SIDEVALVE NEWS

Journal of the Ford Sidevalve Owners' Club Vol 15 No 1 FEBRUARY 1998

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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.

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TECH ADVISOR 8hp, 10hp	Bryan Baker, 7 Wantz Chase, Maldon, Essex CM9 5DN
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	Stephen Wood (8 & 10 hp Spares) 14 Piping Green, Golden Common, Winchester, Hants SO21 1TY

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E83W	Glen Bubb, 37 Sundorne Crescent, Shrewsbury, Shropshire SY1 4JF
ANGLIA, PREFECT, POPULAR	Andy Main, 52 Windermere Drive, Gillingham, Kent ME8 9DX
SPECIALS	Malcolm McKay, 75 Woodmansterne Road, Carshalton Beeches, Surrey SM5 4JW
100E	Tony Lloyd, 16 Harvard Walk, Elm Park, Hornchurch, Essex RM12 4BB
107E	Philip Hardwicke, 121 Baldock Road, Letchworth, Herts SG6 2EG

AREA GROUPS

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

BRISTOL AND WEST	**Ivor Bryant 01454 411028** Last Fri: The Fox, Easter Compton. 8.30pm.
DEVON AND CORNWALL	**Ian Rooke 01752 228498** Please ring for details of local activities.
COVENTRY	**Barry White 01203 403789** 2nd Tues; Queen's Head, Meriden. 8.30pm.
GLOS, HEREFORD & WORCS	**Philip Birch 01531 820575** 3rd Thurs: Black Dog, Newent, Glos. 7.30pm.
HAMPSHIRE	**Mick Crouch 01703 692359** 3rd Wed; Please ring for details of local activities.
LONDON INNER	**James Hunt 0171 978 2639** 3rd Wed; Please ring for venue details.
LONDON NORTH	**Robin Thake 01279 659245** 1st Mon; The Gate, A411, Arkley. 8pm.
LONDON NORTH EAST	**Pam Lincoln 01708 507117** 1st Tues; The Maypole, Lambourne Road, Chigwell Row, nr Romford. 7.30pm.
LONDON SOUTH EAST	**Stan Bilous 0181 764 5785** 2nd Tues; Dutch House, A20 Sidcup Road (nr jct A205).
MERSEYSIDE	**Frank Hayes 01942 708535** 2nd Mon; Bottle and Glass, S. Helens Rd, Rainford. 8.00pm.
NORTHAMPTONSHIRE	**Danny Moody 01604 810095** 1st Thurs; Stags Head, Earls Barton. 8.45pm.
SCOTLAND	**Jim Hendry 0141 951 4177** 3rd Tues; Country Club, Strathblane. 8.00pm.
SUFFOLK	**Mike Meadows 01473 624650** 2nd Mon; Sorrel Horse, Barham. 8pm.
SURREY	**Tony Russell 01737 221578** Please ring for details of local activities.
TYNESIDE	**John Bilton 0191 253 4954** Last Wed; Shiremoor House Farm, PH, Norham Rd, Nth Shields. 8.30pm.
WALES SOUTH	**Rhiannon Jones 01222 254159** 1st Mon; 49er Club, The Cresc, Trecenydd. 7.30pm.
YORKSHIRE	**Gordon MacKenzie 01924 376558** Please ring for venue details.

INTERNATIONAL CONTACTS

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IRELAND Colm O'Neill	29 Allen Park Drive, Stillorgan, Co. Dublin. Tel 01 288 7173.
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NEW ZEALAND Ray King	72 Kurapae Road, Taupo 2730. Tel 07 3783384.
SWEDEN Borje Jemheim	Tennisv. 33 192 77 SOLLENTUNA. Tel 08-754 30 32. 0707-15 08 78.

Let's twist again

LAURIE MENEAR

PROBABLY the three most prominent services the FSOC has to offer are the upright spares service, this magazine, and the 100E spares service. All three have had to undergo changes in recent years.

Firstly, there was the question of upright spares. Shirley and Steve have done a superb job keeping this going since Martin Howard's death. Regarding the magazine, I had my arm twisted (by Martin himself, actually) when Paul Edwards finally packed it in. But try as we might, we can't find any worthy successors to Tony and Eileen Saunders, who have been trying to duck out of the 100E spares role for the last few years.

But at last the time has come to let them step down, whether we have a replacement or not. At the committee meeting on 10 January it was agreed that the 100E spares service will cease to operate from 31 March 1998, pending the appointment of a new spares secretary. An announcement to this effect, and a further plea for someone to come forward, appears under 'club notices' in this issue.

As 100E spares are one of the club's most fundamental services this decision has been taken with deep regret by everyone. But it's really Hobson's choice. None of us can take it on, and Tony and Eileen can't continue. Tony confessed to me that it was under similar circumstances that he had his own arm twisted to take it on in the first place, back in 1981. I hadn't realised they'd been doing the role for so long, and am not in the least surprised that they want to take a break at last.

So come on folks. Someone out there knows their exhaust pipes from their brake cylinders. May we carry out just a little more arm twisting to ensure that an essential service is continued?

New blood

AS AN aside to the requirement for a new 100E spares secretary, this is one of the first occasions in living memory that I can recall us not desperately filling the February issue of *Sidevalve News* with blanket calls for new committee members.

Looking around at the last meeting, I noted that of the 18 people present only seven had been doing it longer than me (I've been around for about five years). Admittedly the few who were unable to be present were also old timers, but as four of those present had taken up their posts within the last six months I found this rather encouraging. It's allowing us to get back into things like remanufacture, and to start putting on club competitions, for example.

Please don't let that put you off if you do want to stand for the committee this time round! I just wanted you to be aware that we appear to have rather a healthy batch of newish (some may say 'young', but that's all relative, isn't it?) blood on the committee at present, and I think that's a jolly good sign of the times.

If there's anyone out there who still holds the opinion that the committee is 'cliquey', I'd encourage them to think again.

Joker

RUMOUR has reached me that a certain member of the FSOC has passed comment on the magazine. It appears he wants to see more cartoons in it.

The member concerned is one of the leading lights in the sidevalve movement and I'm happy to oblige with his own personal tribute (below)...

Hey – they're playing my tune!

FRONT COVER: 100E Anglia during a West Essex Car Club rally in the 1950s. Bryan Baker's father is talking to the driver. Note the chromed visor. Anyone recognise the location? Bryan Baker

AREA NEWS

COVENTRY

BARRY WHITE

OUR group Christmas meal went down a treat with 23 of us dining at The Strawberry Bank Hotel in the village of Meriden. And before you ask, no strawberries were not on the menu. However the restaurant did go up in flames a few days later and was completely gutted. Fortunately we are not being blamed for this, but it may be a while before we go back.

There's not a lot to say about our sidevalves at this time of the year. Most of them are tucked away in their winter quarters, and hopefully we all remembered to top up with anti-freeze. Personally speaking, during the cold depths of winter I'm loathe to take a classic car onto roads treated with salt. Let's not forget that salt is mainly sodium chloride and is corrosive on any exposed ferrous metal. But hey! Let's not get too technical, not many people have an 'O' level in metallurgy.

Our monthly club nights continue all through the winter, where no doubt we shall be sorting out which events and shows we shall be supporting during the coming season. So if you live the Midlands and you fancy joining our group, then give me a ring for directions. One thing is for sure, you will be made most welcome because just like Dracula we are always looking for new blood!

BRISTOL AND WEST

IVOR BRYANT

THERE'S not a lot to report at the present time. Meetings at the Fox are attended by a group of regulars, usually about 6 or 8 of us. It would be good to see some new faces, we know there are other local members who we haven't seem.

This is being written before the February *Sidevalve News* in anticipation of the Bristol Classic Car Show of 7/8 February. If all goes to plan we will by the time you read this have exhibited Martyn Clements's 103E Popular and Christine Tiley's 100E Popular at the show.

The Y & C Register stand is exhibiting a Model Y and Ivor Bryant's 1936 CX more or less as found (last shown in 1989 at Gloucester, or was it the Southern Sidevalve Day at Burford).

HAMPSHIRE

MICK CROUCH

OUR Christmas meal was a very rowdy event, with tornado balloons being fired all around the room at the other diners and a full scale war was only averted by the appearance of the food. Jean managed to dislodge a lampshade with her high peaked party hat, which landed in the lap of another diner. All very innocent but I doubt if we will be able to return to that particular restaurant for a long time!

Now that I have been released from the decorating (which incidentally escalated into a major event when the ceiling of the lounge/diner fell in due to a water leak), I have now escaped to the garage and am in the process of trying to get my sidevalves in some sort of working order ready for the forthcoming rally season.

The rest of the group have also turned into 'sidevalve junkies' in an effort to be ready on time for the first event of the year. We have already planned to organise a Club stand at both Enfield in May and Ardingly in July (see events section). Space is always at a premium at these events so if you would like to bring your sidevalve onto the Club

Above: Christmas with the North London Ladies. Fine specimens all.

