb

I recently received a letter from John Costello regarding details of the contents and style of an E83W tool kit. I have undertaken some research and include two pictures of the tool kit from our own van which was copied from the well worn, but original, example that came with it when purchased with just over 10,600 miles on the clock back in 1976.

The actual roll is made from a hessian sacking type material, I think we got ours from a craft shop. The tools shown in the photographs shown (photos 1 and 2) are those that were in our original tool roll but I think one or two are incorrect.

From looking at various parts books, I have drawn up the following list of what appears to have been in an E83W tool kit. I have included part numbers for information:

CE-17005 Bag (Tools)

01A-17105 Spanner  $\frac{1}{2}$  &  $\frac{7}{16}$

E83W -17048 Spanner Box  
(Cylinder Head)  $\frac{9}{16}$  &  $\frac{1}{2}$

7W-17047 Key (Spare wheel compartment door. This may not have been included in the tool kit)

01A-17016 Spanner  $\frac{9}{16}$  &  $\frac{5}{8}$

B-17025-A Pliers

B-17020 Screwdriver (wire)

E93A-17125 Gun  
(hydraulic lubricating)

68E-17019 Iron Tyre  
(also includes brake adjuster squares)

And not shown in the photographs

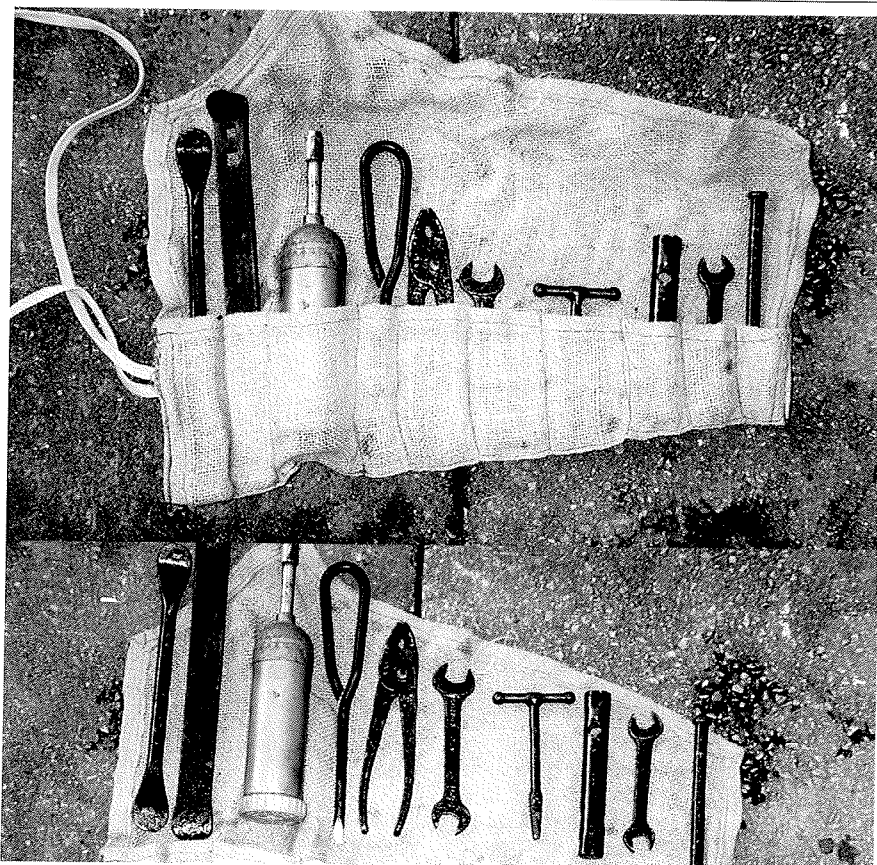
CE17017-B Spanner

(Spark Plugs)

E01A-17021-A Wrench (Monkey).

I hope these details will be of some assistance to you when trying to make up an original tool kit for your E83W. Some of the tools (especially spanners) will be marked with one of three brandings which came in chronological order as follows: Ford (earliest), ENFO (middle) (stood for ENGLISH Ford) and FoMOCO (latest) (stood for Ford MOtor Company). I am not sure when FoMOCO came in. It may have been after E83W production ceased, but tools will certainly be found with it on.

I have also included a drawing (middle next column) of the tool roll with all the

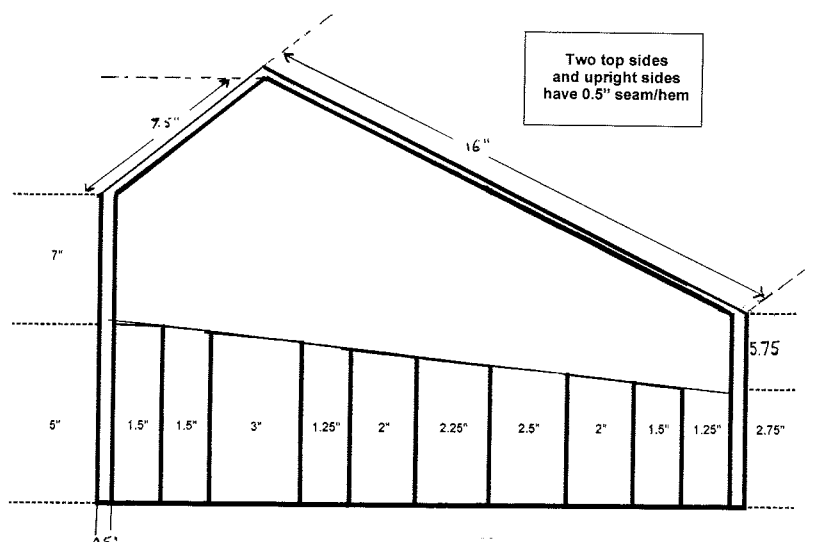


major measurements for anyone who wants to have a go at making one.

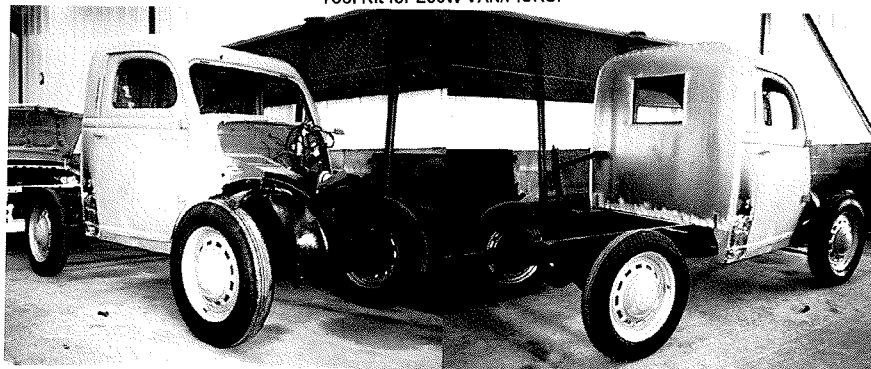
Finally this edition we have two pictures of G Boggs' pick-up which was under restoration last May when the pictures were

taken. EM 4458 is believed to have been built in 1948.

Photos at foot of page by G Boggs.



Tool Kit for E83W VAN/PICKUP



# A New Zealand Restoration of a 1948 Ford

## Fordson, E83W

Ian Scobie, New Zealand

Our family here in Southland, New Zealand has been interested in the Fordson name for many years; mainly with tractors. We have three restored, with three awaiting restoration, and a few for parts. They range from two 1925 American F (unrestored), 1929 Irish N, 1935 English N, two 1950s English E27Ns (a low speed petrol, the other a high speed Ferkins Diesel) and a 1954 English Petrol Major.

When Dad saw a 1952 Fordson E83W welldeck advertised in the local paper, we all thought, "another Fordson to add to the collection." A few years later a friend of the family saw a Fordson Van in a car sale in Invercargill. He bought it. On April 25th,



1990 I trailered this van home for parts. I then decided to restore it myself.

First I removed the guards, grille and radiator before removing the seized engine. All the axles, cables and attachments were removed, so that the chassis was the only thing left. Total dismantling had taken three weekends.

With the chassis sand blasted, the project was under way! As I am not a mechanic, but have an uncle who is, I took the front and rear axles, along with the shock absorbers, to him. I changed jobs to work in Queenstown, which meant I was not at home as often, so work on the van slowed. While the axles were at the garage, the dash gauges and electrical wiring was removed.

We bought two Fordson trucks for parts. One had an engine which went, as it had been rebuilt a year, or so, earlier. I noticed that the cab on the other was in quite a reasonable state of repair, but the chassis was very badly rusted. I decided to restore a truck rather than a van.

After uncle was finished with the front axle, it was cleaned and primed, before fitting to the chassis, along with the shock absorbers. The steering box was checked and turned out to be fine, before it was assembled along with all the steering gear. The cab was removed and stripped before, being sand blasted. I sorted

out the three best dash gauges to use. These were sent to Christchurch for repairs and calibration. When the cab came back, it went in the shed until it was needed.

The rear axle was fitted, along with its shock absorbers and brake cables. The spare tyre carrier, foot plate brackets, mudguard supports, bumper, and number plate holder were also added. With the running gear all assembled, it was painted black. I could see I was now making progress! The engine and gearbox were stripped, cleaned, checked, painted and assembled before being placed on the chassis.

(It is good having two other vehicles as parts, because if a part is damaged, one can hopefully find a replacement. This does not always work!)

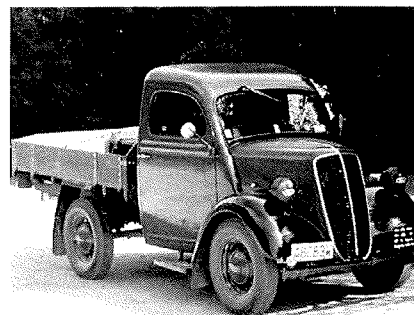
After five years working in Queenstown, I moved home. (I work in Gore so instead of travelling 210 kms I now travel 35 kms.) Home once again, I was able to restart work on my truck. The cab was stripped and all its internal wood was replaced, as were the doors. The cab was taken to a panel beater in Invercargill along with the bonnet, guards, grille and doors. When the panel beating was finished, to make sure it wasn't twisted, the cab was placed on the chassis (it wasn't). I brought the mud guards home to prime and paint, while returning them to the panel beater for fitting.

When the truck finally came home, the cab was bolted on, and a new plywood floor fitted. The radiator was sent away, checked, only to find that it needed a new core. With tile grille, guards and bonnet attached, it was to uncle's garage, where, after eight years, he got it going. What a great sound it made! It was trailered to Gore for painting. When it came home a week later, painted maroon with black guards, it looked so magnificent!

Next stop, the upholsterers in Invercargill. Here the entire inside was upholstered and lined for both warmth and silence. The colour scheme inside is black with maroon seats and dashboard.

I made enquiries into a wood suitable for the chassis runners, cross members, deck and sides. I wanted a timber which was strong, and would not warp or shrink. The timber recommended was Kwila, an imported Indonesian hard wood, which is quite expensive but for my requirements, perfect. This timber was cheaper to buy from Auckland (the other end of the country), dressed and shiplapped, rather than from Invercargill.

With the truck home, I started on the woodwork. I didn't put the sides and tail door on at this stage, as this could wait until I had the truck completed.



All the chrome, newly made rear guards, lights and indicators were wired up by my uncle. Four new tyres were purchased. It was now beginning to look like a truck! Everything was now ready for a Warrant of Fitness. I drove my newly, nearly finished, truck the 20 miles to the Gore Testing Station. The first time it didn't pass. A few minor adjustments were made and a week later, February 22 1999, we were legal! Nearly nine years had lapsed since I had started my project.

Two weeks later, on my first outing, the bearings failed. The engine was taken out and sent to Christchurch. The reconditioners said that they could see that my engine had been rebuilt before, only whoever had done the job had not done the white metalling properly. So, six months later, my newly rebuilt engine was back in my truck.

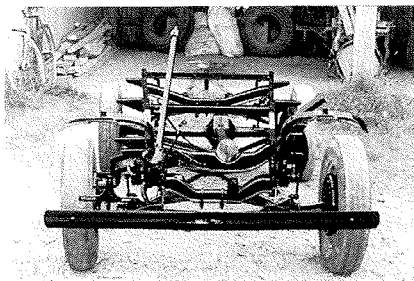
The sides and tail door were finished in May, and June saw my 1948 E83W completed!

It is the only restored E83W in the southern half of the South Island. However, there are about three more in the process of restoration. When registered, there was only one other registered in New Zealand, being in Tauranga, in the North Island.

In the year to September 2000, since the engine was rebuilt, I have done 2,500 miles. My travelling has mostly been in Southland. I have even driven 210 miles from Wyndham to Milford and back to Te Anau. My truck has had some teething problems, but nothing too serious.

In May, my dad, who is doing up a 1952 Fordson E83W welldeck, and I, purchased a 1914 Ford Model T. It needs a lot of attention, and will cost a lot of money, but it is a project for the future. We have already started it!

My opinion is, "do a job once and do it properly." You spend a lot of money doing a vehicle up; why cut corners? If you want the very best, you have to pay for it!



# 'UPRIGHTS' Technical Queries and Notes

**Bryan Baker**

## Feedback:

Well we do seem to be keeping you in suspense, do we not? I'm writing about the 'kit, bearings, rear wheel - uprights for the reconditioning of' - page 9 in the February issue of Sidevalve News. Just how much are they going to be, I wonder? In hindsight, maybe I should have 'opened a book'; winner to get a free kit.

I certainly am looking forward to reading the Sam Roberts book on the Ford Model Y, page 16. It's quite amazing that this story has not been exploited before, for, if the Model Y had not been developed, maybe Ford of Britain, would have foundered; and probably Ford in Europe also. Sad (to say the least) to hear that car production in Dagenham is to cease.

That list of gear to lug around in your Sidevalve, page 4, is already pretty extensive, but how about some bulbs? Especially for those who retain their 6 volt system. Not too easily available these days.

The system in Spain is, I believe, that driving with a defective bulb is not illegal but, not having the relevant spare bulb with you is. I think that is pretty sensible and something we could well initiate here. Do you carry a set of bulbs?

**Bodging.** Yes, I admit that I have done it and sometimes still do it. But nowadays only where there is no safety element involved. Bodging where steering, brakes and structural areas are concerned involves a risk. Not only to you, but others too.

It is not always obvious what the differences between 'will fit' components and genuine parts are. Sometimes it is the material, sometimes the detail dimension or

maybe the finish. In any case you can never be sure that the 'will fit' part will do the job.

Take care when repairing or replacing parts involved in the steering or braking systems - don't take chances. If you don't know, then ask someone (you can trust) who does.

## What's new?

### Re-roofing:

Must be the wet weather, but a couple of members, RM & DR, have asked for details of the procedure involved. I hope they found the patience, for that is the critical component to doing the job satisfactorily. DR asked about renovating the sealing strip channel. Tricky! It really does depend just how bad the rust in the channel is. But, for certain, it isn't going to get better if it is left alone. How did you get on, DR?

### Wiring Loom Covering:

RM asked if the loom for a 1950 5 cwt van would have been covered in plastic or cotton. I really don't know for sure but my thought is, cotton. Does anyone know when plastic covered looms were introduced? Was it, perhaps with the 100E range in 1953?