Right: The North London men. Don't let this put off anyone thinking of coming along to this group for the first time! Robin Thake

stand please confirm with me, either in writing or by telephone so that I can reserve you a space and a pass. May I remind you that if you want to attend Ardingly I need to know our insurance company, name and policy number for the Club entry form.

It only remains for me to wish you all a HAPPY NEW YEAR!

LONDON SE

STAN BILOUS

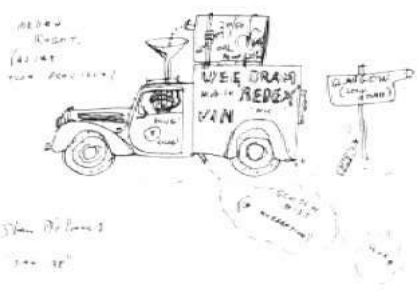
FIRSTLY, a HAPPY NEW YEAR to all our readers, so to start the NEW YEAR off is our recruitment drive!

Our area covers all of South and SE London, so to all sidevalvers out there who have not yet ventured out to the wilds of the A20, drop in and see us! As previously mentioned, 2nd Tuesday coincides with two other car groups so there is usually a good variety of 'our' cars plus others of different shapes of forms. Newcomers should ring me first for details of events and meetings in advance.

For those of you interested in the Pre-war registrar's usual pieces in the mag, notice should be taken of the truth of 'Redex Robot' power, being not so much the car but the driver.

An illustration should serve to put the matter straight.

Look forward to seeing you all in 1998.



NORTH LONDON

ROBIN THAKE

MAY I on behalf of all the North London Group wish everybody a Happy and Prosperous New Year. As with most area groups I expect things have been quiet in the last few weeks, with gentle maintenance being carried out on our cars that are wrapped up for the winter.

Our group enjoyed an excellent pre-Christmas meal at the Chequers, Gaddesden Row when sixteen of us sat down for dinner, it all seems a long time ago now.

I was very interested to read the article about the reconstruction and refurbishment of the Club storage HQ, obviously a tremendous amount of work has been carried out by just a few people, well done. I am looking forward to visit as soon as you are able to open it up for us to collect spares.

Our group are having a fun run on Sunday April 19, starting in Bishop's Stortford and going around the Herts/Essex border countryside. If you would like to join us send me an SAE to 9 The Meadows, Bishop's Stortford, CM23 4HD, and I will forward all the details. Here's looking forward to the new rally season as the first entry forms have been sent off.

SHOPSHIRE

GLEN BUBB

THERE have not been any area group meetings for the Shropshire area for some time. However, members will be made most welcome at meetings of the Shropshire Classics Club.

We meet at the Four Crosses Hotel, Bicton nr Shewsbury, on the third Monday of each month from 8.00pm. For more details contact me (E83W Registrar).

Federation News

FIVA is the international organisation to which the federation of British Historic Vehicle Clubs (FBHVC) has subscribed since 1988.

At the recent FIVA General Assembly in Prague, decisions were taken which would increase the expense and bureaucracy of the organisation. As a result the FBHVC has decided not to renew its membership, but to join a new body, the International Historic Vehicle Organisation (IHVO).

In a separate development, the FBHVC has written to the Departments of Environment and Transport requesting that the government take advantage of the derogation contained in the draft directive which would, in certain circumstances, permit the sale of leaded fuel for up to five years after the basic cut-off date of 1 January 2000.

The FBHVC is encouraging users of classic vehicles to write to their MPs and MEPs requesting that the UK take advantage of this provision. At present the UK government does not appear to want to do this, although Southern European Countries are already seeking exemption from the directive.

Survey results

EARLY last year, members were asked to complete and return a questionnaire to the Federation concerning the use of their classic vehicles. This, combined with the responses from other classic vehicle enthusiasts, has enabled the federation to compile a report, which was published last November, which it is using to lobby on behalf of the classic vehicle movement.

Among the highlights are the following points:

658,575 pre-1977 vehicles are owned by 260,126 members of clubs belonging to the Federation. 64% of these are roadworthy and licensed, and average mileage covered per year by these is 1224 miles. Only one-third are in regular daily use.

£87.3 million is spent annually on books, magazines videos and other items related to classic vehicles. 25,000 people are employed in 4,000 businesses producing services and products for classic enthusiasts, with gross turnover around £1.6 billion. Additional revenue is generated within tourism, publishing and special events.

Historic vehicles make up less that 2% of all licensed vehicles in the UK. The contribution made to the emission of greenhouse gases by ALL road transport is relatively minor (13% of all carbon dioxide, 1% of all methane). Classic vehicle owners are reluctant to scrap their vehicles, and make a substantial contribution towards recycling.

Events Roundup

JOHN PORTER

WELL, here we are doing the "graveyard shift" of the motoring year. The garage, usually the most inviting place to be (next to the garden shed, of course) has become a cold, dark place. Somewhere to be banished to - I wonder?

I find it intriguing that people talk of "winter restoration projects" because what can you do in the average non-centrally heated garage? Repainting anything is not going to last long because of the dampness in the air and if you are brave enough to try spraying then you can guarantee the dreaded bloom with cellulose paint and micro-blisters with all paints. (Bloom is when water vapour suspended in the coats of paint comes to the surface as a milky finish and micro-blisters are tiny bubbles of water that are absorbed by the primer when you rub down before top coating - both are BAD news). I'd say the best time to restore your car is the summer with dry air, heat and light courtesy of the maker.

But, I hear you cry, that is the rally season - life is not meant to be easy, is it? Why not do the purely mechanical jobs in the winter - the tools are cold, the cast metal is like a block of ice and gasket sealants are pre-set. Perhaps not! Have you seen the acidic condensation from welding done on a cold, damp classic. I say this from experience, having replaced the floor cross-member in my everyday car - a blue F*** 500.

It is interesting to compare an economy car launched in 1955 with the 103E launched in 1953 (although designed in 1937). Two very different approaches to no frills motoring! The 103E with it's bonderised sheet metal lasted in our climate whereas the little F-thing just got lighter! Of course the Italian car was a different generation - perhaps we should compare the 103E with the preceding Topolino of 1936-1955 but when you compare the technical bits - hydraulics, independent suspension, four speeds, 12 volts and electric wipers - perhaps not. What else has happened in the garage? Well "howzabout" (remember Jimmy Saville?) a windchime made from tuned lengths of aluminium tents poles hung with fishing line from a plywood circle and a brass crescent to catch the wind. The conservatory sounds like the Far-East now, although it does upset the cats feeding but who cares? Anyway, lest this becomes a "technical" essay, I shall move my Red Herring elsewhere.

News from the Second City - or so we are led to believe

YOU may be interested to know that the organiser of the successful Classic Car Show at the NEC in November is floating the idea of a huge autojumble at the NEC in the Spring of 1999. Sounds like a great idea - much warmer and lighter than Stonleigh (the National Restoration Show) in November! He hopes it will take off and rival Beaulieu saying that Birmingham is no more than two hours from any major mainland city.

I'll keep you posted. I have heard that the 3 day International Classic Car Show at the NEC over the Spring Bank Holiday in May is under the new ownership of the same organiser as the November show. This means it must get better with more support from the jumblers who were conspicuous by their absence in 1997. I would like to say a big thank you to all the members and members-to-be that visited the NEC club stand in November. It is nice to see people coming back every year despite the insults!

Diversionary Tactics

DON'T forget that Geoff Hammond will be organising some motoring diversions this coming season so pump up your tyres and turn your cap round!

This is for those of you that are tired of going to a showground and eating your lunch at 10 o'clock. The first is on the 14th of June in Rugby. This event is not damaging providing YOU can control your vehicle! Points will awarded for organising, marshalling and competing - and in the words of the game show - points mean prizes! Don't delay book with Geoff now or rue the day.

Wet Suits On

THE National Sidevalve Day at Chester Race Course on the 17th of May will be part of a weekend of events at the site: The Lord Mayor's Show on Saturday and the Vehicle Show on the Sunday.

The show ground is only a half mile from the centre of Chester, which is one of the most well known Roman towns in the country. There will entertainment on both days such as different types of stalls and large military displays (not Roman). Regalia will be on sale and the usual judging and awards during Sunday afternoon. Caravans can park on site and camping at various sites nearby.

Places to be in 98

(Refer also to the December issues of Sidevalve News). Don't forget, let me know of anything in your area and ASAP, please.

12-13 April Midlands Festival Of Transport

Weston Park, Weston-u-Lizard, Shropshire. Contact Transtar 0121 5023713.

12 April Hatherleigh Autojumble

Hatherleigh Cattle Market, Okehampton, Devon. Details from 01752 704488.

2-4 May International Classic Car Show

NEC, Birmingham. See above and contact Barry White.

3-4 May Yorkshire Festival of Transport

Nostell Priory, Wakefield, West Yorkshire. Details from Transtar on 0121 5023713.

3-4 May Stafford Classic Car Show

Shugborough Hall, Milford, Staffordshire. Details from Transtar 0121 5023713.

3-4 May Bedfordshire Classic Car Show

Shuttleworth, Old Warden Park, Biggleswade, Bedfordshire. Greenwood's Exhibitions on 01296 631181

10 May Sandwell Historic Vehicle Parade & Show

Sandwell Park, West Bromwich, West Midlands. Contact Transtar 0121 5023713.

17 May National Sidevalve Day

Chester Racecourse near Chester. Camping from Friday night (see above).

17May Chiltern Hills Vehicle Rally

Woodlands Farm, Weston Road, Aston Clinton, Aylesbury, Bucks. Contact R.H.Miller on 01296 631666

23-25 May Enfield Pageant of Motoring

Enfield, North London. Contact Mick Crouch before 28 March.

22-25 May Microlite Weekend

Long Marsden Airfield, Gloucestershire. Craig Toomey, Brigadoon, 1 The Bratches, Ashton Road, Chipping Camden, Glos GL5 6JS. Classic cars, microlites, a huge boot sale, beer tent, camping and pig roast!

23-24 May Tom Rolt Rally & Family Day

Tal-y-Llyn Railway, Tywyn, Wales.

24-25 May Hampshire Classic Car & Transport Show

Highclere Castle, Newbury, Berkshire. Contact Mick Crouch.

24-25 May Classic Car Spectacular & Autojumble

Tatton Park, Newbury, Berkshire. Details from 0161 8642906

24-25 May Penhurst Place Classic Car Show

Penhurst, Tonbridge, Kent. Greenwood's Exhibitions on 01296 631181.

24-25 May Peterborough Classic Car Show

Elton Hall, Elton, Peterborough, Cambridgeshire. Call Greenwood's Exhibitions on 01296 631181.

7 June Arbury Hall Transport Spectacular

Arbury Hall, Nuneaton, Warks. Contact Barry White.

Ctd overleaf...

7 June **London to Brighton Classic Car Run**

Syon Park or Crystal Palace, London. Details from Greenwood's Exhibitions on 01296 631181.

14 June **Ford Sidevalve Owners' Club Championship**

First Round at Rugby. Details in Geoff Hammond's column (I presume that he has a column?) (Yes, blow - Ed) and final details in April issue. Should be like an episode of Butterflies!

28 June **Wellington Country Park Classic Motor Show**

Risely, Reading, Berkshire. Greenwood's Exhibitions on 01296 631181.

28 June **Lowestoft Classic Vehicle Run**

The most easterly car run in Britain! Raising money for the Lydia Eva and Mincarlo Trust. Entry limited to 200 cars. Please send SAE to Classic Vehicles 1998, Community Services Dept, Waveney District Council Mariners Street, Lowestoft, Suffolk NR32 1JT.

11-12 July **Ardingly Vintage Vehicle Show**

Contact Mick Crouch. Closing Date 4 May. (The British Grand Prix, the World Cup Final and Ardingly all on the same day. What shall I do? - Ed)

19 July **Lowestoft Classic Vehicle Show**

Fritton Lake Countryworld. Details Lowestoft Classic vehicle Club, 1 Chiltern Crescent, Lowestoft, Suffolk NR32 3HQ.

CLUB NOTICES

Club Championships

GEOFF HAMMOND

Date: 14th June

Venue: Midlands around Rugby/ Nuneaton

Activity: Road run followed by a car park obstacle course

Cost: £2 entry fee to cover prizes.

THIS IS the first of hopefully many low key sporting events, will take the form of a road run around the leafy lanes of Warwickshire, with some interesting hills and an element of navigation.

Lunch will be followed by a car park test round those cones (Yes this time you can knock them over if you really want to).

The winner of the day will be decided upon by the combination of the road run and the cone gymnastics.

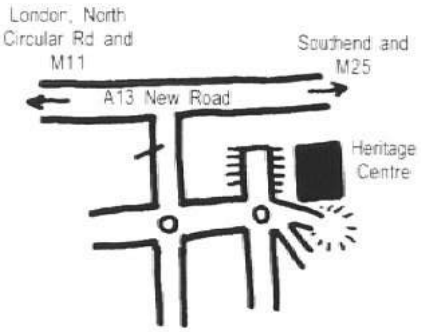
All types of Ford sidevalves are eligible, competing against each other. Further details will follow in the April magazine.

1998 AGM

SHIRLEY WOOD

THE AGM of the Ford Sidevalve Owners Club Limited will be held on Saturday, 25th April 1998, starting at 1.00 p.m.

The Committee is continuing its policy of asking local groups to host the AGM to ensure that members in different regions are given the opportunity to attend the AGM and put forward their views on the Club. Once again the North East London group have agreed to host the AGM on behalf of the Club and the Committee would like to thank Pam Lincoln and her local group for their efforts in organising this event. The meeting will be held in the Ford Heritage Centre, Dagenham, Essex, as shown. Regalia will be available for sale from 11.30 a.m.



At the AGM all the Club Officers and Committee members are re-elected and therefore if any member is interested in putting themselves forward as a Committee member or Officer this is their opportunity to do so.

To encourage members to attend the AGM the Committee have agreed that all members who attend will receive a number which will be entered into a draw. The winning number will receive a £15 FSOC voucher, so make the effort to attend and you may win a voucher. Those of you who attended last year's AGM will recall that a few members brought their sidevalves to the event and the Committee have decided that there will be a prize for the best vehicle brought to the AGM so those of you planning to come should try and come in your sidevalve. The Ford Heritage Centre is an interesting place to visit as there are a number of interesting vehicles within the Centre which members will be able to look at before and after the AGM.

I would urge the membership to attend the AGM as this is your opportunity to voice your view on the running of your Club. I look forward to seeing many of you at the AGM.

ANNUAL GENERAL MEETING 1998

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club Limited to be held at 1.00 pm on Saturday 25th April 1998 in the Ford Heritage Centre, Dagenham, Essex.

Membership cards will be checked at the door and members who are unable to produce their card may not be admitted.

Motions for discussion at the AGM must be sent to the General Secretary at least fourteen days before the date of the AGM for inclusion in the Agenda.

Nominations of candidates for election to the Ford Sidevalve Owners Club Limited Committee must be received by the General Secretary not less than fourteen days before the AGM, with an intimation in writing signed by each member nominated that he/ she is willing to stand. Nominations of candidates must be signed by the member proposing them. A candidate may nominate himself but shall require the signature of another member as his seconder. All nominations correctly received by the General Secretary shall be included on the Agenda.

AGENDA

1 Apologies for absence.

2 Minutes of the last Annual General Meeting of the Ford Sidevalve Owners Club.

3 Matters Arising.

4 To receive the report of the Directors and the audited accounts for the year ended 31st December 1997.

General Secretary

Treasurer - Present Accounts

Membership Secretary

Chairman

Spares

Regalia Officer

Sidevalve News Editor

5 To re-elect the Officers and Committee members of the Company.

6 To re-elect Messrs Newby Crouch, Chartered Accountants, of Westminster Bank Chambers, 11 Bridge Road, East Molesey, Surrey, KT8 9EU to act as auditors for the company.

7 To authorise the Officers and Committee to fix the remuneration of the auditors.

8 To transact any other ordinary business of the Company.

A member entitled to attend and vote at this meeting is entitled to appoint a proxy to attend and vote in their place. A proxy need not be a member of the Ford Sidevalve Owners Club Limited.

Shirley A. Wood, General Secretary
Dated 10th January 1998

RAC Associated Club Membership

THE FSOC is now offering Associated Club Membership to its members, which the RAC claims can save up to £44 on membership.

There are a number of useful options available, and fuller details should be published in the next edition of *Sidevalve News*. If you need more information in the meantime, contact Geoff Hammond at the address inside the front cover for more information.

100E Spares

JOHN PORTER

THIS announcement was advertisement was first published in the December issue of Sidevalve News and has, to date, brought no response.

I therefore have to tell you that **THERE WILL THEREFORE BE NO 100E SPARES SERVICE AFTER 31 MARCH 1998.**

As you all know, this club is run by a committee of volunteers all of whom have a responsibility, such as secretariat, treasury, model registers, technical advice and (even) events co-ordination. With the sad loss of Martin Howard just over a year ago, it is clear that these volunteers do need replacement from time to time for many reasons. Other committee members cannot "fill in" when there is a vacancy. The club is fortunate that Shirley and Steven Wood have stepped in (with help from other members) to keep the Upright Spares functioning. They do have full time jobs and Shirley is, of course, the General Secretary which is arguably the most time consuming job on the committee.

The point that I am rambling towards is that it is not possible for the 100E Spares to function when Tony and Eileen stand down at the end of March.

The 100E Spares service will most certainly not be amalgamated with the Upright Spares service and will cease to operate for club members.