### Trafficator Switch:

MG is intending to install trafficators and screen washers on his 103 at the MOT

man's behest. Whilst it is true that 'screen washers are mandatory on fixed screen cars, I'm not so sure about indicators. Sensible, yes. But mandatory? I don't think so. Anyway that wasn't the point, because MG had already obtained the parts and was asking about the connections on the back of the switch. There was one that puzzled him, and me, but I think it is one for an indicator lamp to be used when a non-self cancelling system, such as in an E83W, is in use.

### Steering Box Reconditioners:

IE from Israel is after a better steering box and, being that his Sidevalve is LHD, that won't be so easy to find. The steering box assembly too has a 'shipping unfriendly' shape so getting it to a reconditioner won't be easy. But, for my information, does anyone know of a company that does this job?

### Close Ratio Gears:

When Sidevalves were in their prime (OK I know they still are, but you know what I mean) one could get close ratio gear sets. BM was anxious to have some detail. Fortunately there is quite a bit of information in the Club's archive, so I was able to answer this one, phew!

That's all for this time ...

## PUBLICITY OFFICER FOUND WITH HIS KAB

Roger Ashby has joined the Club and here's a close up mug shot of our happy volunteer in the photograph. We welcome him and look forward to his help in the future. See Club News pages 7 and 29 for a fuller account from Roger.



# Stan's Technical Tips

**Stan Bilous**

Gripe of the month involves technical articles, which well meaning often serve to further mystify. (Not to include our own BB, despite his use of mysterious

initials!) But, and we've all seen them, I included amongst them;

a) With the use of service tool ... A20041, or some such number, which, of course, no one has.

b) With the use of suitable drift ... (or, make a suitable drift, punch, wedge etc). Few of us posses a Boxford lathe, vertical mills etc.

c) Select a suitable washer, seal, gland, 'o-ring' etc. "WHAT!", we cry, "Tap out the bearing/seal/sleeve/pulley etc?"

How many hours do we spend doing just that, only to be rewarded with grazed knuckles, broken finger nails, limbs? Not to mention the jangled nerves, loss of temper,

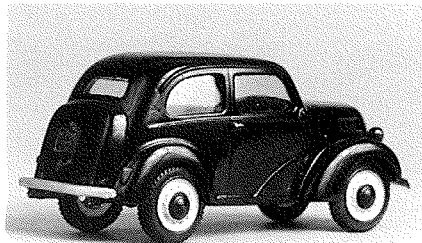
resort to lump hammer, kango, arson and, finally, divorce (I kid you not). No, what we crave is simple step by step (illustrated) details, so we can all enjoy servicing our vehicles without fear and dread, and step into the unknown. 'The truth is out there ... somewhere!'



# Fords in Miniature

Dave Turner

## So, Why do We do It?



A few thoughts on the background to a life long passion.

It probably started when relatives bought some Dinky Toys for me during the 1940s and I managed to get my little fingers on some back numbers of 'The Autocar' and 'Motor' magazines; no doubt from my grandfather, who ran an elderly Riley Monaco, but had spent a lifetime as an enthusiast of anything mechanical.

By the time I had reached double figures, my collection of toy vehicles had gone well into three figures, but, as most things when you aren't wealthy, they had to go to finance the next project; in my case the beginning of a model railway.

That, of course, went in order to help fund my first real vehicle and so it went on... If we had kept everything, we would have run out of space in no time! If I had any favourites at that time, near the beginning of my motor enthusiasm, it was all those early post-war cars that so appealingly combined the stately and proud high lines of the 1930s with the subtle, but effective, rounded curves of the march towards 'streamlining'.

Austin A40s and A70s, Vauxhall 'L' series, and, of course, the E493A Prefect come to mind as examples of what were later disparagingly called, 'warmed-over prewar shapes'. When I investigated the origins of the progressive styling changes, it was obvious that they were coming from the USA; the transatlantic cars of the 1940s have a special place on my list of turn-ons.

Ford products came on to my scene when wealthier uncles began to appear in Mark I Consuls and Zephyrs, that was it... I immediately recognised the lineage from the '49 Fords in the USA, the Dinky Toy of which had always been a significant favourite in my collection and I was under the 'Blue Oval' spell. Father then had the use of his employer's E493A for special occasions (normally a Bradford van was his 'firm's car')... my cup runneth over!

Years passed. At the same time as struggling to accumulate a home and provide for family, I tried to enjoy competitive

rallying. A Mk I Cortina was the obvious choice, subsequently deciding that less financially stressful and even less likely to 'end up in court', motoring 'fun' was that of running what were by then older, rarer, and therefore more interesting (slower!) cars. The term 'classic' was many years away in the future.

What did I come across? A 15 year old 'almost as new' E493A! Back to those full cups! Memories of all those 'small' cars that I had as a child, that didn't need to have ever increasing piles of money spent on them, most of which went to very unworthy causes via legalised robbery disguised as taxation by the government, kept niggling at me to give in to the temptation to start accumulating (collecting suggests something more along the lines of a dustman!) a representative history in miniature of some section of the world of vehicles.

While fighting the idea, I was, at the same time, formulating a theme for the inevitable capitulation! The comment from other like minded folk, who had already set off down the slippery slope was that I just buy what took my fancy and add it to the list. This attitude certainly didn't strike me as being very sensible as regards safeguarding finances and space, or even of having anything other than a meaningless jumble of models and toys that had little in common. Some significant theme was essential if the time, money and space that was going to be committed could even be pretended to be worthwhile!

I had by then owned a few hundred real Fords, worked on hundreds more, and, compared to all the alternatives, they had struck me as being the most practical, enjoyable, varied and, at the same time, the least pretentious of products. As a result, 'The History of Ford in Miniature' promised to offer so varied a choice that a cautious and, perhaps, inevitably frugal start was made by the donation of all the discarded, beaten up Ford subjects which my two growing sons' toy boxes were pleased to accept.

Back then, (30 years ago) Fords were generally not fashionable as either 'classics' in the future sense or subjects for serious models. Naturally, there had been die cast and plastic toys and individual subjects such as the, then recent, GT40 were instant favourites with model and toy makers. Equally, enthusiasts for older (or even contemporary) real Fords were looked down on with derision by owners of established and traditionally acceptable marques such as MG and Jaguar... I had by then owned several of each of them anyway; and very few clubs existed for Ford owners. The 100E Owners' Club, possibly the first, had not yet become the Sidevalve Owners Club... but I joined it anyway.

As I spent several evenings 'restoring' the boys' well worn old Ford toys, I couldn't even dream that the vast selection of emerging models of Ford subjects that we see today, 30 years later, could possibly exist. There are several small firms offering replica spare parts with which to 'repair' old Dinky Toys, Spot On, Corgi and Matchbox



projects, and even companies making replicas of the actual toys themselves, witness the 00 Scale 100Es featured in this model column a few months ago.

Limited time and finance were happily coincidental with the fact that very few new model Fords were available. I occasionally came across older and, increasingly rarer, toys of Ford subjects at the few toy fairs that had just begun to take place; they were then called swapmeets although what swapping took place was a mystery. I never saw, or even less often participated in, many! Locally, the famous Pudsey Swapmeet was the first: it was totally jammed with crowds of people each time it took place.

I remember travelling overnight to the even bigger Gloucester Swapmeet and been quite overwhelmed by the sheer size of the event. Queues of public waiting to go in were forming as early as 6 am; the doors opened at 10! The term 'collecting' seemed then to apply to those who bought rows and rows of identical Matchbox Yesteryear Ford vans featuring various product advertising on them. (No, I'm not mentioning dustmen in any context at this point!). There were so few serious Ford subjects around that 'collecting' wasn't quite accurate... 'searching' would be more appropriate.

A few of the pioneer white metal ranges began to appear. John Day, Jim Varney and Mikansue were all kits in the 0 gauge model railway scale of 1:43, significant, as that eventually established the most popular scale for model cars worldwide. Important to us, the Jim Varney range included the Models Y featured previously, Mikansue produced the 100E saloon and, later, a Cortina 1600E. To be continued next issue...

**Photo 1 (Top Left):** Somerville 103E Popular in 1/43 scale, among the earliest better quality hand built metal models that can still be compared to the most recent offerings.

**Photo 2 (Top Right):** I know I've got side burns, but you're supposed to be looking at the side valves! For the anoraks. Top shelf E83W. Next 1:43 scale 100E saloons. Next large 103Es and 7Ys. 4th shelf 300Es and estates, then small scale 100E/300E. 6th shelf 1:43 scale 103E, next 494Cs, next upright Prefects. Bottom two shelves Model Ys.

# Anglia, Prefect and Popular Register

Andy Main

Spring was the time when owners removed their radiator muffs, and the less affluent a piece of cardboard, to reveal a grille badge or two. In the early days of the register I had re-manufactured muffs for all the models, now long sold. I remember as a small lad un-buttoning the muff down half way or fully, depending on the weather conditions.

Grille badges have gone because modern cars do not have large grilles due to aerodynamics, and badge bars with badges of different sizes and shapes must be considered dangerous, especially if involved in an accident with pedestrians. Newer members may not be aware that E493A Prefect and 103E Popular register grille badges are available. For details see the latest Regalia list.

Now, what happened to those coloured triangular badges that owners stuck in their side and rear windows to let the neighbours know what seaside or historic place they had visited?

The recent broadcast of the 1940s house may have brought back memories of their or their grandparents' house. The series was filmed in West Wickham, Kent an area frequented by a well-known Croydon member for his shopping in his E493A Prefect. In the final episode, Michael Hymers, the father, buys an E493A Prefect and the series ends with the Prefect setting off down the road in their home town in the north of England.

KOB 526 is unknown to the register. It is from a Birmingham registration series introduced in September 1949. Can anyone provide any further details, and, do we have a new member?

Heartbeat, broadcast on 4th February, featured three sidevalve models; but what was under the bonnets I do not know? An illegal race was held on the public highway. This featured a number of vehicles, including a green E494A Anglia, HET 722 with flames on the boot, a black 103E Popular and a black 7 cwt 100E van. All vehicles had been modified from original specification.

Vast sums of money are spent by companies too, to lose often old and nostalgic names and to re-create European sounding names and logos.

In closing, I have been informed that one major steam and vehicle rally may be cancelled this year unless the fields get two months of dry weather. Last year's mud bath of a field wiped out a large reserve of funds. It will be cheaper to cancel than proceed.

Finally, the latest device to cut down on speeding has been announced, an inflatable speed hump which inflates when a speeding vehicle approaches.



## It's not like a 105E (Photograph 1)

Mark and Jill Bradbury from Solihull, West Midlands own a 105E Anglia (**Photo 1 Top**) in which they won the Midlands Run and Lunch Rally. When not out in the 105E, Mark is restoring a 1956 103E Popular, having purchased it as a rolling chassis.

The original owner lived in Lincolnshire, selling it in the mid-1980s. It changed owners again 1992. The third owner used it for a year before embarking on a restoration which he abandoned after nearly completing the respray.

Whilst you look reasonably happy Mark, I hope you find all the pieces to put it back.

## Left-Hand Drive Prefects - 1 (Photographs 2 and 3 Middle Right)

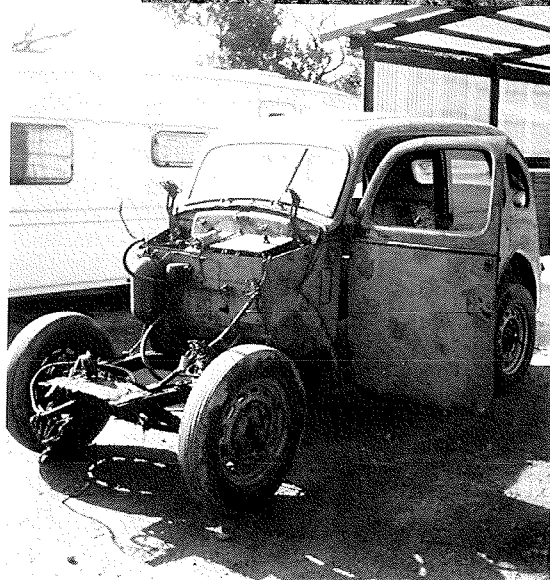
Vilho Kuupakko from Finland owns a 1952 E493A-F Prefect which he purchased in July 1988 to restore. He is the fourth owner and is proudly securing the registration plates to the restored black Prefect.

## Left-Hand Drive Prefects - 2 (Photograph 4 Bottom Right)

Steve Ingram from Barwell, Leicestershire is restoring a 1950 E493A-F Prefect which was imported from Denmark.

The Prefect was found at a trailer sales company near Banbury. The Danish employee had stripped the left-hand drive Prefect and put the parts in boxes. The employee returned to Denmark, no longer wanting the Prefect and the remains sat in the yard for six years. The Director of the company gave the vehicle and parts to Steve.

This is an interesting restoration project which will require registering with the DVLA before it travels on British roads.



# 107E Register

Jim Norman

**'Autocar' Road Test.** So, what was your opinion of the 'Autocar's' road test of the 107E reproduced over the last two issues? Testers of that period tended to gloss over a new car's faults and many a vehicle that received glowing praise in the motoring press proved a disappointment to its new owner. So, did the New Prefect live up to its report?

Some forty years after the event it is not so easy to judge. It is tempting to compare with modern vehicles and the car will suffer; comparison can be made only with its contemporaries. So, comments on performance, comfort, etc, must make allowance for the fact that these were being judged by the standards of the day. But the 107E is still a useable car in 2001; I personally have never owned a modern car so my own 107E clocks up on average about 18,000 miles per year. I believe this qualifies me to pass some comment on the road testers' report.

Overall I thought the verdict was fair and only slightly flattering; most problem areas were identified if somewhat understated, but the concluding remarks, *'Especially suitable for the comparatively short journeys in crowded conditions... the Prefect is a pleasant and sensible small car at something of a bargain price.'* is as true today as it was in 1960.

The report starts by stating that the car is small at 12' 6" long, but modern cars with transverse engine layouts are often shorter but with more internal length for occupants. There is, by today's standards, much wasted space under the Prefect's bonnet and the very restricted rear leg room is identified. Those drivers, like me, who have their seat pushed back to its limit, effectively convert the car to a three-seater. Nor is width over-generous, as duly reported.

Visibility to the front through a windscreen area that was large for its day is good, but blind spots, especially to the rear, can cause problems, even on a car fitted with two wing mirrors. The rear screen's tendency to misting up (see later) does nothing to assist. I would agree that the controls are comfortably arranged – better than many modern cars – but, personally, I have never had any problems with the footrest.

The testers then go on to describe the new OHV engine, over which they were very enthusiastic, and rightly so. But was the new car's performance that great an improvement on its predecessor? Consider the following:

The improvement was there, but perhaps not to the extent that might have been expected. The 107E's performance was quite adequate for 1960, but the Anglia's had been excellent in 1954, a point perhaps not fully realised today. The 'Autocar' mentioned in passing the root cause: a reduction of 175 cc or 15% of engine swept volume, for which the increased efficiency of overhead valves barely made up. The car cries out for the later 1198 cc unit which many owners subsequently fitted, with very worthwhile results. The real improvement in performance was an ability to maintain a high cruising speed; 60 mph plus can be kept up all day with no signs of distress or oil consumption, not an attribute of the sidevalve unit.