After many years of excellent and, above all, reliable service to the club, Eileen and Tony Saunders are retiring from dealing with orders for 100E/107E Spares. The club is now in a position to have to appoint a replacement to continue one of the essential services that members rely on. As the club stores are in the Oxford area it would be convenient for the bulk of the larger 100E spares to be stored in those premises. Alternatively if not living that close, a stock of "fast moving" and usually smaller parts would be kept at the spares secretary's home.

The job entails dealing with written parts orders and telephone enquiries about parts needed for particular jobs. You do not need to be a technical wizard as we have Paul Reddell (100E technical advisor) and Jim Norman (107E special bits person)! A good working knowledge of what the bits look like and the ability to identify parts for an order from the ordered part number are very necessary. Part of the job also involves packing and despatching parcels and depositing money (not cash) at a local bank.

The position of 100E spares secretary also carries a seat on the club's committee (meeting every two months at Abingdon) and is at the centre of the business that concerns the Ford Sidevalve Owner's Club on a day-to-day and yearly basis. You might have read this last issue and turned the page. Your club really does need you.

Please get in touch with Tony Saunders, Shirley Wood or John Porter **NOW** for farther information.

From the General Secretary

SHIRLEY WOOD

IT IS that time of the year when I put pen to paper to ask for new recruits to the Committee. However, this year I have to report that since the last AGM we have welcomed a number of new members to the Committee and they have brought a wealth of new ideas to meetings.

If any member has a wish to help with the running of the Club and is keen to serve on the Committee then let me know as soon as possible and we can discuss what is involved with the various posts. As you will see, the Committee is specifically interested in a new 100E spares secretary as Tony Saunders is standing down from this position as of the 31 March this year. If you are interested in taking on this very important post within the Club then either contact Tony Saunders or myself.

The progress on the refurbishment of the Club stores continues and I have included a photograph which shows the road sign leading to the Club stores. I will bring the photographs showing the history of the refurbishment of the Club stores to the AGM so that interested members can see them. Finally can I urge all members to attend the AGM on the 25 April 1998. This is your Club so make the effort to attend and I look forward to meeting you all there.

FAQs of the Membership Secretary

MICK CROUCH

Q How do I get a receipt to show that I have paid my membership renewal?
A Easy just send in a sae with your renewal and I will do the rest.

Q What happens if I inadvertently pay twice?
A Don't worry the membership team is so efficient that we can tell immediately we tap into the data base - and we will send your cheque straight back to you. *(Incidentally this happens quite frequently so don't think that you are the only one)*

Q Why do you put the membership renewal form in both the October and December magazine as I find this confusing when I have already paid in October?
A This is done to give the membership an opportunity to pay early (October) which helps to spread the workload for myself and Jean and one more chance (December), for those who like to leave things to the last minute. *NB: If you have paid in October just ignore the December reminder, we don't really expect you to pay twice!!*

Q Can you tell me what the Car Codes mean?
A Each model is allocated a letter e.g. ABC etc., this is a quick way of identifying the models when entering data on the computer and for collating statistics. *(See table of model ownership statistics for 1997)*

Q Why doesn't the club have a fax, ansaphone, visa facilities?
A The Club is run by volunteers in their own home so consequently these facilities are not available, but perhaps some time in the future one or more of these amenities might be possible.

Q Why isn't there a Local Group in my area?
A Simple really, it's because no-one has bothered to form one. If you would like one in your area, just put a suggestion in the magazine asking anyone interested to meet one night in the local pub. Of course, if you get a good response this does mean that you will probably be lumbered with the job for life!

AND FINALLY I'VE GOT A QUESTION FOR YOU .....

Q Why don't you read your magazines properly - all the information you could possibly need regarding the club is in it from who does what, where you get spares and regalia from, to what's on where and when...

AND don't forget you are always welcome to join the committee. YOUR CLUB NEEDS YOU!

Model Ownership Statistics 1997

CODE	MODEL	UK	INT	EUR	TOTAL
A	MODEL Y 32-37	60	2	5	67
B	MODEL 7Y 37-39	36	1	1	38
C	ANGLIA E04A 39-48	19	3	7	29
D	ANGLIA E494A 48-53	110	5	20	135
E	5CWT Y VAN 32-37	2	0	0	2
F	5CWT 7Y VAN 37-40	2	0	0	2
G	5CWT E 04C VAN 40-48	7	0	1	8
H	5CWT E494C VAN 49-54	24	3	3	30
J	MODEL C 34-37	10	1	2	13
K	MODEL 7W 37-39	19	5	1	25
L	PREFECT E93A 39-48	27	6	11	44
M	PREFECT E493A 49-53	184	15	34	233
N	ANGLIA 10HP 49-53	0	1	0	1
O	TOURERS ALL TYPES	9	3	5	17
P	POPULAR 103E 53-59	384	4	18	406
Q	ANGLIA 100E 53-59	181	2	21	204
R	PREFECT 100E 53-59	141	5	9	155
S	POPULAR 100E 59-62	263	1	1	265
T	10CWT VAN 38-57	95	7	8	110
U	ESCORT/SQUIRE 55-61	28	2	2	32
V	300E VAN 55-61	49	0	4	53
W	PREFECT 107E 59-61	71	0	5	76
X	SPECIALS ALL YEARS	112	5	2	119
Y	MISCELLANEOUS	14	2	1	17
TOTAL		1847	73	161	2081

FEDERATION ISSUES

JIM NORMAN

THERE was a time when everyone's right to use their car on the public roads was unchallenged but this is unfortunately no longer the case.

Classic car owners have long formed owners' clubs to help protect their interests but these are too small to be effective in legislative issues. So the clubs themselves, including the FSOC, are members of an umbrella organisation entitled, *'The Federation of British Historic Vehicle Clubs'* (FBHVC) which, since the hobby is world wide, was until recently itself a member of *'Federation Internationale des Vehicules Anciens'* (FIVA), the international body representing the interests of classic car owners, although this arrangement has recently changed (see page 4 of this issue).

The Federation sends out a newsletter to all member clubs four times per year (plus 'newsflash' edition in times of crisis) but little from these bulletins has appeared in *Sidevalve News*. This is partly because the issues raised are almost entirely political or legislative and so make rather dull reading, but mostly because, due to lead times for both the newsletter and *SV News*, most items would be either out of date or well known by the time you read them. In view of the constantly changing situation, however, your Committee has decided that you should be kept informed on what the Federation is doing on your behalf.

This, then, is the first in a regular series of 'Federation Updates'. Amongst items currently under review are:

Subscriptions

All such organisations involve expenses and the Federation is not an exception. Apart from administration, it employs, very successfully a full time lobbyist to watch and counter and European directives which might be disadvantageous to our interests.

Another expensive area is research into alternative fuels/additives, co-ordinated by a 'Fuels Committee' (see below). Funding for the Federation has been rather ad hoc but in view of its current commitments, a more formal and regular subscription scheme is to be introduced from April. Each club will pay an amount per member, thus ensuring that the Federation's work can continue effectively. For now, this is not expected to affect your subscription rate to the FSOC but would obviously be a factor in any future revision.

Testing Requirement

The various European countries have their own requirements and standards for the testing of older vehicles and Britain's are amongst the more reasonable - our cars are not expected to meet standards which were not in force at the time they were built.

There has always been a possibility that a common, Europe-wide and harsher set of standards might be imposed, more in line with, say, German requirements.

The Federation has fought long and hard to prevent any such legislation being passed and had at last achieved success. It is now written into European law that it is for individual member states to set their own standards so, provided that successive governments continue to look sympathetically at the classic car movement, we in Britain at least should continue to enjoy freedom of the road.

Fuel Issues

While the Federation will continue to press for the retention of leaded fuel after 1999, I doubt if anyone believes that this will actually happen. Consequently, a Fuels Committee has been set up (see Dec 1997 *SV News*) to consider alternative fuel sources (leaded petrol will be available for racing and aircraft use, but probably at a prohibitive cost) or the viability f additives.

Although a number of these are currently available, so far none have impressed. The committee is to liaise with the industry and help establish workable criteria and testing methods of any such additives in the hope that a reliable lead substitute can be found.

SORN

Statutory Off Road Notification was thoroughly discussed in the last *SV News*.

It should not affect the classic car user any more than other motorists - since VED is not chargeable on over-25 year old cars, there is no point in not taxing a vehicle every year. It should be pointed out, though, that notification is required only if the vehicle is *taken* off the road. The restoration job that has been at the bottom of the garden for ten years does not require any action to be taken.

Drivers' Code

This was also looked at in the last issue.

The objective is not to alienate other road users by obstructing their progress; a time may come when we need public support and the measures suggested are only common sense. One item with regard to 'slow vehicles' - and all sidevalves would come into that category! - suggests that vehicles incapable to maintaining 40 mph should avoid the use of motorways. Personally, I would suggest that a higher minimum of, say 50 mph would be more realistic but, and speaking with some personal experience, I feel that motorways are not beneficial to a sidevalve's health and even 100Es should avoid using them if possible.

8 & 10hp Spares Update

SHIRLEY WOOD

MEMBERS are probably thinking that things have been very quiet on the 8 & 10hp spares front for the last few years with very little money being spent in this area. However, a number of new items appeared on the spares list for the 8 & 10hp models during 1997 and they are as follows:

- Track rod ends for E83W
- Retainer (rear axle shaft grease)
- Pin (drive shaft)
- Front wheel bearings
- Starter ring gear, clutch pilot bearing
- Export water pumps
- Carburettor gasket sets connector (starter valve assembly)
- Starter switch
- Brake light switch
- Pre Focus bulbs 45W
- 103E Rear Lamp Back Plate

As you can see from the list we have just remanufactured the back plate for the 103E rear lights and these are now in stock at £21 each or £42 for the pair. We are also doing a special price if members purchase a pair of complete 103E Rear Lamp Lens Units. The Club has Neil Patten to thank for organising the production of this item.

Those members that purchase their spares from the Spares Secretary will notice that all new items on the spares list are flagged to indicate they are new. I have to thank Tim Bubb for this idea as he pointed out to me that it was difficult to easily identify new parts on the list.

Can I remind members that we do have a vast stock of second hand spares and it is always worth dropping Stephen and myself a line to check what is available from the stores.

We have started the remanufacture of a number of items for the 8 & 10hp models but I will give you details of those when I have further details of costs and availability. So watch this space in future magazines.

The entrance to the club's new premises - Sidevalve Mews Stephen Wood

LETTERBOX

Laurie Menear, 10 Lindberg Way, Woodley, Reading RG5 4XE

Correction

OWING TO a slip of the finger (they never taught typing for boys when I was at school!) the letter from Christine Kathawick-Smith and David Smith in the last issue contained a wrong number for ClassicSure. The correct number is 01767 600767.

From the States

WE WERE privileged to receive this super picture from Dean Kirsten in California as a Christmas card. I know many members have been in touch with Dean over the years, and I hope he won't mind us sharing it with you.

The picture shows Dean, Kathy and Freddie (which I take to mean the name of the cat, not the car...but I could be mistaken)! - Ed

Search for a trimmer

MANY thanks for your continued help in selling my unwanted spares. Although my car was insured for £3,000 as I car I would value it at £1,500 although I had no intention of selling it, even when my E93A is completed. I managed to obtain £3,325 for it claiming £325 for personal damages, bruising, aches and pains, inconvenience.

My E93A is coming along quite well, £3,000 has been spent on it. It's a case now where things are added, the latest being a wooden floor and new door catch left hand door. It has been completely re-sprayed outside, inside, under engine bay. All brakes and suspension, king pins have been replaced. Engine and gearbox have come out of 103E. Engine originally came from the E93A, it was the first thing somebody did 25 years ago at restoring the E39A. The car travelled 600 miles and was then stored. Over 25 years it was vandalised. Will send some pictures when weather gets better.

I am looking for somebody who does interiors, roofs, for about £1,000, any ideas?

Michael Capps
7 York Gardens
Wisbech
Cambs. PE 13 2EE

East Anglia, Prefect and Popular

THE REASON for writing is in reply to Jim Eliot in December's mag.

East Anglia is full of Sidevalves, but not necessarily in our club - we've three in the Lowestoft Classic vehicle Club, and with regard to events there are so many it would be impossible to list them all.

Terry Bullard

Thanks for putting the record straight! Details of local activities have been passed to Jim Eliot, and the events section in this issue includes notification of one or two local events in that part of the country. - Ed.

Siva spotter

WATCHING BBC 2's Scare Stories on Thursday 20 11 97, what should appear in a 1970's street but a bright yellow Siva.

This must I thought be the car in the French Connection feature of October issue, so I noted the number and looked up the magazine. Not the same car, there must have been more than one!

The registration of the car on TV was 5 or 6-74 P or FPG (one of the 4). Does this car still exist?

Gary Bristow

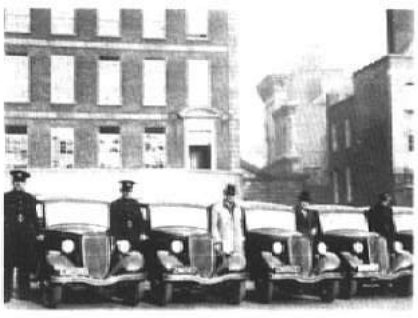
Poster fan

I HAVE recently joined the FSOC (membership number 9497) and enjoyed reading the December 1991 issue of Sidevalve news. I particularly enjoyed the section 'From the Archives' and pictures of the three Bennett's Motor Works advertisements.

I thought that (assuming there are no problems with copyright) each advertisement blown up to full poster size would make an interesting addition to FSOC regalia. I for one would love to have one of the adverts blown up to poster size in my pub.

J G Nish
12 Flame Tree Avenue
Masvingo
Zimbabwe
Africa

The originals were supplied to me by the Pre-War Registrar. What's the situation, Yvon? - Ed.



Irish Police Model Ys, submitted by Colm O'Neill.

West London Group?

JUST a line on an idea about starting up a West London Group.

As you know, the old group but broke up some time ago. I only visited the old group a couple of times as I've only been a member of the SV Club 5 years. I use a Steak pub called the Tally Ho, West End Road, Ruislip, next to the Polish War Memorial, which is just off the A40 Ruislip turn off. The pub is central to West London, it's got a large car park and plenty of seating in the saloon bar.

I had a conversation with the pub manager and he told me we would be more than welcome. It would be nice to see some old cars in the car park. One of his young staff has an Anglia 105E.

Now the only problem with me in running the group is that I work at Heathrow Airport for an airline. I work shifts early and lates. Some night I might not be able to make it through working lates, but we will cross the barriers when we come to it.

The meetings would be second Tuesday of the month. Please let me know if you're interested in getting together.

Tom Curtin
71 Westwod Close
Ruislip
Middlesex HA4 7RE

Irish Police Fords

IN THE December issue of Sidevalve News, Yvon published a photo of pre-war 7Y and 7W models used by the Fife constabulary, mentioning that the Model Y was used by the police because of its virtues of low cost, sturdiness and reliability.

Here in Ireland this was also the case, and I provide a photo of part of a fleet of new Model Ys going into service with the Irish Police or Garda force at headquarters in Dublin Castle in 1936.

Included is also a picture of a specially adapted Model Y, fitted with a loud hailer for use in crowd control at football matches, race meetings etc.

In later years, 'upright' Prefects and 100E Prefects were used, as well as the larger Fords. Indeed, today Ford still features prominently in Irish Police fleets.

Colm O'Neill

Photos courtesy Garda Museum, Phoenix Park, Dublin.

The loudhailer model. Wonder if it did the trick?

Ernie

HAVING re-read the previous 8 years' SV News and read about the antics of 'The Erics', well I thought you might like to hear about Project 'Ernie'.

Ernie is a 100E Popular, age and reg. as yet unknown, but Ernie is in excellent mechanical and bodily order having been stored in a barn for 12 years. I (member) and my friend Tom Fury-King (non-member but always supports local meets) having enjoyed navigating for Mike Jones in the incredible 'Gruyere', mine's got a new navigator of the female variety, so we decided to work together and pool our meagre resources, to compete in some classic and production car trials.

I will keep you informed of Ernie's progress.

Mike Turner

Sidevalve jottings

HERE are some photographs, which may be interesting for inclusion in the magazine.

The 107E minus its front wing, lays behind a garage in a small village near to where I live. The car belongs to the garage owner, and has lain there for some years. I made enquiries about the sun visor, as I want one for my own Anglia, but he does not want to sell it. His intention is to restore the car one day. It is complete including the missing wing, but is rotten in the usual places.

The second photograph, of the van, shows a vehicle, probably beyond restoration and as far as I am concerned, a tragic waste.

I first saw this van in 1979, local to my area, and made attempts to purchase it. It belonged to the son of the lady I spoke to, and was not for sale, so I left my phone number, just in case.

Earlier this year, I happened to pass by again, and could not believe that there it stood in the same place, nearly twenty years later. When first seen, it could have been driven away there and then, but as you can see, twenty years have taken their toll. The whole thing has sunk six inches into the ground, and the front struts have come up and through. The rear quarters are rotten through, the chassis looks OK from the rear, and all four doors look surprisingly good. There are some good period accessories including wind deflectors, and auxiliary lights set into the grill. There is also sign writing, underneath the top layer of paint. The house is no longer lived in, but I gained from a neighbour, that it is still owned by the same person, so once again I left my details, in the hope that contact can be made. For the records, the chassis number is, 100E 822117. The van is complete in every way, and if not restorable (and I am not saying I would not try) would render many useful spare parts.