The four-speed gearbox is also hailed as a vast improvement, but I beg to differ. In one way it suffered the same fault as the old three-speed unit: too great a gap between second and third gears. Furthermore, the torque curve of the new, short-stroke engine did not encourage high torque at low rpm and, unlike the sidevalve engine, the new unit needed its four speeds. The rear axle, although completely new, retained the 100E's ratio of 4.429:1 giving only 14.6 mph per 1,000 rpm, so 60 mph needs 4,000 rpm. This limits maximum



speed and brings cruising speed below the normal motorway 70 mph, a problem later exacerbated by fitting radial tyres which give slightly under 14 mph/1,000 rpm.

There was considerable and confused discussion of the 107E's ride and handling characteristics. The car inherited the 100E's good handling properties but its road holding (which is not the same thing) was less certain, mostly due to body roll – normal for the day. The car understeers at low speed, a good safety feature for the less skilled driver, but gradually moves into oversteer as cornering speed rises, making it popular with the more enthusiastic and skilled driver. Its main drawback was the tendency to rear axle

hop, something that radial tyres almost eliminate while improving roadholding generally. But body roll will always limit the car's cornering abilities.

The steering system does not stand up against a rack and pinion system and, despite impressing the testers, is both heavy and vague. This latter shows up, not when travelling fast down some twisty country lane, but, when trying to keep a straight line on a motorway. The car wanders and must be continuously brought back into line, especially in a crosswind.

The boot space is reasonable but moving the spare wheel below its floor provides much more room, as reported. The car's interior has little provision for oddments (this came later with pockets everywhere) but I would definitely agree that *'Without any great elaboration, the interior layout of this latest Prefect has been made very pleasing'* and I have always considered its interior a major plus point. Not so the seats, which, while an undoubted improvement on the 100E Populars, are at their limit after about two hours of occupancy.

An item hardly mentioned is the wiper system – still vacuum operated, although with assistance from the fuel pump to ensure that they never quite stop. In view of the comments today from *everyone* who has ever owned a Sidevalve, the lack of criticism in 1960 might cause surprise. The heater comes in for its share of praises and criticism: praise for efficiency (although again this is relative) and brickbats for its being a recirculatory unit (fresh air heaters were available for export models only). Its main drawback was its inability to clear windows other than that at the front. The others misted up rapidly unless a window was opened slightly, which rather destroys the effect of the heater!

Although there are minor disagreements between the testers and myself, for the most part I think they got it about right. But what do you think; does it agree with your experience? We want to know...

## The Registrar's New Car

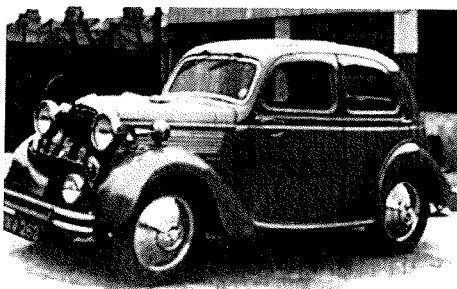
After twelve years and with 267,759 miles to her credit, DFF 823 was taken out of service on 17<sup>th</sup> October 2000, pending a full and much needed rebuild. This meant that I needed another car for everyday use, and of course it had to be a 107E. 926 BOA was duly purchased from Paul Reddell, my successor as 100E/107E Technical Advisor. It is in good, but nowhere near concours, condition and has filled the gap most efficiently, being 100% reliable, as would be expected from a 107E! More news next issue, along with news from other 107E owners which has started to come in. Why not join the rush to see your car featured? I hope to hear from you soon.

Centre Photo: 926 BOA soon after purchase and before the shock of everyday use hit her!

	0 – 50 mph (sec's)	0 – 60 mph (sec's)	Max Speed (mph)
1954 Anglia	18.5	29.4	72.6
1960 Prefect	16.6	27.2	75.9

# Pre-War Register

Yvon Precieux



## Registrar's Comments.

**I thought I would provide in this issue more emphasis on the sporting activities of the Models Y and C in the early years.**

In these years the qualities of the vehicles supplied by the Ford Motor Company were more appreciated from an engineering point of view. Some of today's motor writers seem to be mesmerised by olde worlde companies who went out of business years ago and whose cars were really not that good, although appearing to be seemingly exotic.

If any member has any details of the sporting activities of the earlier Fords then please enlighten us. I do know that Stan Bilous picked up a nice album of photos some years back on some Lord who rallied a number of Model Y's, so these items *can* still be picked up at autojumbles.

## Ambi-Budd.

Browsing through a brochure of the German small Fords some years back, I was intrigued by the name Ambi-Budd applied to the body builder for the models supplied through the Ford Motor Company, Germany; the more so as Briggs naturally came to mind as the steel body builder for the British small Fords. Some years later, I found what I was looking for and the explanation for the use of this name in the German brochure was resolved.

Edward G Budd was born in Delaware in 1870. At the age of 18 he moved to Philadelphia and, after working as a mechanic, joined the American Pulley Company who were pioneering a pulley made of pressings that were stronger, lighter and cheaper to manufacture. Previously belt pulleys had been made of either wood or cast iron. After becoming familiar with the methods of this new technology, Budd left and joined the Hale and Kilburn manufacturing Company to assist in developing pressed steel bowls and seals for railway carriages; all these products replacing iron castings.

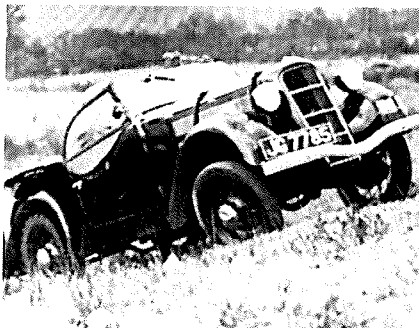
Between 1904 and 1909 the company built several thousand all steel railway cars designed by Budd for the Pullman company. These were lighter, more crash resistant and

less of a fire hazard, and Budd soon converted Pullman exclusively to all steel construction. Not surprisingly, Budd's next target was the automobile industry. Because of the car manufacturers' vast investments into the wood industry, the process was to take that much longer, the way having to be pointed to the advantages of steel pressings over hand beaten aluminium or sheet steel.

The first automobile manufacturer to opt for the new process was Hupp Keen. To expand, Budd left and sold his shares in Hale and Kilburn and formed his new company, with Edward G Budd Jr as his first employee. With a formidable technical expert in a fellow entrepreneur named Joseph Ledwinka, the idea of all steel bodies gained reality. However, it should be noted that all steel bodies were not new all at the same time. The manner in which these were being introduced was via steel panels fabricated over a wooden framework and, hence, Budd was not the only one who desired to eliminate wood from the process of making vehicles.

When Dodge began planning their own car in 1913 they consulted Budd about a supply of steel panelwork for their wood framed bodies.

Budd and Ledwinka were confident they could produce an all-steel body in which the structure, as well as the covering panels, would be steel. They soon convinced Dodge who were able to commit themselves fully to the technical feasibility of all-steel bodies. This proved to be the right decision, for, by 1922, the company had reached a record production. By now Budd had besides its Philadelphia plant, two further plants in Detroit and in 1928 produced 50% of the automobile bodies manufactured entirely of steel.



In Europe little was known of all steel bodies until Budd advised them. One of the first to visit and to view the process was W M Morris, Lord Nuffield. When he returned to England he set up the Pressed Steel Company of Cowley, with half the finances and all the technical assistance coming from Budd. Although Budd's patents were world-wide Budd adopted a very generous approach, with his licenses requiring very small royalties. This greatly helped to outweigh the cost of the licences.

When Louis Renault endeavoured not to pay Budd, Budd took him to task via the German courts who were much stricter on inventor's rights. The Renault Juvaquatre car was known to be directly based on the patents provided to the Ambi-Budd Presse werke and Renault was compelled to fork out the Francs.

As with Lord Nuffield and other car manufacturers, Budd offered a way forward and, similarly, Germany took to this new technology and the name Ambi Presse werke came into being. They were a company employed by the Ford Motor Company, Germany to make some of their metal bodies.

This has closed a gap certainly in my knowledge of Small Sidevalve Fords and I hope that it has been just as informative to you, the members. So next time you see this name, you will have knowledge as to how it came about and how your Registrar has cunningly managed to fill up a space in these register pages?

## Leslie Bellamy and Pre-war Fords.

**(Photos on this page: Top Left, Supercharged C. Top Right, Ford 8 Special. Below middle, C Special.)**

Leslie Bellamy is a name synonymous to Ford and Ford specials. The name was 'banded around' since as long as I can remember first being interested in small Sidevalve Fords. During the early 'thirties', Bellamy had a thriving garage in Clapham and spent much of his time on his newly patented swing axle, (this being well before Colin Chapman's time).

This he marketed with spring suspensions for the Austin Seven, Ford 8,

Ford 10 and V8's under the name of LMB Safety Suspension. Sidney Allard was suitably impressed and Bellamy ended up supplying split axle and suspension for all his Pre-war cars. However, it was namely the Fords which were concentrated on and Bellamy soon developed a friendly relationship with the Ford hierarchy.

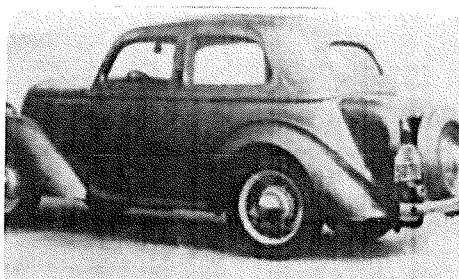
When Malcolm Campbell became a Director of Ford, he managed to obtain a new Ford Model C for a drive up to Scotland, with a swing axle installed and, not surprisingly, when the news got around, not only did the Managing Director, A R Smith have one fitted, but also Colonel Gardner of the Ford Main Distributors, Dagenham Motors. Campbell tried to purchase the Bellamy Patents for about £11,000 at the same time having provisionally sold them on to Herbert Austin for over twice the amount. Bellamy wisied to Campbell's shenanigans, did not proceed, and not surprisingly the deal fell through.

By 1936 Bellamy was offering ready converted new Fords, the Ford 10 Model C (renamed the LMB Epoch) with the option of a supercharger and the LMB V8 fitted with the Columbia two-speed rear axle, high geared steering and Andre Telecontrol dampers.

Brookland was, by this time, playing a major part in Bellamy's life. Initially he raced an Austin Seven on the track, but moved on to campaign Ford 10s and V8s in the 50-mile high-speed trials. Exotic cars such as the likes of Delage, and even a Bugatti, succumbed to his charm, the latter being fitted with LMB suspension with the existing dumb irons having to be somewhat camouflaged. Two 3-litre Bentleys were also converted, and, when W O Bentley tried one of them, he was more than impressed. During 1936 Bellamy's involvement in trials began to take pace and two Specials were built on a Ford 8 chassis fitted with a supercharger, and even his favoured Ford Model C was blown.

The Ford S trials were an immediate success, the second car being the only one which could compete with the V8 Allards. Accordingly, the top speed of the Ford 8 trials car was in the region of 90 mph; not bad for a small Ford fitted with a 10 unit sleeved down to 1,098 cc.

By the Second World War, over two hundred suspension units had been sold and he soon became extensively involved in engineering consultancy work. However, for the Pre-War Register, this is where the story ends and, although there is still much to identify with the Ford Specials of the post-war era, I leave this to Malcolm to give pride of mention.



**1938 Ford Eifel 10 HP**

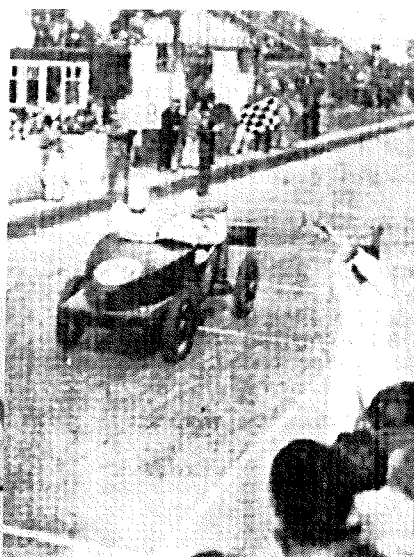
The Ford Eifel (photo, below left), mentioned here, was one of a small number of 10 HP cars built at Cologne, prior to the outbreak of hostilities.

The initial owner was a Teddy Barrow, an engineer from the Isle of Man and a manager of the Ford factory who had married a German and settled in Cologne. From details I have gleaned from being in The Foreign and Commonwealth Office, he was a local Consul carrying out consular duties on behalf of British Government.

In the run up to the Second World War, the British Embassy advised Mr Barrow and his family to leave the country as he was apparently a well-known figure in the city who made no secret of his anti-Nazi views. He refused to flee until days before the outbreak of war, leaving the country in the Eifel with his wife, children and just ten shillings in cash. He avoided arrest by the Gestapo by a matter of hours and fled to the Channel ports, crossing at border posts under gunfire. The vehicle was allegedly either the last, or one of the last, on the final scheduled sailings.

The loss of Mr Barrow's entire estate in Germany led him to become obsessed with preserving the vehicle. From 1939 to the mid '60s, it was regularly seen on Manx roads, but only during the Summer months and in fine weather. In 1960 Mr Barrow died, but the Eifel remained registered, taxed and insured until the mid-sixties.

His wife died in 1970 and the car was handed down to the grandson. The colour is green and most parts were believed original when the car was put up for auction at Sotheby's some year's back. The original



registration number being of German origin is naturally not available and it is supplied with registration number 147 MN.

## The Cork and Leinster Trophy Races.

(Photo J Toohey (Ford) crossing the line)

The Cork races were held during the Pre-war years of 1936-1938, the Ford Motor Company making the link with the Pre-war days of motor racing as it still does with motor racing today. In Ireland the Ford plant at Cork initialised this association in the early years and not only was space made available at the Cork plant for competitors to work on their cars but also equipment and facilities. In the first race in 1936 the race was not accorded 'International' status although an entry of 27 international and local drivers was well received, 13 coming from England, 8 from Eire and 6 from Northern Ireland. Entries varied from Alfa Romeros, MGs, Alder, ERA, Frazer Nash Riley and naturally for the course of this article a Ford 8 of 933 capacity. The Irish driver of the Ford Special was a J Toohey and, being a handicap race, a small tuned Ford special was more than a match for the big guns which tends to highlight the competitiveness nature of the race. Toohey duelled for much of the race with Peters in a Frazer Nash with Toohey finishing the better although with the too frequent fuel stops required Toohey was out of the running for the top slots. Looking through a very early magazine the name J Toohey also comes up in the Leinster race of 1935 and a good account is given of his Ford 8 special who, given a five lap start in a 153 mile race, got away so fast that he left everyone floundering and the initial handicap had to be reduced. Both he and his co-driver J Coady, a well known Dublin motor cyclist, took this in their stride as it did little to affect the outcome of their being winners. From the detail of the race it must have been good for the spectator as Coady adopted sidecar tactics, leaning out in an apparently perilous manner on corners, which caused Toohey to be flagged in twice towards the end.

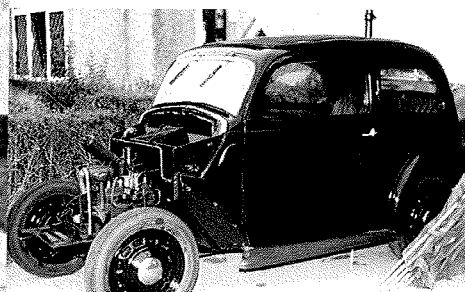
## Dynamic Automotique Ltd Trinidad

(Photo Top, Middle column)

A model Y has surfaced on the Island and is, as far as is known, owned by Constantine Scott. The vehicle is being restored and the condition should be better than the photos depicted the car in 1989.

## Where are they now?

A Ford Model 7Y, GVW 991 (below) and 7W, EGJ 484 (photo at foot of page 19) owned by members Simon Moxon and John Gamlen.



# 100E Register

Tony Lloyd

Welcome to the real 21<sup>st</sup> century. It is 48 years since the 100E was introduced to an appreciative public. Forget the 100E's shortcomings and look at its advantages. From this distance, it is difficult to visualize the giant leap forward that Ford made with the introduction of the 100E. It is easy to say with hindsight that they should have gone further, but take a look at how far they did go.

Consider what Ford were producing at the time in the way of small cars. Essentially the basic design of the pre-100E vehicles owed their ancestry to the Model T, a car whose design was almost 50 years old. OK, the bodywork, engines and gearboxes had been designed in the 1930s but the basic layout of transverse springing, separate chassis and mechanical brakes was the same. The pre-100E vehicles were narrow and long.

Road holding left a lot to be desired, luggage capacity was almost non-existent and they were slow. They were a well tried, reliable design that, by 1953, was well past its 'sell by' date. The rivals to Ford in Great Britain had produced modern designs, by way of the Morris Minor (1948), the Austin A30 (1951) and the newly unveiled Standard Eight (1953), which were far in advance of the friendly, upright, Fords. Obviously, the Ford Motor Company had to do something, or face an increasingly smaller market share in the small car class.

What they did with the 100E, was to jump from pre-war to post-war, and beyond, in one swoop. Out went the separate chassis, transverse springs, mechanical brakes, semaphore signals and 6 volt electrics, and in came a brand new design that left the competition in its wake.

Here was a car that was small, but the impression that it gave was big. The new body shell was complete with roomy interior, and large luggage capacity. Flashing indicators and 12 volt electrics meant that you could 'see and be seen' in the dark. Road holding was vastly improved, with the Macpherson strut independent front suspension and the rear axle anchored to the car by two longitudinal leaf springs. Hydraulic brakes improved the stopping power.

Last of all, the newly designed sidevalve engine could out accelerate and gave the 100E a better top speed than anything else in its class being produced at the time. This layout of rear wheel drive and Macpherson strut front suspension was in production for almost 30 years and only came to an end with the demise of the Mark 2 Escort. The 100E was an immediate hit with the sporting



fraternity and it was soon involved in club racing and rallying and was winning in its class. The 1956 East African Safari Rally is one class win that springs to mind. Fords responded to this by making the brakes larger. Tuning equipment became available so that you could make your 100E go even faster and surprise even quite large cars at your turn of speed.

So, when somebody runs your 100E down and says that they would not have one of those, that they are not a proper Sidevalve, etc, tell them the advantages, and tell them that, although the 100E was the last sidevalve engined car produced by Fords, it is also the BEST sidevalve engined car that Fords ever produced. This is witnessed by the fact that, according to Fords, 727,611 100E cars of all models (excluding vans and estates) were produced during its nine year manufacturing run. Add on the vans and estates and the figure goes to 974,439. That is 108,271 per year, or around 296 100E vehicles produced per day.

## FROM THE ARCHIVES

October 1982. In that month's issue there is a dearth of material for the 100E owner. Apart from a picture of a 300E van on the front cover, and a few photos in the Rally report, no mention is made of the 100E until page 11 and the 100E Register article. In it, Mel Smith makes a plea for ideas on how to celebrate the 30<sup>th</sup> anniversary of the 100E, due in 1983. He is looking for the oldest 100E and also suggests a competition to find the cheapest roadworthy 100E. In the small ads, the cheapest 100E was a van at £225 and, the dearest, a 1954 Prefect at £650.

## REGISTER NEWCOMERS

1956 300E van belongs to David Stratton of Rochford, Essex (**Photo at top of this page**). If the magazine was in colour, you would see that it is red in the picture; but David tells us that it is now Ivory.





1959 blue Popular 321 XHX (**not illustrated**) is owned by Norman Jones of Southampton. Norman tells us that his Pop has covered 75,000 miles and has had complete restoration.

Another blue Popular (**photo top left, this page**) is 1960 vintage USJ 661. This 90,000 miles' vehicle has Martin Swain of Huddersfield as its owner, and was originally known as 277 AXP. This car, although resprayed, is in very sound condition and runs very well.

Yet another blue Popular is FSL 567 (**photo bottom right, previous page**). This



1960 car is owned by Peter Bower of Bradford. FSL 567 is a low mileage car, having covered 33,000 miles and it is in completely original condition.

Now for something different – a blue Prefect! This 1956 vehicle is registered as UYK 79 (**photo top right, this page**) and is now owned by T Walker-Brown. It has been in his partner's family for many years and is now undergoing a complete restoration.

Something really different is 1955 101E Anglia FBJ 441. This is owned by Lief Falk of Gothenburg, Sweden. Unfortunately Lief

did not enclose a photograph, but he tells us that his car has been off the road since the early Eighties and is currently under going a major overhaul.



...continued from Page 7

then, Chairman, I finally got to meet him – for the first time in 25 years! His speech finished with the words, "That 1969 baby evidently grew up into a strapping adult," but it was his baby, and without Roger Palmer we wouldn't have a Club today.

I hope that the Ford Sidevalve Owners' Club continues as a reminder of what a determined and imaginative young man can achieve. We send our sincere condolences to his family.

## Area News Continued:

...continued from Page 6

David then showed us his 7Y, which was in his barn surrounded by MGBs. Then, after a warm drink in the house he showed us his amazing collection of framed pictures of local lorries, cars, etc, from the 1930s onwards. We finally left quite late, with an open invitation for another visit in the summer; this time with added barbecue.

Next group outing will be the **Easter Monday show at Coleford** - let's hope it's warmer this year.

**Entry Forms for Buckler Register Summer Run, 21st June 2001 as detailed in February issue of SVN. Any member who would like to take part, please send SAE to the following address (must be before 5th June):**

**Alan Hart,**

Alan has also reminded us of the Special 'Henry Ford Day' at the Heritage Motor Centre at Gaydon, Warks on 13th May 2001. Please bring your Fords - contact number: Heritage 01926 641188.

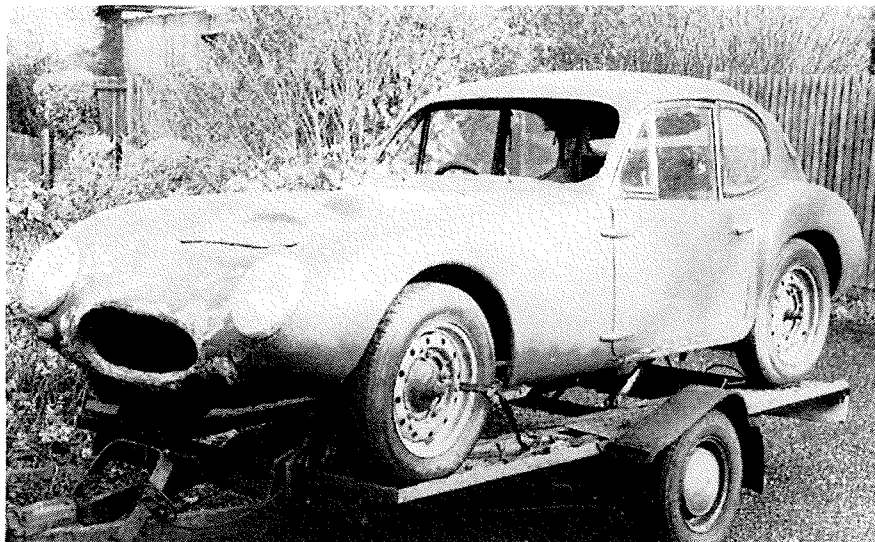
Photo Below ...continued from Page 17.

A 7W owned by J H Gamlin



# Specials Register

Malcolm McKay



Apologies to anyone confused on reading my last column; the paragraph breaks must have disappeared when I e-mailed my copy to the Editor, so it all, including headings, appeared as running copy! Oh, the wonders of modern technology.

Reverting quickly to older, more familiar technology, I have to confess that five years ago I saw sense: with a second child on the way and a time-consuming job, I realised I would never complete all my restoration projects and sold four, including two Rochdale GTs and a Rochdale ST. Then, a couple of months ago, word reached me of a Rochdale GT that needed rescuing in Leeds – and it just so happened that my sister, based in Yorkshire, had borrowed my car trailer and was due to return it. The owner agreed to drag the Rochdale out of his back garden and help load it; my sister agreed to transport it – it all seemed too good to be true. Only when it arrived, did the truth dawn – when on earth am I going to find time to restore this one?! Ah well, maybe the kids will help...

It was competing in the London to Lisbon rally in my Super Two last year, while watching cars set out from Brooklands on the Winter Challenge, that gave me the inspiration. My old Rochdale GT used to be brilliant on snow when it was my everyday transport at university in Scotland – it would be great fun to run one on winter rallies. I had really enjoyed opening people's eyes to Ford Specials and what they are capable of on London-Lisbon – to do the same on a winter rally, with a Rochdale GT fitted with a tuned 100E engine, decent wipers and a heater to complement the proper doors and wind-up windows, would be really nice.

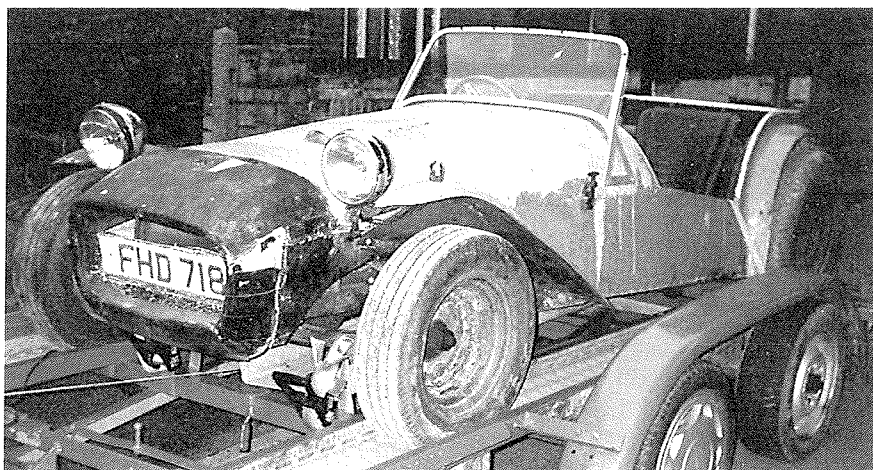
This GT (Photo 1 top left, this page), which was originally white, and will probably return to that colour, has clearly led a hard life – the lovely oval grille is distinctly out of shape – and has had some odd mod's, including a carefully reprofiled bonnet surround to accommodate a long-

lost radiator. It's been in Leeds since at least 1983 – does anyone recall its history before that? The car has 15 in Ballamy wheels and telescopic front shock absorbers, plus a remote gear linkage that could be ex-Allard; it also has been superbly trimmed (in red) at some time in its life, with a neat fold-down rear seat and door trims complete with elasticated pockets.

Its gearbox has been rebuilt and the engine is thought to be in fine order; the body's already been off the chassis and the chassis cleaned and painted. I'll have to tidy up the body, sort out some missing bits of bulkhead and dashboard, wiring, etc. I plan to fit a GN manifold with twin SUs and an Aquaplane head, plus a 4.7 or 4.4:1 crownwheel and pinion if it doesn't have one already. The suspension will probably stay as beam axles, though I might fit a Ballamy IFS. The key intention is to do the minimum possible to achieve a presentable, usable car; we'll see...

Welcome to you all.

Welcome to Mike Smeeton in Nottinghamshire, who joins with an



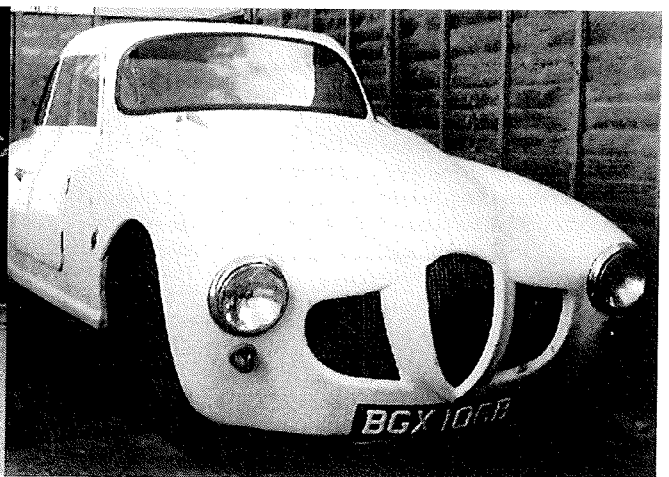
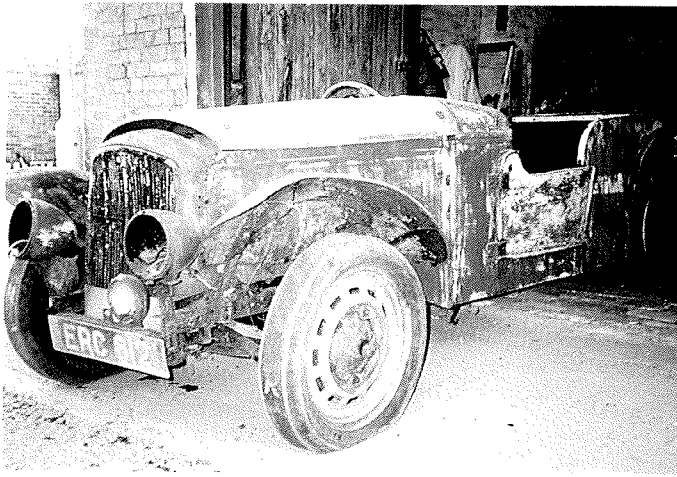
interesting Special that has had a hard life.

FHD 718 (photo 2 at foot of page) was originally registered in September 1960 by its builder, A Midgeley, as an Ashley Sports. Built on a narrow-spring (Pre-war) Ford Prefect chassis, and fitted with a reconditioned 10 HP engine, it originally carried an Ashley body. At some time, certainly before Graham Bates of Walsall bought it in 1983, it was rebodied in Lotus Seven style, painted bright orange, and fitted with wide 13 in rim wheels with substantial offset to increase the track – it looks quite convincingly Lotus/Westfieldish until you look closely at the beam axles! Apart from Aquaplane manifolds, the car appears pretty standard. Good luck with the rebuild Mike – it should be a fun car.