The third photo (above) is of my own Anglia 1959 in Dover White. This has been a six year restoration. It is a local car and I am the third owner. I brought it from an old gentleman, who, because of his age, had given up driving. I ran it until the MOT had run out, and then intended to do some repairs, but like everything, the more I looked, the more I found. I ended up doing a nut and bolt job from the ground up. Everything was stripped, cleaned, repaired, painted, and replaced where necessary. The only thing that I did not do was the engine machining, as the engine was too far overbored, and was sleeved and taken back to standard. The big end bearings, had already been fitted with shells earlier in their life. The chassis was rotten in the normal places including jacking points, rear spring hangers, front strut housing, and the box sections in front of the rear wheels. New body panels included, inner and outer sill, rear wheel arches, rear lower quarters, inner and outers, and rear valance. Chassis sections were made up, apart from the rear hangers, which were purchased. Gear box and rear axle, only required cleaning and new oil, but a replacement clutch was required, and also the flywheel was skimmed, and prop shaft joints given a good greasing. Wheel bearings were cleaned and re-greased. All suspension rubbers were replaced, and new front inserts, top swivel bearings and rubber mountings, and rear shock absorbers were fitted. The doors were completely stripped down to replace weather strips, this included removing the quarter lights (big mistake, if its not broke, leave it alone!). I sprayed the car in my single width garage, working on the principle, of getting enough paint on, and then cutting back to a reasonable finish, this seems to have worked. The bumpers were re-chromed, and the rest of the bright work cleaned, although the mazak parts are pitted in places. New fuel and brake lines were fitted in copper, and shoes/cylinders replaced as a matter of course. The car also has a s/s exhaust. The interior being red/white had faded over the years, and has responded well to a covering of vinyl coat. New window rubbers were also fitted. The car is completely original including an under the body spare wheel carrier, although I am running it on radial tyres, and have fitted carpets. I am also on the look out for a steel sun visor. Initial run outs have been trouble free, although it is still 'running in'.

We have named the car 'Josephine', after Ford's blast furnace at Dagenham. I should like to thank Robin Thake, for his help and advice when ever I have had a problem.

The fourth photo is of a black Popular, that had lain in my local breakers yard for many years, right at the back of the yard, and half buried in a grass bank. I had several spares from it, whilst it was there, but part way through my Anglia restoration, I decided that I would buy the whole thing, and paid £50 (delivered) for it. I had exactly two days to strip it down, and dispose of the shell, before my wife threatened to leave. (The car went, and she stayed).

Whilst the body was completely rotten, every nut, bolt, clip, and everything that could be removed, was removed, including gearbox, axle, loom, and a full set of glass, the windscreen which was used later on my Anglia, as the original was too scratched, under the new MOT regulations.

Unfortunately, there was no chassis plate or reg. number to identify the vehicle, but I now have a good supply of spares for my own car.

Andy Westwood

DVLA on SORN

TALKING to people at the International Classic Car Show at Birmingham NEC, many of them were concerned about the forthcoming change in the law which will introduce statutory off-road notification (SORN). I would be grateful for the opportunity through your pages to reassure your readers.

Contrary to some of the rumours circulating at the NEC, SORN is **not** bad news for the classic vehicle owner. Off-road vehicles, in which I include restored, partially restored and boxes of bits, do not need to be notified. SORN declarations will only need to be made on vehicles where a licence is in force on or after 31 January 1998 if they are subsequently taken off the road unlicensed. I have outlined the main points below:

Anyone who lets a vehicle licence lapse or sends one in for a refund after 1 February 1998 will be required to make a SORN declaration. This can be done using the vehicle licence renewal reminder (form V11, or V85/1 for heavy goods vehicles) or refund application (form V14) - notes on the form will explain what to do.

SORN declarations will need to be made every twelve months if the vehicle is to be kept off the road. DVLA will send a reminder each year. When the vehicle is to be brought back on to the road, it can be licensed at the post office in the usual way.

Anyone who buys a vehicle, complete or in parts, on which a SORN declaration has been made by the previous keeper should make a SORN declaration on a few form (V890) which will be available from the DVLA Customer Enquiry Unit on 01792 772134 or from your nearest vehicle registration office.

There will be no charge for SORN declarations, or for bringing vehicles back on the road.

I hope your readers will see from this that SORN is not going to burden them, or any other honest enthusiasts; it is merely the latest development in the fight against vehicle tax dodgers who are responsible for evading some £172 million each year, and whose activities are currently subsidised by honest motorists.

Finally, a reminder of the facility we offer the classic vehicle owner to reclaim the original registration mark of a vehicle if sufficient documentary evidence linking the two can be provided. This procedure, known as the V765 Scheme, is run in association with the enthusiasts' clubs on our list who consider individual applications and, based on the evidence available, advise us on whether the mark should be reassigned. Since the scheme's inception in 1990, over 15,000 vehicles have been reunited with their original registration marks.

Further details can be obtained from DVLA's Customer Enquiry Unit (01792 772134) or from your local vehicle registration office.

Bob Oliver
Head of Driver and Vehicle Policy Group
DVLA

Look! No beard!

The Treasurer's Secret Diaries Continued

Major Fleet Changes...

TONY YOUNG

DELICATE negotiations have been taking place in the Young household concerning our diverse motoring menagerie. The arthritic BMW 528i with over 187,000 miles on the clock has now been changed for an early XJ40 Jaguar Sovereign which is a wonderful car, (and a Ford nowadays!), plus the Austin Mini Mayfair continues to excel on the "school run" and local everyday work.

However, after much discussion, it was also agreed that the Triumph Vitesse Convertible as well as the "blue thing" must go, both to be replaced with one family classic car and a new cooker (?).

You may be wondering what the "blue thing" was. Well it was my much loved 1957 100E Anglia that I had had for ten years. Not everyone in the house loved that car as I did and had given it the disparaging name of the "blue thing". Nevertheless, in the end, democracy ruled and the "blue thing" was no more. As regards the cooker and for those who always need to know technical details, it was a 1989 Flavel Sable 2, chassis number D.6883/A, and was finished in a fetching two tone paint scheme of brown and cream. Its replacement is a Stoves Newhomes 5SOGSI in white. Both have ovens, grills and rings and cook food etc. but who am I to argue over the need for a change?

My first move was to get general agreement that an older style of classic would be best and what about another upright Ford like the E493A that we had had many years ago and which is now owned by Stan Bilous, (WVX 51). The Dave Turner Ford book was carefully looked through and the final choice was the E93A Prefect, (not the E493A because of the design of the front wings which is not as nice as the older model in our opinion). The next stage was to find a suitable car.

As luck would have it, I had discovered that Tony Russell in Reigate had a 1947 E93A Prefect, (answering to the name of Emily), apart from his lovely and very rare 1937 7W Tourer which he has totally restored, plus a hand made special (see SV News, October 1996) which he has designed and built on a chassis from a derelict EO4C Anglia van! Tony has owned Emily since 1980 and was only the second owner. She had been dry stored since 1988 as Tony had been too busy with the restoration of the Tourer and construction of the sports car/special. Both these cars need to be seen to be believed, the Tourer is a treat to behold and the unique special, which is my favourite, is absolutely superb...I wonder whether he might sell it one day? If he does, I will be first in the queue.

Emily's Past Life

Emily was very much a cherished part of the Russell household and had even escorted, (chaperoned ?), Tony and Janet on their honeymoon in Holland. She has also featured in a Ford promotional video as well as a feature film in the 1980's. Emily was not up for sale as such but they both decided that they might be persuaded to sell as long as it went to a good home and as long as Tony could have a drive again once she was back on the road!

Tony wrote about his acquisition of Emily in the club magazine in June 1981. The basic details were that he had heard during the summer of 1980 of an "upright Ford" lying neglected in a shed in South London. He managed to acquire what was a very dirty and shabby E93A Prefect in August 1980 which needed to be brought home on a trailer. Further investigations were carried out and Tony discovered that the she had a fascinating history. The car was purchased new in 1947 as a 21st birthday present for a lady in South London by her father. He had had a number of extras fitted, namely Philco radio, heater, spotlights and

Nearly started! l to r: Tony Russell, Tony Young, Rick Hayden — Bruce Palmer

The proud new owner! — Bruce Palmer

leather upholstery. She was only used for local trips from 1947 to 1968 and garaged for all of that time. In 1968 the good lady became ill and Emily was driven into a large brick built shed and all but forgotten.

After getting the car home Tony had a good rummage through a large box of spares in the boot and unearthed the original log book and, sure enough, one lady owner since new! The stuff dreams are made of. Layers of dust and dirt were washed off and many generations of spiders were hoovered out of the interior and, a day of cleaning later, all was revealed. Emily was totally original, complete and structurally in almost perfect condition. The original black cellulose had been polished so many times over the years that the red primer showed through in a lot of places, so a respray was called for.