Pete Stratford of Leicester has a more daunting rebuild project (photo 3 top left, next page), but is confident of achieving it: good for you! ERC 812 (a Derby registration from late 1953) has a cheeky charm largely thanks to those cut-back wings and Morris Eight radiator grille. Running gear is standard Ford 10 HP (using a 1954 engine) and it may well be that the car was built in this form as early as 1953/4 – it has the look of the home-made trials cars of that period. The car is lucky to have survived, Pete says: "I bought her from a dealer who had pulled her out of a garden and was going to scrap her; till I heard of her and purchased her."

Once again, good luck with the rebuild, and much fun with the finished machine.

Steve Farrant of Bury St Edmunds has joined the prestigious ranks of Shirley owners in the FSOC, with a Mk1 Shirley that I last heard of in Worthing. BGX 106B (photo 4 top right, next page) has been partially restored and, interestingly, is fitted with a complete glassfibre roof that includes the windscreen. Steve has removed this and will keep it for winter use only, 'though this adds the complication of having to find a suitable windscreen and frame for the summer. It's surprising how many sports cars of the Sixties had removable screen frames, however, and complete units can be unbolted from scrap Triumph Spitfires, MG Midgets or MGBs pretty cheaply – or you can splash out on a new AC Cobra-style unit from one of the Cobra replica suppliers... At least one of these should fit



without too drastic modification. Steve's Shirley has a few goodies, like Bowden independent front suspension and a gorgeous original Shirley Sports Cars badge. I look forward to seeing it on the road again soon!

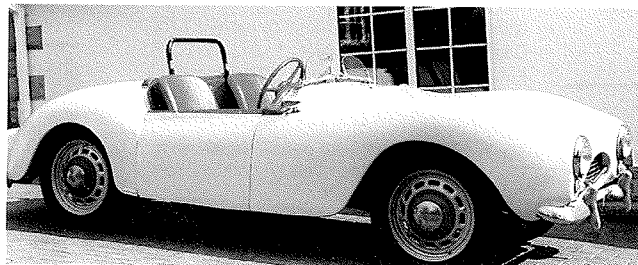
Tony Powell of Huddersfield has acquired a fine Martin Special, long owned by Brian Stewart of Brighouse. BJT 536 (photo 5 in centre of this page) is believed to have the fourth Martin body made and is on a 1946 Fordson chassis with reconditioned 8 HP engine and standard running gear. Martin was one of the earliest glassfibre body suppliers, displaying its first body on the Bakelite stand at the Plastics exhibition in June 1955 and going on to export quite a few to Europe and even South Africa. Quite a number were made (the Martin family claims over 1,200, but I suspect less than 500), but few survive; probably because this was one of the first shells that ceased production by 1959. The distinctive central ridge from front to rear of the bodyshell is believed to have been added to prevent the centre of the body sagging or being too flexible in those early days of glassfibre moulding technology. Tony reports that the car as acquired was MOT'd and taxed, but not really fully roadworthy: I hope that's been solved, now, Tony!

Oh, the devious Dellos! Part of the Duncan Rabagliati collection and sold at Duncan's huge clearout sale a few years ago, 122 FUY (photo 6, bottom of this page) is giving new owner Ian Stratton of Croydon a few identification problems. It's not surprising really, as Duncan tells me it seems to have acquired the name 'Dellos' by chance when advertised in 1988 – it may simply have been

where Mr Anderson's belief that it was built in Birmingham in 1949 comes from is something of a mystery! 1962 is also too late for it to have been a competitive trials car, so perhaps it was simply built as a fun Special; it certainly seems a little too pretty for attacking the hills.

If anyone can help with information on any of the above machines, please drop me a line, e-mail:

MMCKAYS@compuserve.com  
or phone 020 8643 4321.



## STOP PRESS

I've just heard that 4.7:1 and 4.4:1 crownwheel and pinion sets are available again - unobtainable for many years and essential for Specials, especially if 15 in wheels are fitted. These are interchangeable with the standard units on Uprights and will sell at around £300; contact me for more details.



a typographical error intended to read Dellow. Of course, the car is not, and never has been, a Dellow, but it's common for Ford-based ex-trials cars to be advertised as such! Duncan bought the car from Sam Anderson of Dundee and had it professionally restored; with a tuned 100E engine it went well and looks good. But what is its history? Ian would be delighted if anyone could help to fill in the pre-1988 years. As a starter, the registration was issued in Worcestershire in 1962 – so



# Pop Shopper

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

## Pre-War for Sale

1936 Ford CX Tourer, 'Gloria'. Rare car. Only 20 known to survive. Registration EMF 151. Same owner for over 30 years. Offers over £6,000. Salisbury. Telephone [REDACTED]

1938 Anglia. Made and living in South Africa, therefore no rust. Still used daily. One previous owner. Needs love. Willing to ship to UK. Mafeking, South Africa. Telephone [REDACTED] E-mail [REDACTED]

1938 7W. 4-door with sunroof. Most parts with car. Doors and wings repaired. Spares or repair. £700 ono. Essex. Telephone [REDACTED] E-mail [REDACTED]

Anglia E04A. Needing some restoration. Engine, gearbox, brakes all OK. 3,500 DEM. Bavaria, Germany. Telephone [REDACTED] E-mail [REDACTED]

## Pre-War Exchange

1935 C DeLuxe for WWII Jep Dodge Weapons Carrier or Tilly. Car owned by correspondent for over 20 years. Some work needed. Correspondent does not want to sell for cash. Notts/Derby. Telephone [REDACTED]

## Post-War Upright for Sale

1946 E04A Anglia. New steering and brakes. Body in very sound condition. Needs paint and trim. Lack of time forces sale. Medway, Kent. Please telephone for further details. [REDACTED] E-mail [REDACTED]

1948 Anglia for restoration. With spares. Available due to bereavement. Offers invited. Gloucestershire. Telephone: day 01594 823283, evenings 01594 825321.

1950 Anglia Saloon. 10 HP. Four new tyres. Needs work done. Dry Stored. Tools and books. Much work done. Offers to a good home. Chard, Somerset. Telephone [REDACTED]

1951 'Sit up and Beg' Anglia complete. Never restored. In need of some TLC. Maybe 60-80 hours' work. Spares and manuals. £800. North East Kent. Telephone [REDACTED]

1951 493A Prefect. Original Log Book etc. Registration TTW 446. Many spares. Some work done. Space needed. £550. Glamorgan. Telephone [REDACTED]

E494A Anglia. Selling due to house move. Use for spares or possible repair. Southampton. Telephone [REDACTED]

1953 E494A Anglia. Green. V5 Log Book. Running very well a year ago, but recently 'neglected'. Some easy restoration required. Any reasonable offer considered. Tonbridge. Telephone [REDACTED] E-mail [REDACTED]

1953 E493A Prefect. 1172 cc. Fawn. Very good original condition. Ownership history from new. Original registration PYC 872. All matching numbers. MOT. Tax December 2001. £2,250 ovno. Sussex [REDACTED]

1953 Prefect. 1172 cc. Green. Original good condition. Lovely condition underneath. Still has spring gaitors. In private collection 18 years. MOT. Taxed. £1,800 ono. North Yorks. Telephone [REDACTED]

1953 Prefect Rolling Chassis. Complete with engine, box and axle. Also Bakelite dash with gauges and temp sender. Just needs body. Aberdeen. Telephone [REDACTED]

1954 Popular. Original red leather interior. Five new tyres and inner tubes. Good runner. £995 or nearest offer. Yorkshire. Telephone [REDACTED]

Popular 103E. Built 1954. Registered 1 January 1955. 90 per cent original black. Good condition. £1,200. Telephone [REDACTED] Surrey.

1955 103E Popular. Green. Good condition. Interior needs attention. Registration FO 7982. £1,900. Telephone [REDACTED]

1956 103E Popular. Black/Red interior. MOT. 62,000 miles. Very good condition. Perfect for enthusiast. Must sell due to house move. £1,750. Offers. West Midlands. Telephone [REDACTED] E-mail [REDACTED]

1956 Popular 103E. Unfinished project. Almost everything to complete. Lack of space and time forces sale. Reasonable offers considered. York. Telephone [REDACTED]

1959 103E Popular. Needs restoring. Excellent project. Some spares. £425. Essex. Telephone [REDACTED]

1959 Popular 103E. Previously semi-restored and MOT. Off road 8 years. Adventurous project or spares. Must go. Offers please. Portsmouth. Telephone [REDACTED]

## 100E/107E for Sale

C1955 Prefect. Complete bodysell ('rotten') but with all seats, trim etc. Running gear used for restoring F11 stock car. Buckinghamshire. Telephone [REDACTED]

1956 Anglia. Wells Fawn. Registration SBM 379. 67,313 miles. Last MOT 1983. Stored under cover. Re-build condition. Offers around £375. Bedford. Telephone [REDACTED]

1956 Prefect. Stripped ready for restoration. £350. Somerset. Telephone [REDACTED]

1957 Anglia. Black. Original number plate and log book. Complete, in working order. 68,400 miles (reconditioned engine only 8,000 miles). Garage stored since 1980. Offers. Southampton. Telephone [REDACTED]

1957 Prefect. Breaking for spares (telephone for prices), but may sell complete at £300 ono. Nice interior. Some good panels. All mechanics reasonable. Doncaster. Telephone [REDACTED]

1958 Anglia. Original and rare colour, Pembroke Coral. Grey interior. Taxed and tested. Very good condition. Present owner 12 years. Bills, receipts, old MOTs etc. £850 ono. Yorkshire. Telephone [REDACTED]

1959 Anglia. Black. Very good condition. Some history. Genuine 65,000 miles. Stored over winter. Reluctant sale. East Yorkshire. Telephone [REDACTED]

1959 Popular. 50,000 miles. Excellent condition. £700. Kingston-upon-Thames, Surrey. Telephone [REDACTED]

1959 100E. Black. Never been welded. Very good condition for year. Needs a little TLC. Reluctant sale due to new project car. Hence price, £550. Wolverhampton, West Midlands. Telephone [REDACTED]

1961 Popular DeLuxe. Ambassador Blue. Lovely condition. New headliner and seats re-upholstered. Genuine 32,000 miles. Full service history. £1,399 ovno. Oxon. Telephone [REDACTED]

1962 Popular Ambassador Blue. Original registration WJY 832. Dry stored since 1985. Running gear OK. Slight work for MOT. Tyres require renewing and welding of rear wings. £350 ono. Northampton. Telephone [REDACTED]

1962 Popular DL. White. Non-transferable registration, PFF 960. Off road 10 years. Dry stored. Good, complete condition. Forced to abandon restoration due to injury. Good project £300 ono. Preston. Telephone [REDACTED]

## Special for Sale

1960 EB60. Part-restored. All hard work done. New project forces sale. Ring for details. Leicester. Telephone [REDACTED] E-mail [REDACTED]

Ford Pop Chassis. Boxed Bowden front. Bellamy rear. Close ratio box and back axle. 100E engine. Re-built, but 'in bits'. Needs new camshaft bearings. £1,000. Cheltenham, Glos. Telephone [REDACTED]

## Spares for Sale

Various 1932-1953 new/used spares to sell as 'job lot'. For example, drums, pumps, valves, carb's, coils, genuine Ford starter. Essex. For full details, please telephone [REDACTED]

1932-59 'Y' and 'Pop' spares. For example dummy guides, engine lift, plugs. Also tools, publication and sign. Please contact for full details. Telephone [REDACTED]

E83W windscreen concourse £220. Radiator concourse £100. Restored rear doors £220. Good show engine £250. Almost 'everything else'. All good condition. Some 103E and others. Leicester. For full details, please telephone [REDACTED]

E83W Gearbox, clutch and plate, differential and half shafts, £60. All in good condition. Stored since 1962. South Wales. Telephone [REDACTED]

Axle Half Shafts for 8 and 10 HP 'Y', 'C', 'TY', '7W', E83W, 10 cwt Van and 100E. Latter two types 'new/old' stock. Others second hand and useable. Witney, Oxon. Telephone [REDACTED]

Popular Front Grille complete with chrome trims. No dents, very good condition. £65 ono plus postage and packing or collect. Folkestone. Telephone [REDACTED]

E93A Headlamps, complete. 'Y' model bumpers. Some panels. Engine trays. 8/10 engine. Hub puller. Some 103E parts. All glass. Suffolk. Telephone [redacted]

1949 E93A Prefect doors in reasonable condition. Prepared to split. Set or individual door. £30 each. Popular front, £30. New 500 x 16 tyres, £50 pair. Good 560 x 17 tyres, £50. Cambridge. Telephone [redacted]

E93A spares. Wings, doors, all mechanical components. Also genuine Ford export water pump. Offers. Kent. Telephone [redacted] E-mail [redacted]

103E/E494C type hub puller. 5 cwt van rear panel and spare wheel brackets. 103E front panel bolts (under grille), jack, water pump, front pipe, silencer. Scotland. Telephone [redacted]

All kinds Upright spares, tool sets and service tools. Also literature and technical advice available. Monthly meetings. London SE Group. South London. Contact to confirm times. Telephone [redacted]

100E Engine parts, including block and crankshaft. Free to collector. Cambridge. [redacted]

100E Mechanical parts: engine (needs attention), gearbox, back axle ... cheap. Please contact for details. Northamptonshire. Telephone [redacted]

100E Spares. Too many to list. Used, but in good condition. Somerset. Telephone [redacted] (day time).

100E/107E Spares. Too many to list. Please contact for details. Essex. Telephone [redacted]

Front seats for 107E Pushrod Prefect. Mint condition, no rips, good padding. 105E engine. NZ\$165. New Zealand. E-mail [redacted]

## Publications for Sale

Various handbooks for Model 'Y'. In original envelope. Manchester. Telephone [redacted] E-mail [redacted]

'The Ford Popular Handbook' by Staton Abbey. All models from 1953 to 1959. £10. Salisbury. Telephone [redacted]

Memorabilia: F1 A4 framed prints, Schumacher, Coulthard, Alesi, Hui. Set of four. Limited edition of 500. Cost £150, sell £75 ono, plus postage and packing. Blackwood, South Wales. Telephone (day) [redacted]

## Demonstration

Sidevalve cut-away engine and box. See all workings as engine turns. Derby. Telephone [redacted] E-mail [redacted]

## Wanted

Popular, complete, condition 3-4. Please contact (correspondent will 'call back'). Germany. Telephone [redacted] (evenings). E-mail [redacted]

Steering Box (LHD) for 1946 E93A Prefect or E04A Anglia. Israel. Fax [redacted] E-mail [redacted]

1935-38 Small Ford Roadster. 10/10 Van (estate). Tudor 'Y'. Early (1930s) Special. Buy or lease. Melbourne, Australia. Telephone [redacted] E-mail [redacted]

Four good, useable, Cross Ply Tyres, 450 x 17, for correspondent's 103E Pop. Please contact to give price and relevant details. Birmingham. Telephone [redacted]

Rear/front Bumper for Ford Anglia E4930 AF/B C1949. 3760 Gudhjem, Denmark. Telephone [redacted] E-mail [redacted]

Rear Screen and Rubber for 1958 100E Anglia. West Midlands. Telephone [redacted] (evenings only). E-mail [redacted]

100E or Upright van. In any condition, either restored or for restoration. No matter how rusty. Will travel any distance and pay fair price. Lancashire. Telephone [redacted] E-mail [redacted]

Two-door 100E. Engine, gearbox, MOT and original registration not important. Cheap please. Can collect. Hertfordshire. Telephone [redacted] E-mail [redacted]

Information as to whereabouts of 100E/107E being broken for spares and/or same model/s at a breaker's yard. Crews. Please call Bob on [redacted]

Information on Mechanical Elephants by 'Mechanimals' of Thaxted. Can anybody help please. Essex. Please telephone [redacted] or e-mail, [redacted]

It would be of great help if, when sending in Pop Shopper advertisement copy, especially lists of spares for sale, all contributors could:

- group items by type of vehicle before setting out advertisement copy;
- include commas between listed items;
- place full stops at the end of groups and sections;
- on typed copy, start new sections with a capital letter;
- check advertisement before sending.

For example:

'1949 E93A Upright front doors, door window, Bakelite and glass. 1960 100E Popular front and rear seats, door panels and fascia. Offers invited.'

## Deadlines Next Issue:

10 May 2001

E-mails: 9 May

## Letters continued...

Dear Fred,

NEW SCALE MODEL UPRIGHT ANGLIA

Over the Christmas period while visiting a shop dealing in scale models, I picked up a catalogue advertising the models produced by Universal Hobbies in their Eagle's Race range. This range covers an assortment of models of classic, vintage, modern, customised, hot rod and racing cars, mostly American subjects in the popular 1/43<sup>rd</sup> and 1/18<sup>th</sup> scales.

Imagine my surprise on reading that this company is to introduce a 1/18<sup>th</sup> scale Ford Anglia. In the text, it refers to the model as 1948, but the illustrations show an E494A grille. No pictures of the actual scale model appear, but instead photos are reproduced of a 103E Popular, and several drag racer, pro street and hot rod versions, all of which are hailed as new in the year 2000 catalogue. The standard car is listed as available in black, burgundy or beige.

The shop assistant confirmed that he had not seen any of these models released yet and was uncertain as to when they might be available. Has anybody seen these models in the shops?

Yours sincerely,

COLM O'NEILL (M/180)

Dear Fred,

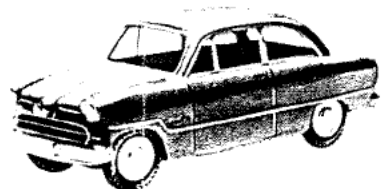
'Fords in Miniature' article in December 2000 SVN.

In his article Dave Turner mentions the 12M and 15M Taunus models and the Markin 15M version. I've found my 1962 Markin catalogue (which I actually bought in 1962) and it lists the model as Cat No 8018 'Ford Taunus 15M', photo attached (see below).

Although shown in the English language, together with their toy trains which are their main range, I doubt whether the Markin car range was ever sold in the UK other than to special order. My local main dealer, 'The Children's Shop' in Leicester certainly never had any, although they did stock virtually all the model railway stock.

Bruce Palmer.

A bit like waiting for a bus to come along and three come at once. Glad to see that Dave's articles have created a response! Ed.



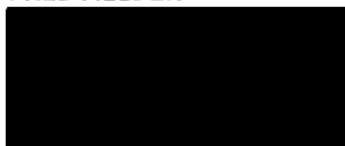
# SIDEVALVE NEWS



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

Return this form to:

**FRED FIELDER**



DO NOT TELEPHONE THE EDITOR

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

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

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

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

**Advertisements must be with the Editor by first post on the 10th of the month preceding publication.**

If Vehicle For Sale or Wanted  
eg. 1961 100E

Prefect

Year	Model No.	Model Type				
				Area	STD Code	Phone

PLEASE INDICATE HEADING:

e-mail address \_\_\_\_\_

☐ Pre-War

☐ Post-War Upright

☐ 100E/107E

☐ Special

☐ Spares

☐ Wanted

☐ Miscellaneous

☐ Other (Please state): .....

Name .....

Address .....

FSOC Membership No. ....

You may photocopy this page if you wish.

# Space Time Continuum Catches Up!

Alan Wesson

This is an article held over from last year - better late, than never, Alan!

Hello, Fred!

Just saw your plea for personal stories in this month's SV News, and thought I would send a brief note to say that I was pleased to see my 100E mentioned in the last Sidevalve News in April 2000.

My car was mentioned in the article looking back at the old times when SV days were better attended. It focused on Southern SV day in 1981 and mentioned that 'Best Car in Daily Use' was won by a '56 Anglia owned by A Wesson - that's me!). I still have the car. It is still in daily use, and is still in the same condition as it was then (slightly better in some ways).

I have just splashed out on some chrome bumpers and a headliner after 24 years of putting up with my repaired original headliner and the set of NOS but painted bumpers I got from Newford Parts in 1977. I had the choice between NOS chrome ones for £11 each and NOS painted ones for £4 each, and as, on my student's pay, I was very hard up, I made the mistake of opting for the painted ones to save the £7 each - and was a constant regret during the intervening 24 years!

Here's the story of the car in brief:

**Throughout the 60s, car used by a friend of my Mum's (in Kings Worthy, near Winchester) as transport for taking my sister to school.**

Every single panel (including the roof) was dented and the seats were history (they still are, but I at least have covers on them). The 100E I have recently acquired for spares has leather seats with rotten stitching. I am hoping shortly to have the leather covers transferred to my existing seats, which will be the last major job on the car completed!

August 18th 1976 - was bought the car by my parents. It cost them £15 and cost me £90 to insure it! That evening, a friend of mine came round to see my 'new car'. He said, "You paid £15 for that?"

Restored by me during that long, hot, summer, and the less wonderful one of 1977, and used throughout my college career (Royal Holloway College, University of London, 1976-1979).

1978 - used in the Brands Hatch (British GP) lunch-time parade of Fords for the company's 75th anniversary (I still have the plaque they gave me and the flag that David Burgess-Wise, the then company historian,



gave me and which had been flying at the hospitality centre).

1980 - sold the car for £300 to pay off my post-college overdraft (even before the days of student loans, students were hard up!).

1981 - got a job and bought it back again (for £450), because I couldn't bear to be without it.

From 1981 to 1988 - used pretty regularly as my daily driver, although usually in conjunction with something with a slightly higher cruising speed (mostly Super Minxes) for long journeys. Total mileage by me to that time - around 100,000 (not sure exactly, because milometers aren't exactly the 100E's most reliable feature).

1988 - imported a 1951 Chevrolet from New York, and began a period of owning American cars as well as the 100E, which took some of the pressure off it. Rebuilt the engine, suspension, gearbox, etc during that period, but didn't do much cosmetically. (I had done a cosmetic respray in 1986 to compensate for the numerous chips and scratches accumulated in the 10 years since I had originally painted it).

Amazingly, I have found that American cars are considerably cheaper to run, 'though not to buy, than 100Es, because they use less petrol. (I always buy early 50s models with SV engines and overdrive, and they do well over 30 mpg.) Also, spares are much, much, cheaper, and also much easier to get hold of. I am just buying a set

of pistons for my Kaiser at the moment, for \$75!

1988-1997. Car sat mostly at the back of the garage, being worked on and/or used for short trips, while the Americans were my main transport (see previous note about them being cheaper to run!).

In 1997, I drove my then American car, a 1947 Chevy (see Practical classics, Spring 1997 issue), through a Sierra, which dented the Chevy's front wing and grille and put it off the road for 18 months while I waited for parts to arrive from the USA.

The bumper and headlight were completely unscathed, despite their trip through Dagenham's, then, finest, and the headlight was still on after the crash, although pointing straight down at the road.

The Sierra driver was lucky that the point of impact was the front wing rather than the door, otherwise he would not have lived to tell the tale (he was somewhat drunk and had driven straight out in front of me). As it was, he had to sweep his car up with a brush...

1997 to date - having finished all the rebuilding work and the Chevy still being in bits, I decided to use the 100E as my daily driver again. It still is, and has not broken down once since 1997 when it was put back into use (not even with fuel vaporisation!).

I have now sold the Chevy and have a 1951 Kaiser (the only one in England) and  
**continued on page 32...**



## 100E/107E SPARES

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

### ENGINE PARTS

100E-6051-B	Head Gasket .....	£15.00
100E-9448	Manifold Gasket .....	£2.50
E55Z1	Conversion Gasket Set .....	£25.00
E81Z1	Decoke Gasket Set .....	£25.00
100E-6521	Gasket Valve Chamber Cover .....	£5.00
353000ESA	Core Plug .....	£2.50
E93A-6270	Timing Chain .....	£14.00
100E-6102	Pistons (per set) STD & Various over sizes-State Which .....	£150.00
100E-6149	Piston Rings ditto .....	£35.00
100E-6308	Crankshaft Thrust Washers (per set) STD & plus 2.5thou. ....	£13.50
100E-6331	Main Bearings various U/Size - ASK Please .....	£28.00
	Big End Bearings ditto .....	£28.00
100E-6505	Exhaust valve.....	£7.00
100E-6505	Exhaust Valves (per set of 4).....	£25.00
100E-6507	Inlet Valves (per set) .....	£20.00
100E-6513	Valve Springs (per set) .....	£15.00
	Small End Bushes (set of 4) .....	£23.50
100E-6714-B	Oil Filter Element .....	£5.00
100E-9278	Oil Pressure Switch .....	£6.50
100E-6038	Engine Mounting (exchange - please remove rubber) .....	£30.85
	*£10 surcharge .....	
100E-6887-B	Seat Oil Filter Element .....	£1.50
E93A-6256-A	Cam Shaft Gear .....	£27.00

### FUEL SYSTEM

100E-9288	Flexible Petrol Pipe .....	£14.50
	Fuel Pump Repair Kit .....	£9.50
100E-9276	Gasket (fuel tank sender) .....	£1.00
100E-9959	Gasket Carburettor/Float Chamber .....	£1.45
100E-9627-A	Rubber (Air Cleaner) .....	£3.50

### EXHAUST

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

### CLUTCH AND GEARBOX

E0A-2078E	Flexi Hydraulic Hose .....	£13.00
E266-GD-1	Slave Cylinder (exchange) *£10 surcharge.....	£32.00
E149-Z-1	Slave Cylinder Repair Kit .....	£4.00
100E-2140	Master Cylinder .....	£62.00
E66-Z-1	Master Cylinder Repair Kit .....	£7.00
E74-7580-A	Release Bearing .....	£10.00
100E-7569	Pressure Plate (exchange) *£10 surcharge .....	£44.50
100E-7550-C	Driven Plate (exchange) *£10 surcharge .....	£26.00
EOA-7107-A	Ring Synchroniser Blocking .....	£5.00
100E-7114B	Gear & Bush Assembly .....	£25.00
100E-17286	Ring Speedo Gear Retainer .....	£1.00
100E-6068	Gear Box Mounting (exchange)(100E & early 107E) .....	£18.00
100E-7052	Front Oil Seal .....	£7.00
100E-7657	Rear Oil Seal .....	£7.00
100E-7086	Gasket Tail Shaft Housing .....	£1.80
100E-7039	U/J Repair Kit .....	£9.00
100E-7111	Counter Shaft .....	£10.50

### COOLING SYSTEM

EOA-8100	Radiator Cap .....	£3.60
100E-8260A	Early Top Hose .....	£12.50
100E-8260B	Late Top Hose .....	£6.00
100E-8286	Bottom Hose .....	£6.00
100E-8275	Water Inlet Tube .....	£8.20
100E-8501	Water Pump (exchange) *£10 surcharge .....	£55.00
100E-8507	Water Pump Gasket .....	£3.00
116E-8575	Thermostat .....	£5.50
EOTA-8620-C	Fan Belt .....	£6.00
100E-8115	Radiator Drain Tap (not original) .....	£3.50

### IGNITION SYSTEM

100E-12405-T	Spark Plug .....	£1.75
100E-12200	Rotor Arm .....	£2.50
100E-12199	Contact Set .....	£6.00
100E-12116	Distributor Cap (D type) .....	£17.50

105E-12116	Distributor Cap (round type) .....	£14.75
100E-12300-B	Condenser .....	£6.50
100E-12259	H.T. Lead (sets) (New Stock awaited) .....	
7V-12098	Nut H.T. Lead Distributor Cap (set of 5) .....	£3.00

### REAR AXLE

100E-1175	Rear Hub Seal .....	£7.00
E493A-4050	Half Shaft Seal .....	£7.00
100E-4209	Crown Wheel and Pinion .....	£75.00
100E-4676	Pinion Seal .....	£7.00
100E-5781	Rear Spring Eye Bush .....	£6.00
100E-5781	Rear Spring Eye Bush (pair) .....	£11.00
100E-4235	Half Shaft .....	£25.00
100E-5713	Bar Rear Spring Shackle - inner .....	£5.00
100E-4851	Flange (Propshaft) .....	£18.00
100E-7091	Yoke (Propshaft) .....	£12.00
100E-1107	Wheel Stud .....	£2.50
100E-5719	Bush Rear Spring Shackle (set of 4) .....	£7.25
E-7ED-1	Rubber Bush (Bottom Shock) (2) .....	£3.00
100E-18080-A	Shock Absorber .....	£40.00

### STEERING AND FRONT SUSPENSION

E55-DB1	Top Suspension Mount .....	£40.00
E55-DB1	Top Suspension Mount (pair) .....	£75.00
E55-DB1	Pair of Top Suspension Mounts + 2 sets of Mount Bearings .....	£110.00
	Mount Bearings - per side 2 x E 38-DB-1, 2 x E 37-DB-1 .....	£23.00
100E-1190	Hub Seal 0.983" .....	£7.00
105E-1190	Hub Seal 1" .....	£7.00
105E-1201	Hub Bearing Inner 1" .....	£12.00
Y-1202	Hub Bearing Inner 0.983" .....	20.00
Y-1216	Hub Bearing Outer .....	£12.00
100E-3073	Track Control Arm Repair Kit .....	£16.00
E-20-LB-1	Stud and Bush .....	£15.00
100E-3289/90-B	Track Rod End - per pair .....	£22.00
100E-3304	Drag Link (Exchange)* £10 surcharge .....	£25.00
	Front Suspension Bush Kits 4 x E - 10 - DB - 1 & 8 x 3063 .....	£25.00
E-10-DB-1	Bushes per pair (Track Control Arm/Anti Roll) .....	£7.00
100-3063	" ( " / cross member) .....	£7.00
E-7ED-1	Rubber Bush (Bottom Shock) (2) .....	£3.00
100E-3078-C	Track Control Arm R.H. (Exchange) *£10 surcharge .....	£27.50
100E-3079-B	Track Control Arm L.H. (Exchange) *£10 surcharge .....	£27.50