Tony next looked at the engine and found that there was a total lack of compression on any cylinders, so throwing caution to the wind, half a pint of Redex was introduced through the plug holes and a set of new plugs fitted the next day. He then cleaned the points, changed the oils, re-filled the radiator and poured two gallons of two star petrol into the tank. The battery, having been charged overnight ,was connected up. His moment of glory had arrived, a pull on the starter knob and...nothing! Just a dull clonk from the starter motor. Not surprisingly, the battery was totally dead. Tony then purchased a new Volkswagen (!?) battery and, half an hour later, had the engine spinning over. After a moment or two she began to fire on one cylinder, then two, then three and finally, on all four. His joy did not last long as both the top and bottom radiator hoses both spectacularly burst.

The above excitement was followed by the more mundane repairs like new king pins, track rod ends, hoses, tyres and the fitting of the then available special FSOC drag link. The next week Emily gained her first MOT for twelve years. Tony then resprayed her and had her chrome replated as well as carrying out work on the interior and general rustproofing.

And so back to the present day...

Love at First Sight

Tony and I arrived at the storage garage for me to meet Emily for the first time.

The door opened and Tony whipped back the dust sheets with gusto, (he is a natural salesman). I was hooked and had to have her. I just about managed to remember the basic rules of buying and stopped myself from doing an excited little dance round the car scattering £50 notes in the wind. Tony hooked up the fuel pump to a can of fresh petrol and started the car with a twelve volt battery which was immediately disconnected with the car running on fast idle. While he was doing this I was sitting inside the car inhaling the old car aroma and staring at the beautiful bakelite dash and ageing brown leather seats. (You will have gathered that I am a sad git and cannot help myself). Anyway, I loved her and she had to be mine! After some very good natured haggling, a deal was done which included my joining the Surrey Vintage Vehicle Society and it was agreed that as soon as I had arranged insurance, bought a new six volt battery and booked an MOT, I'd collect her and drive to the MOT station.

Emily — Tony Young

In fact two batteries were bought, one for Emily and the other for Rick Hayden's restoration project 1954 Anglia 103E, (NUF 575), which he had acquired from Tony Russell a couple of months before, (see photograph). No, Tony does not have a stock of Uprights for sale, he had only acquired the surplus 103E because it had a new(ish) engine which he wanted. Rick, my brother-in-law, had been looking for an old car to restore and I persuaded him of the delights of having an Upright. He is now working hard in his garage restoring the 103E and is a new member of the club. Don't tell Rick but getting him involved with old Fords was part of my master plan. He is very practical and helpful as well as having built himself a workshop/garage with a pit! I on the other hand only excel at washing and polishing cars and am best kept away from tools. By the way, if anyone knows any history on NUF 575 please contact Rick via myself. All we know about the car at the moment is that it was last on the road in 1981 and has had three owners since 1978 as per the V5 Registration Document. Rick is currently working at his usual frantic rate on the car and all his hard work is starting to show dividends. The interior is done, the body is more or less done apart from a respray and the engine is being rapidly worked on. However, some background history would be very nice, does anyone know anything about this car?

Back on the Road Again

Anyway, having arranged insurance and equipped with the new battery, the moment of collection had arrived. Armed with two cans of fresh petrol, Rick and I drove over to Tony Russell's house to meet Tony and Bruce Palmer who was visiting Tony at the time. We set off in force from Tony's house, with me cadging a lift with Bruce in his E493A which had just had a reconditioned engine fitted.

As soon as the battery was fitted, Tony removed the petrol filler cap and started vigorously blowing down it, (each to their own and he is obviously very fond of Emily). The petrol pipe had been disconnected from the pump and this enabled Tony's breathtaking blowing to push through the stale petrol in the pipe. Ideally we would have drained the tank of the small remains of petrol but we were concerned about the condition of the petrol drain plug because you can damage them, resulting in the tank having to come out for repair. The theory we used was that the fresh petrol added to the small amount of the stale petrol would get mixed together and probably be sufficient for her to run until all the stale petrol had been used up. (Don't forget that these cars ran on "supply" petrol during the war time and immediately afterwards and "two star" in the more recent past). Tony then reconnected the petrol pipe to the pump and she started without any problems. This was followed by a quick check on the brake adjustments which showed that all was well in that department. The lights and semaphores worked perfectly and the tyres were in serviceable condition.

We did a couple of test runs up and down the close where the garage was located. Apart from the need to keep the tickover high Emily went like a rocket with very little exhaust smoke and good braking and steering, no doubt due to the front and rear panhard rods that had been fitted. We gathered up our tools - not my tools for reasons already stated - and set off in convoy towards Redhill without any problems. They tell me that I was grinning like a Cheshire cat, or perhaps it was just wind.

Emily had been in good running order with MOT when she was laid up and we all hoped that she would pass the test again and perform without any major problems. Needless to say, she sailed through the MOT

Collection of NUF 575 — Rick Hayden

the very next day, without even any minor recommendations apart from: "you should give her a bit of use to clear the cobwebs out". Getting back behind the wheel of an Upright was pure bliss and the first family outing was the short run from Redhill to Dorking, which is a standard "new car" test run being not too far in case of a breakdown. Since then we have braved a run to Godstone and East Grinstead way as well as making a cameo appearance in the tunnel at Reigate on a Surrey Vintage Vehicle Society day.

The only work that has been done to Emily is a thorough grease up, shock absorber top up, oil and filter change, (a 1970/80's add-on filter conversion), new plugs, tune up and antifreeze added to the radiator. In addition I have bought a new fan belt "for stock" and another wheel and tyre from the club to replace the spare. Incidentally, the club's new stores is like an Aladdin's Cave and hopefully there will be open days in the future but if you go, take plenty of money because there will be so many things to tempt you. Anyway, ideally in the future something needs to be done to Emily's front seat squabs and the headlining is tatty at the back. The rear window blind is fully operational although it has a tear in it. Also the rear wings where they are attached to the body could do with an overhaul plus a few other body bits and pieces perhaps might be improved. The car is structurally very sound and looks great considering she is 50 years old. She is regularly used on decent days at the moment and I can be seen running around Redhill and area but I am really looking forward to next summer.

Oddments

BRYAN BAKER

APPARENTLY a Ford Popular, driven by a Dr Thomas Creighton, was the recipient of the first ever British issued parking ticket. It was issued on 19 September 1960, one of 344 issued that day.

Because the car belonged to a doctor on call to a patient in a London West End hotel, the £2 fine was dropped. The warden's name? Frank Shaw.

(Source: The A-Z of the 1960s by Ann and Ian Morrison, published by Breedon Books in 1989).

THIS 7W was the first sold by Doe Motors, the Ford main dealer in Maldon, Essex. The original print was loaned to me by Mrs Olga Farnham, then Miss Brown, pictured at the front of the car. She worked at Doe Motors from 1937 to 1942, and again from 1952 to 1962.

7W, registration number FVW 236, was sold to a Maldon timber merchant, Mr Norman Sadd.

Mrs Farnham, now a very sprightly 76, remembers driving a 7Y towards Ipswich from Colchester when the rear axle broke going up a 'steepish' hill.

Doe Motors, by the way, must have been reasonably happy with the sidevalves they sold, for they are still thriving, selling Henry's current range today, 60 years on.

SIDEVALVE REFLECTIONS

JON BARBER

MANY Club members perhaps don't realise for how long the Club has been going for, and with that what has happened in the past, so let's flashback a few years or so, to1981.

FEBRUARY

Jim Norman took over the reins as 100E/107E technical advisor from John Carlton who had until then catered for most sidevalves.

Jim as many will know stepped aside only recently from this position. A short paragraph this month mentions the fitting of Morris Marina front discs and callipers to 100E's, I once heard of this being done but is there anyone about that has done it?

APRIL

This month an article was published mentioning the use of a sidevalve upright Popular or Anglia being used in an advertising campaign for Halfords, the car is pictured covered in beheaded grease monkeys wearing stained overalls, who car was it, and is it still about?

Mel Smith, author of the 100E Super Profile set up the 100E register this month, and it soon became a great success.

MAY

This was the month of the Northern Sidevalve Day which was held at Peice Hall in Halifax, did anyone really bring a drip tray for their cars?

JUNE

As early as June 1981 when the 100E register was still young concerns were made even then about the possibility of reproducing top suspension mounts, but members were advised to obtain the bearings from local Ford dealers!

AUGUST

After much planning between the FSOC and Dutch members a visit to Holland took place comprising a number of sidevalves taking part in a Dutch car show and procession.

Plans were also taking place for events the following summer for the 50th anniversary of the Model Y.

In August the Prefect 107E register was formed by Dave Simpson, and although not nearly as successful as the 100E register it soon managed to attract quite a few interested members.

OCTOBER

In the early days, the Club provided Parts open days at its then scattered parts stores. This month in 1981 there was such an open day at the Northern Parts store in Leeds. Later when members took over from others this sort of event was moved to Abingdon, but lack of interest finally meant that the service ceased.

At Dagenham this month in 1981 the Club along with other Ford Clubs celebrated the 50th anniversary of the Ford Motor Company with a car show.