### ELECTRICAL

E0A-13480	Brake Light Switch .....	£6.50
100E-10505-B	Voltage Regulator (push on terminals) .....	£28.00
E0A-10505-D	Voltage Regulator (screw terminal) .....	£28.00
105E-11057	Brush Set Starter Motor .....	£3.00
E1050-NC-1	Rear Lamp Lens) (Red Tail Light)	
100E-134641-C	Rear Lamp Gasket) Anglia/Prefect	
50563-S	Fixing Screws) 1957 onwards .....	£15.75
	Pair of Lenses complete .....	£26.50
100E-11001-C	Starter Motor Outright purchase.....	£43.00
EOTA-10001-B	Dynamo (except Popular)(exchange)*£10 surcharge.....	£65.00
105E-10001-B	Dynamo (Popular) (exchange) *£10 surcharge .....	£43.00
E93A-10043	Brushes (EOTA Dynamo) .....	£3.20
E274-CQ-1	Pinion (Starter Motor Drive) .....	£6.70
105E-10043	Brush Set .....	£3.20
EOA-13011	Headlight Unit (Wipac) (Lucas Equivalent) .....	£22.50
204E-13007A	Headlight Bulb Pre Focus 40/50 watt .....	£3.50

### FRONT BRAKES

100E-2018	Front Brake Shoes 7" diameter (for vehicles up to \Jan. 1955) ....	£16.50
100E-2018-C	Front Brake Shoes 8" diameter (Feb 1955 onwards) .....	£16.50
100E-2035	Front Shoe Return Spring Kit .....	£3.60
100E-2038	Adjuster Repair Kit (front) .....	£13.50
100E-2061	Wheel Cylinder 1957 onwards RHS .....	£12.00
100E-2062	Wheel Cylinder 1957 onwards LHS .....	£12.00
100E-2061/2062	Wheel Cylinder Repair Kit 1957 onwards per axle set .....	£7.00
E0A-2078	Hydraulic Flexi Hose .....	£13.00
100E-2140	Master Cylinder .....	£62.00
E66-Z-1	Master Cylinder Repair Kit .....	£7.00
100E-2207-B	Dust Cover Wheel Cylinder .....	£0.50

### REAR BRAKES

100E-2220-A	Rear Brake Shoes 7" diameter (Up to Jan 1955).....	£16.50
100E-2220-C	Rear Brake Shoes 8" diameter (Feb 1955 onwards).....	£16.50
100E-2261-B	Rear Wheel Cylinder 7" (53-55) .....	£14.00

100E-2261-D	Rear Wheel Cylinder 8" (57-62) .....	£15.80
	Wheel Cylinder Repair Kit per axle (Fits 2261B, C & D).....	£7.00
100E-2096/7	Rear shoe return Spring .....	£3.60
100E-2295-B	Hand Brake Cable .....	£31.50
100E-2857B	Hand Brake Clevis .....	£1.50
100E-2119-B	Compensator (Hand Brake Cable) .....	£5.00
100E-2041-B	Snail Cam (Shoe Adjuster) .....	£0.50
100E-2075	Connector (5-way Brake Pipes) .....	£8.50

## BADGES

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

## MISCELLANEOUS

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

## MANUALS

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

## 107E SPECIAL ITEMS

105E-7563D	Clutch Pressure Plate .....	£44.50
105E-7550C	Clutch Driven Plate .....	£26.00
100E-9627A	Air Cleaner Rubber .....	£3.50
100E-9959A	Float Chamber Gaskets .....	£2.00
105E-9448	Manifold Gaskets .....	£2.00
107E-5246C, 5225B, & 5255B	Stainless Steel Exhaust System .....	£125.00
107E-8260	Top Hose .....	£6.00
107E-8286B	Bottom Hose .....	£6.00
105E-8620	Fan Belt .....	£3.00
353000 ES	Core Plugs .....	£2.50
105E-8501	Water Pump .....	£40.00
E258-GD1	Clutch Slave Cylinder .....	£25.00
E72-Z1	Clutch Slave Cylinder Kits .....	£4.00
105E 4676B	Pinion Oil Seal .....	£7.00
105E 42A8B	Rear Hub Oil Seal .....	£7.00

Due to lack of space in this issue we are unable to include a sample list of new and secondhand spares. Limited numbers of spares are available but if you would like the complete list then send Large S.A.E. (41p Sterling) and send your query to the relevant Spares Secretary.

The UNDERLINED items are suitable for 107E as well as 100E

Please note this change in this Spares List.

The order Form for this section is now to be found on Page 31.

# UPRIGHT SPARES

\*\*Denotes New Items.

## Braking System

Y-1175-A	Retainer (rear wheel grease) assembly.....	£6.85
B-1175	Rear Wheel Retainer (fits E83W).....	£6.85
7W-1225-B	Rear Hub Bearing (fits all models except Models Y, C and E83W).....	£28.00
68-1225-A and 68-1236-A	Rear Hub Bearing inc outer race (fits E83W only).....	£65.00
YE-2019A, CE-2019B, 7W-2019	Brake Shoes (set of 4, all models, exchange, £10 surcharge).....	£45.00
7W-2035	Spring (brake retracting) not E83W.....	£4.90
7W-2035	Spring (brake retracting) (set of four).....	£18.00
7W-2116	Front Brake Dust Covers (pair, fits all models except Models Y & C).....	£7.50
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C & E83W).....	£8.45
E93A-2248	Rear axle brake plate securing bolts, long (each).....	£5.00
7W-2249	Rear axle brake plate securing bolts, short (each).....	£5.00
Y-2454	Brake Pedal (exchange, £10 surcharge; remove rubber from old pedal).....	£9.95
	Brake Pedal Return Spring.....	£5.00
E83W-2498A/B	Rear Brake Cables (Pair E83W).....	£61.40
E83W-2580/1B	Front Brake Cables (Pair E83W).....	£20.25
7W-2580/1/4/5	Set of Brake Cables (not E83W).....	£39.95
YE-2793	Spring (handbrake lever pawl).....	£0.75
7W-2853C	Hand Brake Cable (fits all models except Models Y & C and E83W).....	£14.50
E83W-2853B	Hand Brake Cable (fits E83W).....	£13.95
119276-ES2	1/4" Thackray washer brake expander lockwasher (except E83W).....	£0.05
E8363-2035	Spring (brake retracting) E83W only.....	£5.50
E83W-2035	Spring (brake retracting, set of 4) E83W only.....	£19.95

## Steering and Suspension

CE-3030B	Bolt (front axle to radius rod, except Models Y & E83W) .....	£15.50
E83W-3032	Bolt (front axle to radius rod E83W) .....	£165.80
YE-3290-E, E93A-3290	Track Rod Ends (pair) all saloons and 5cwt vans .....	£54.00
	Track Rod Ends (pair) E83W .....	£51.00
YE-3304C	Draglink (Model Y) .....	£69.50
E493A-3304	Draglink cc, 7Y, 7W, Anglia, Prefect, Pop, 5cwt vans .....	£80.00
YE-3332	Track Rod End Dust Cover (each, fits all models) .....	£1.30
YE-33111	King Pin Set, complete (Model Y) .....	£65.00
CE-33111	King Pin Set, complete (Model C) .....	£65.00
7W-33111	King Pin Set, complete (7Y, 7W, Anglia, Popular, Prefect, 5cwt vans) .....	£51.00
E83W-33111	King Pin Set, Complete (E83W) .....	£59.00
Y-3446	Front Axle A-frame Bush (fits all models) .....	£4.25
YE-3616B	Horn Button & Nut (Model Y) .....	£5.25
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards .....	£7.00
E493A-4050	Retainer (rear axle shaft grease) .....	£7.00
E93A-4607	Pin (drive shaft) .....	£2.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W .....	£1.95
Y-4637	Thrust Washer (pinion bearing) all models except E83W .....	£1.50
	Shock Absorber (exchange, £10 surcharge) except Models Y, C and E83W .....	£45.00
	Shock Absorber Link (exchange, £10 surcharge) .....	£20.00
	Front Wheel Bearings (per wheel) .....	£25.00
	Front Wheel Bearings (per axle set) .....	£48.00
	Suspension Buffer (fits all models except Model Y) .....	£13.00

## Exhaust Systems

Y-5230	Model Y stainless steel exhaust system .....	£75.00
CE-5230, -5255B	Model C stainless steel exhaust system .....	£85.00

## Spares continued

E04C-5230-A	5cwt van stainless steel exhaust system (all 5cwt vans)	£75.00
E83W-5230-A	E83W stainless steel exhaust system	£75.00
E93A-5230/E93A-5255-C	.....	£85.00
	Prefect and 7W stainless steel exhaust system	£85.00
E93A-5230/E04A-5255-B	.....	£85.00
	Anglia, 103E and 7Y stainless steel exhaust system	£85.00

### Engine Parts

E93A-1866A	Pipe (cleaner assembly) and	£44.70
E98T-1866B	Pipe (cleaner inlet)	£6.50
Y-6038	Front Engine Mounting (exchange, £10 surcharge; remove .. rubber from mount)	£59.50
E93A-6250A	Camshaft (Chain Driven)	£2.65
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft	£14.00
E93A-6270	Timing Chain	£3.50
YE-6280A	Washer (camshaft thrust) all engines 1936 onwards	£1.85
CE-6310	Crankshaft Oil Slinger	£1.85
E93A-6310	Crankshaft Oil Slinger	£4.50
E93A-6319	Starting Dog (fits all engines)	£55.00
Y-6375	Fly Wheel & Ring Gear (jib all engines)	£45.95
Y-6384	Starter Ring Gear (fits all engines)	£7.00
CE-6505A/B	Short Length Valve (exhaust and inlet available)	£7.00
E93A-6505B/D	Intermediate Length Valve (exhaust and inlet available) ..	£14.50
E93A-6505F	Long Exhaust Valve (can also be used as inlet)	£94.95
E93A-6510B	Valve Guides (per set of eight)	£9.95
Y-6513	Valve Springs (set of eight) (fits all engines)	£5.85
Y-6520	Valve Cover (fits all engines)	£4.50
Y-6560	Drive Bush (oil pump & distributor) (fits all engines)	£3.95
Y-6561	Drive Sleeve (oil pump & distributor drive gear) (fits all engines)	£0.50
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£2.00
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£4.50
Y-6610B	Oil Pump Gear (fits all engines)	£2.65
YE-6623	Oil Pump Screen (fits all engines)	£50.00
	Main Bearing Set, all sizes available (fits all engines)	£35.00
	Pre-War Piston Sets (8hp & 10hp)	£125.00
	E93A 10hp Piston Set (std, +0.010", +0.020", +0.030", +0.040")	£34.00
	E93A 10hp Piston Ring Set (std, +0.020", +0.030", +0.040")	£15.00
	3-Ring 10hp Piston Ring Sets (+0.005", +0.010", +0.020")	£27.50
E15-Z-1	Decoke Gasket set (E93A 8hp and 10hp engines)	£20.00
	Conversion Gasket set (E93A 8hp and 10hp engines) ..	£14.00
YE-6501-B	8hp Cylinder Head Gasket	£14.00
	10hp Cylinder Head Gasket	£29.95
YE-24052C	Studs (Cylinder Head) Set	£60.00
	Used engines suitable for rebuilding	

### Clutch and Gearbox Parts

Y-7015	Main Drive Gear (8hp)	£32.75
YE-7015	Main Drive Gear (10hp)	£38.00
7W-7050	Retainer (main drive gear bearing)	£7.50
YE-7059B	Mainshaft and Bush	£25.50
E04A-7070	Retaining Ring (snap ring)	£0.99
E93A-7085	Rear Bearing Retainer	£17.00
Y-7090	Universal Joint	£30.00
103E-7114	Counter Gear (10hp)	£45.95

CE-7141	Reverse Gear	£24.50
YE-7222	Selector Housing	£19.05
Y - 7523	Clutch return spring	£5.00
7W-7533	Clutch linkage clevis pin	£2.00
Y-7550	Clutch Plate (exchange, £10 surcharge) (all models) ...	£20.00
7W-7561	Clutch Release Bearing Hub (all models)	£10.00
YE-7563B	Clutch Cover (exchange, £10 surcharge) (except E83W)	£59.00
**E83W-7563	E83W Clutch Cover (exchange, £10 surcharge)	£59.00
E74-7580A	Clutch release bearing (all models)	£10.00
Y-7660	Clutch Pilot Bearing	£4.50
C-943070	Gear Lever Gaiter (except E83W)	£14.40
E83W-943070	E83W Gear Lever Gaiter	£19.95
	Complete Clutch Assembly (exchange, £10 surcharge) (all models)	£85.00
Y-2454	Clutch Pedal (exchange, £10 surcharge; remove rubber from old pedal)	£9.95
Y-5102	Gearbox Rubber Mounting (Y & C models only)	£22.50
	Large selection of used gearboxes available (collection only)	£30.00

### Cooling System

E0A-8100	Radiator Cap (pressure type for 103E/some E493As)	£3.60
Y-8109	Radiator Cap (brass screw type)	£5.50
Y-8260/8286	Radiator Hose (reinforced; straight for pre-war engines, state .. top-bottom)	£4.25
	Radiator Hose (moulded; state top-bottom and model) ..	£8.95
YE-8606B	Fan Blade (11")	£5.90
E93A-8610C	Pulley (fan and generator 3.12" O.D.)	£5.90
E494A-8610	Pulley (fan and generator 4.12" O.D.)	£5.20
E93A-8620-A	Fan Belt (late 8 and 10hp engines without water pump)	£5.75
E493AFS-8620	Fan Belt (late 8 and 10hp engines with export water pump)	£5.75
E493A-8501	Export water pump	£79.00

### Fuel System

	Fuel Pump Repair Kit	£9.50
E04A-9080	103E-E494A Petrol Filler Grommet	£12.50
7W-9080	7W-E93A -E493A Petrol Filler Grommet	£9.95
BE-9288-A	Flexible Petrol Pipe (except E83W)	£15.00
YE-9355	Fuel Pump Cover (all models)	£1.50
YE-9365	Fuel Pump Cover Screen (all models)	£0.75
7W-9425	Inlet Manifold (10hp)	£17.00
YE-9435	Gasket (inlet manifold to exhaust manifold 'hot spot') (all models)	£1.75
YE-9510-A	Carburettor (8hp only - exchange, £10 surcharge)	£85.00
YE-9555	Carburettor Float (all models)	£3.50
	Carburettor Gasket Kit	£4.75
**YE-9660	Connector (Starter Valve) Assembly	£2.00
	Prefect Choke Cable and Knob	£7.95
48-9735	Accelerator Pedal (all models except Y,C, and E83W)	£12.55

### Ignition System

CE-3686	Cylinder Lock and Key (ign/lighting switch) all models	£4.65
ET6-11656B	Switch (ign/lighting, less barrel and keys)	£24.95
E83W 12024A	6V Ignition Coil (all models - not original)	£25.75
YE-12100B	Distributor (reconditioned) exchange £10 surcharge	£90.00
YE-12116B	Distributor Cap (all models 1935 onwards)	£10.50
YE-12135B	Oiler (screw-in type) (all models 1935-1955)	£1.35
YE-12185B	Toggle (all models 1935 onwards)	£0.55
YE-12199B	Contact Set (all models 1935 onwards)	£6.50
YE-12200C	Rotor (all models 1935 onwards)	£2.75
YE-12214B	Insulator (all models)	£0.55
YE-12300B	Condenser (all models 1935 onwards)	£4.75

52-12405A Spark Plug (L86C) (All models also 100E) ..... £1.85

### Electrical System

	Dynamo (2 brush).....	£87.50
	Dynamo (3 brush, early - exchange £10 surcharge).....	£110.00
E494A-10001	Dynamo (3 brush-exchange, £10 surcharge) .....	£87.50
YE -10160	Felt (dynamo drive end bearing) .....	£0.55
7W-10505	Cut Out Assy (exchange only, for use with 3 brush dynamo).....	£24.65
E93A-11001	10hp Starter Motor (exchange, £10 surcharge) .....	£150.00
YE-11001C	8hp Starter Motor (exchange, £10 surcharge) ....	£92.00
BE-11450	Starter Switch .....	£17.00
E493A-13007	E493A Pre Focus 30W-24W Bulb (E493A Prefect only) ..	£3.75
E493A-13007	E493A Pre Focus 45W/35W Bulb .....	£4.95
ET6-13007-B	Headlamp Bulb 36W-36W .....	£4.00
E493A-13044	E493A Gasket (headlamp to wing) .....	
	E493A Prefect and 100E models .....	£12.20
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) .....	
	(E493A Prefect only) .....	£4.00
YE-13081	Spring (front sidelight socket 1934 on except E493A) ....	£0.55
YE-13101	Spring (headlamp focusing) .....	£0.60
E493A-13111	E493A Headlamp Lens Rim Outer (E493A only) .....	£7.75
E93A-13130	E93A-E04A Headlamp Rubber Base Pad (pair) .....	
	(EO4A and E93A only) .....	£18.50
103E-13405-B	103E Plate (Rear Lamp Base) .....	
	Specify Nearside/Offside .....	£21.25
103E-13405-B	103E Plate (Rear Lamp Base) pair .....	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair) .....	£18.00
103E-13450/1	103E Rear Lamp Lenses (pair) .....	£29.95
	103E Complete Rear Lamp Unit inc Bulb (pair) .....	£82.00
ET6-13465	Stop-Tail Bulb 6V 21W-5W index pin .....	
	(straight pin also available) .....	£1.20
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only) .....	£0.75
BE-13466-A	Sidelight Bulb 5W CC (not E493A) .....	£0.75
E83W-13550B	Popular Number Plate Lamp (E83W and 103E only) ....	£18.60
CE-13740A	Toggle Switch (panel lamp) .....	£2.50
38193-57	Headlamp Mounting Bolts plus nuts (each) .....	£7.80
E04A-118004B	Semaphore Direction Indicator (6volt, exch. only) .....	£42.50

### Rubber Grommets and Seals

E68-AD-1	Fixed Side Window Rubber (per ft) .....	
	(saloons 1937 onwards) .....	£1.95
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Cnr Pads (pr) ....	£4.00
	E83W Bonnet Corner Pads (pair) .....	£7.95
	E83W Bonnet Corner Pads (full set) .....	£11.95
81A-16754	Bumper (bonnet side panel).....	£0.90
81A-1670	Bumper (bonnet dowel locating).....	£3.50
E93A-17772/3	E93A Prefect/Anglia/103E Bumper Grommets (pair) ....	£16.35
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair) .....	£21.50
E93A-35184	Pedal Plate Rubber Bumper (Saloons and 5cwt vans .....	
	1939 onwards) .....	£1.95
E83W-111172	Opening Windscreen Rubber for E83W .....	£18.25
40-700546A	Blind Grommet (fits under 103E/E494A bonnet) .....	£0.30
48-702610A	Door Post Rubber Bumper (one per door post .....	
	1937onwards) .....	£2.35
E04A-7040318	Rear Number Plate Rubber Bumper .....	
	(Anglia and Popular 1939 onwards) .....	£2.10
100E-7043531	Boot T Handle Escutcheon Rubber Seal .....	£1.95
62E-731942	E83W Door Rubber Seal (enough for both doors) .....	£11.00
7W-940502	Opening Windscreen Rubber for Prefect & 5cwt van ...	£14.60
7Y-940502-B	Front Screen Rubber for 103E/E494A/E04A .....	£12.50
7W-941480/1	Weatherstrip Door Bottom (per ft) .....	
	All saloons 1937 onwards .....	£2.55
7W-970700	Roof Weatherstrip (per metre) (All models exc Y & C) ....	£4.50

103E-7025856 Rear Screen Rubber for all saloons(not E93A or 7Y deluxe).... £12.50

### Miscellaneous Body Fittings

E03CF/A-8213	Grille Badge, 'Thames' (blue enamel) (E83W) .....	£12.50
103E-8213-A	Ford Popular Grille Badge (103E Popular) .....	£9.10
E494A-8215	E494A/E494C/103E Grille Badge Mount .....	£14.25
E83W-8215-A	E83W Grille Badge Mount .....	£17.00
E04A-16719-B	E04A-103E Boot Lid Escutcheon .....	
	(fits over coach key hole) .....	£5.90
YE-16750B	Bonnet clip (Model Y) .....	£5.85
103E-17261/2-B	Speedo Cable (state model) .....	£17.50
C46412AR	Dovetail (female) .....	£4.00
CE-17515A	Grommet (windscreen wiper) .....	£3.50
E93A-7022400-A	Door Handles and Escutcheons-pair .... (Anglia/103E/5cwt van; shafts and barrels not included) .....	£49.50
E493A-7022400	E493A Locking Door Handle with Escutcheon .....	
	(shaft and barrel not included) .....	£25.50
E493A-7022401	E493A Prefect Non-Locking Door Handle complete ....	£16.90
E93A-7043500	Locking boot handle.....	£11.60
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E) ....	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, .....	
	E494A, E494C, 103E) .....	£8.75
BE-964280-H	Window Winder Handle .....	£4.65
7Y-949624	Stainless Steel Door Hinge Pin (all saloons .....	
	1938 onwards) .....	£3.90
Y-949967A	Striker Plate (rear door 4-door Y model 1932-1934) .....	£3.80
C-949967C	Striker Plate (C & CX, 1934-1936) .....	£3.80
	Bootlid Script Badge (Popular, Prefect & Anglia) .....	£14.25
	Radiator Muffs (E93A Prefect only) .....	£26.60

**Please note the comment about Second hand spares available at end of 100E/107E Spares List. (Middle, second column, page 27)**

## Publicity

### Roger Ashby

**I'm sure it was a famous American President who said "Ask not why your country is screwing you, but what can you screw for your country" and wasn't Marylyn Monroe involved ? But then I never was too bright.**

Anyway why have I taken on the role of Publicity Officer, well I joined the Club two years ago because I had purchased a Ford powered Austin 7 chassisd Special. A number of old editions of the magazine accompanied the purchase and I soon realised I needed some spares.

Contact was made and various items purchased and advice on other matters duly received and I soon realised I had both a respect and an affinity with the membership. I saw the post of Publicity Officer advertised and thought I could be of assistance.

#### About me.

Well, I will not see 50 again. I trained as a motor mechanic with, the then, GPO but have moved on to a totally different field. I did own Ford Sidevalves in my youth (E93A and a rather nice E493A), although I have no recollection of what happened to them. I have a lifelong interest in motor cycles, particularly the off road variety, and act as the Press Officer for an active sporting club.

**Continued on next page...**

## REGALIA



See page 31 for ordering details.

## BOOKS

Reprint Workshop Manual for 5 & 10 cwt vans, Anglia/Prefect 39-53, Popular 53-59 .....£15.00

Reprint Parts Manual for 5 & 10 cwt vans, Anglia/Prefect 39-53, Popular 53-59 .....£15.00

Reprint Parts Catalogue, Y/C/CX/7W/7Y .....£13.00

Reprint Model Y Bulletin .....£11.50

Reprint Workshop Manual 100E & 300E .....£19.95

Reprint Parts Manual 100E & 300E .....£13.95

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

The John Howe book of Cartoons .....£5.00

Ford Motor Cars 1945-64 .....£6.50

## STICKERS

Running In Instruction Sticker Upright .....£0.75

Running In Instruction Sticker 100E .....£0.75

Window Sticker - FSOC design .....£0.50

Silver Jubilee Window Sticker .....£0.50

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

I Love My Sidevalve Sticker .....£0.65

Register Sticker (state model).....£0.60

..... or two for £1.00

FSOC 30th Anniversary Sticker .....£0.50

## MAGAZINES

Binder for Club Magazines (holds 2 years) ...£5.90

Back copies of Club magazines .....£1.00

1990 APR, JUNE, AUG

1991 AUG

1994 DEC

1995 FEB, APRIL, JUNE, OCT  
1996 FEB, APRIL, AUG, OCT, DEC  
1997 FEB, APRIL, JUNE, AUG, OCT  
1998 FEB, APRIL, JUNE, AUG, OCT, DEC  
1999 FEB, APRIL, JUNE, AUG, OCT, DEC  
2000 FEB, APRIL, JUNE, AUG, OCT

## LEAFLETS

Ford Pop Motoring at Still Lower Price bklet .£1.25

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

## MODELS

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

Ceramic Cream Model of 103E Pop .....£4.50

Limited Edition E494C FSOC 30th Anniversary

Model.....£19.99

## BADGES

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

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

.....£1.05

FSOC Grille Badge; Round or Square .....£8.50

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

.....£8.50

## CLOTHING

## FSOC SWEAT SHIRTS

Embroidered in Script.....£15.50

Red MED/L/XL/XXL; Black MED/L/XL/XXL; Sky

Blue SM/MED/L/XL/XXL; Navy MED/L/XL/XXL;

Racing Green SM/MED/L/XL/XXL; Burgundy SM/

MED/L/XL/XXL; Royal MED/L/XL/XXL; Jade MED/L/

Raspberry SM only

## FSOC POLO SHIRTS

Embroidered in Script.....£12.60

Aqua L/XL; Sky SM; Lemon SM; Burgundy XXL;

Emerald SM.

## T-SHIRTS:

Model designs .....£7.75

Specify choice of model, colour and size

E83W picture printed on front in Red XL, Black

L/XL

100E Design White L/XL

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

## T-SHIRTS:

Script Badge design .....£5.95

Ford Popular: Green, Black, Red, White, Royal and Navy SM only.

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

Ford Anglia: White, Green and Yellow SM only; Navy SM/MED; Black and Royal MED; Red SM/MED

PLEASE STATE SIZE, DESIGN AND SECOND COLOUR

## OTHER REGALIA

'New Design' Mug .....£3.50

Tea Towel, All Models design .....£2.95

Leather Key Fob: Ford/Popular/Anglia/Prefect (please state) .....£1.65

FSOC Woven Tie .....£7.65

Xmas Cards pack of 5 different designs .....£1.25

Licence Disc Holder .....£0.50

DUSTERS: Yellow duster printed with various sidevalve models around border, Club logo in centre.

Per Duster .....£1.25

Pack of two Dusters .....£2.25

Pack of three Dusters .....£3.00

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



...continued from previous page

## About the Club.

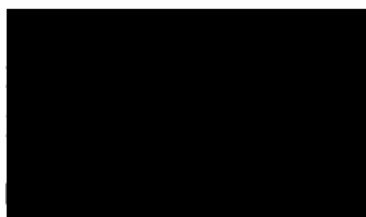
My aim and brief from the Committee is to publicise the Club and its events in order to increase membership and attendance at meetings/shows. Increased membership will enable the Club to expand the rare spares production which will benefit us all. I will achieve this by 'drip feeding' all the publications which cater for our vehicles and, where appropriate, the National Press. In order to attract the gentlemen (and women in these enlightened times) of the press I will need a supply of photographs and a list of members who are willing to show their vehicles and allow them to be driven by said press in order that they can be the subject of articles.

## About You.

I need you to contact me (by post or E-Mail) with details of any good condition vehicles you own that could be the feature of an article. You should indicate at what time of the week you could be available with the vehicle. It is more than likely that any action will

be on a weekday. Please send a photograph of vehicles in order that I can keep a library to forward to any interested magazines. I do have to warn you that this will be a long term project and there will only be a few vehicles that make it into print and fame!

Roger Ashby, Publicity Officer FSOC,





...continued from page 25

a 1954 Lancia Appia (one of six in England), but as I daren't use these in the rain or for trips into towns, it is the 100E that I spend most of my time driving. I also have a 1956 100E deluxe, identical to mine but rotten as a pear, for spares, and what is probably the best 1960 Thames 7 cwt Standard van in the country (world?!), but that is at present stripped for paint (only has 40,000 miles, perfect original interior - including rear rubber mat(!), loads of period Ford accessories and no, repeat 'no', rust. Needs cosmetic respray, though, and I am taking my time so as to make it good.

I have been a 'sleeping' member of the Club, with a short gap when I sold the car and bought it back again, since 1978 when I first managed to find out about it (no Practical Classics club register in those days, and it took me ages to get the details, although at the time I lived only four miles from the, then, Membership Secretary!). I was briefly Events Co-ordinator in 1981, but I had to pack it in because my other commitments meant, then as now, that it is not a good idea for me to try to do this kind of thing. I end up annoying everyone and making a hash of it because I can't give it the time it needs.

Of course, when I joined the Club it was just changing from being the 100E Owners' Club, and I bought one of the last badges saying this, which my car proudly wears alongside the FSOC badge but not on the grille though, because three-bar grilles are a pain to fit on badges!

Cheers, Alan Wesson, author of language text books and dealer in junk.

Photos by Alan.

Thanks Alan for this piece of personal news about your car. Ed.

## Cartoon Korner



"Since we bought the car, we rarely go out!"

## Application Form

Please note this is for all readers to have a copy of the Club's Application Form printed, so that they can either tear it out or pass it on to a vehicle owner.

**You may, of course, if you wish photocopy this Form.**



## CLASSIC CAR RESTORATION COURSES 2001 at Loughborough College between 2nd and 24th July.

If you are interested in this excellent course then please contact Louise Thompson at Loughborough College on telephone 01509 618029.

## STOP, STOP PRESS!

## A Final Reminder! National Sidevalve Day 17th June 2001

Chester Festival of Transport  
Chester Race Course

For application Form please send sae to:

John Porter

## Ford Sidevalve Owners Club Limited Application Form

Please use block capitals

This forms supercedes any previous form.

Make all cheques and postal orders payable in Sterling on a London bank to the **FORD SIDEVALVE OWNERS CLUB LTD** and send to:

The Membership Secretary, [Redacted]

Full Name .....

Address .....

Post Code ..... Telephone .....

Name of Family Member (if applicable) .....

### DETAILS OF CAR

Model ..... Year .....

Model Number ..... Saloon/Conv/Van/Pick-up/Estate/Ute

Registration Number ..... Colour .....

Engine Number ..... Chassis Number .....

Vehicle Condition: Concours? Good? Runner? Box of Bits? (Circle one)

How did you find us? .....

UK, European, USA and Canada Annual Subscription (Jan-Dec) £25.00 .....

UK, European, USA and Canada Subscription (Jul-Dec) £18.00 .....

Rest of the World Annual Subscription (Jan-Dec) £31.50 .....

Rest of the World 6 Months Subscription (Jul-Dec) £22.00 .....

Family Membership Supplement £1.50 .....

Club Badge (please specify ROUND / SQUARE) £8.50 .....

Total .....