DECEMBER

By the end of the year Jim Norman was already advising members to use a large hammer, this time instructing them on how to fit the newly produced top suspension mounts when they become available after first trials with a few Guinea Pig sidevalves.

Ford Scholarship Scheme

BRYAN BAKER

Mention training and Ford in the 'Sidevalve Era' and most would think of the Ford Trade School. But there was another facility, run in parallel with the Trade School, namely the Scholarship Scheme. This training programme ran from 1936 to 1955 when the two were integrated into the still existing facility based near to the Heritage Centre at Dagenham.

The aims of the two were, in very broad terms, for the Trade School to produce craftsmen and for the Scholarship Scheme to produce draftsmen. Although there was a limited amount of co-operation the two programmes were run quite separately in different facilities.

The following notes will give you an idea of what went on in the lesser known Ford Scholarship Scheme. I grew up in a 'Ford Family', both my father and uncle emigrating from Trafford Park to Essex with Ford in the 30's it wasn't too surprising that my ambition was to work with cars and with Ford in particular. Accordingly, towards the end of my school I sat, and failed, the Ford Scholarship. The Ford interviewer was quite pleasant about it, explaining that as only 18 students were accepted per year failure to get in was no disgrace and that I should try again the following year. Which I did and was accepted.

So in September 1953 I showed up at the South East Essex Technical College in which Ford had their own designated area especially for the Scheme. This was a fully set up Ford Location operation with punch time cars, ID badges etc. The course as to run for 3 years.

Year one was heavily biased towards the theoretical with instruction in basic automotive engineering with one day per week in the SEETC premises to follow an ONC course in Mechanical Engineering. We were taught both the theory and the practice, stripping and reassembling engines, gearboxes and rear axles with emphasis on going 'by the book'. Most of what we were taught was Sidevalve orientated as you can imagine. The Consul and Zephyr was pretty advanced stuff and we new boys didn't get to see much of that.

Year two started to get more practical and one day a week was spent in the Scheme's garage. The system was that Ford employees could get their cars (only Ford cars, mind) serviced or repaired in the Scheme's garage, paying only for the parts used. This was not as risky as you might imagine since the work was heavily supervised and every completed car was inspected prior to release. The shortfall for the student was that 75%, or so, of the work involved 1,000 or 5,000 mile servicing and so not interesting enough. The real risk involved the transportation from Dagenham Plant to our garage!

The Scheme arranged for those who could not drive to learn to drive, in fact they had an instructor and car for this purpose. I could already drive, in fact I had bought my 'Y' for £55 already in the third year. It was GV 3162, long gone by now, no doubt. Anyway, a highlight of the day was to go down to The Ford Sports Club to collect or deliver 'customer' cars. As you can imagine these were not sedate deliveries but I don't remember any of the sheet metal getting bent. Engines were revved to their limits - I remember that early 100Es could be got to 50 mph in second! Very occasionally one might get to pick up a mark one Zephyr, that was something else!

In the 3rd year six months was spent at the Dagenham Plant trawling around the various department. The engine line, I spent one day putting piston rings on 100E pistons by hand. Another day on the gearbox line. A day installing part of the wiring loom on the final line. The foundry's pattern shop, the parts department all were covered. Some areas took an interest in what you were doing and others didn't. I remember in the Power House the thing to do was to go up on the roof and while away the day - very pleasant in the summer. I spent a week on the re-con engine balcony, that was an eye opener and very dirty too. Somewhere else, less dirty, was the Briggs Motor Body plant.

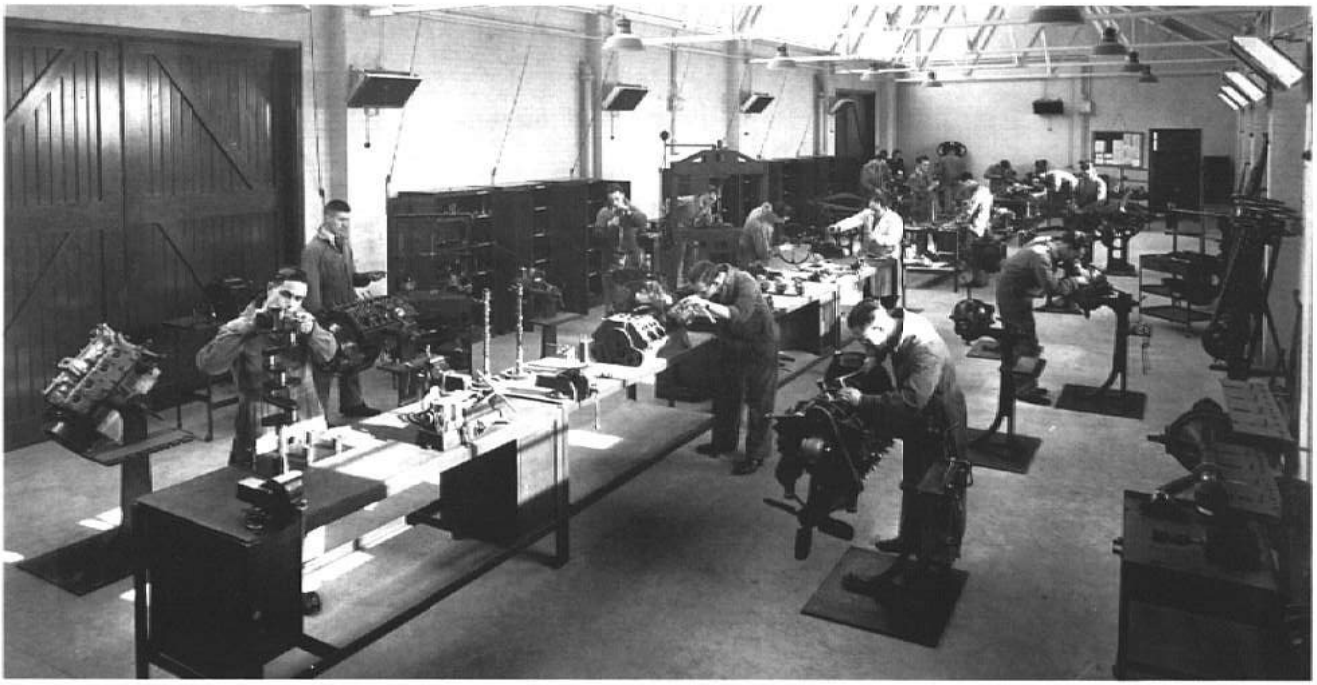
At that time Ford's bodies were pressed by the Briggs Motor Body plant, now taken over by Ford. One of the more interesting aspects of that was the time spent in the repair shop. As you might imagine, there were quite a few incidents caused by the car jockeys, who seemed almost incapable to driving without wheel spin. It was fascinating to watch them in action, but from time to time, there were minor collisions. These were sorted out and then? I wonder if they could sell today what they sold then.

The remaining six months was spent in the garage, now on the more involving repairs. I remember quite a few engine overhauls, including some re-bores and sleeving one or two. Only one axle repair, only a couple of gearboxes. Now that I think about it almost no electrical repairs and very definitely no 12 volt conversions!

During this time we were still plugging along trying to get our ONCs. If all went well you got your day release but if you failed, and I did, then it was 3 evenings a week to do no top. After ONC it was HNC of course but, by this time I had left the FSC and had started working at Ford Tractor Field Test, no we didn't test fields, we tested tractors in the fields!

I hope the Editor (Sir!) might find room for a couple of the photos I have recently acquired. They date from the thirties but, apart from the cars, are recognisable as being from the time I was there.

The pictures are marvellous, but I'm going to run them over a few issues. To do them justice they should appear large – Ed.



Ford Motor Co

Pre-War Register

YVON PRECIEUX

To ALL members "Greetings" for the New Year. On reflection of matters past I have noticed that although new vehicles to this register are still being identified, quite a number of these do tend to be second or possibly third vehicles for those of you who have found restoring Small Fords to be thoroughly worthwhile.

Since the advent of the Ford Sidevalve Owners' Club and a Pre-War column proper it is more than likely that restoration articles are now coming up to well past their sell by date and not so readable as they once were some 10 to 15 years ago when parts and articles were the first to be viewed in the magazine. Maybe I'm right, maybe I'm wrong but there is no harm at this stage in reviewing the situation before matters come to a head, as by doing so now this may provide a better feedback to develop the Register pages in a more forward direction.

Restoration articles are still most welcome so don't let me preclude you from putting one through, but maybe including some of the problems or amusing incidents would liven up any article. To jar a response in what you the members may feel you now require from your Registrar to fill these pages to ensure that the Pre-War Register copy still remains a more interesting page to read for now and for the future, I would ask the following questions:

Do you require more articles on members' vehicles and would you as a member be willing to provide one during the year?

What type of article would you like the Pre-War register to provide for? Would you prefer more technical data re engines, mechanics, trim etc. or a more light-hearted approach with detail of what owners' of pre-war Fords got up to in their cars, i.e. rallies, concours etc.? Again would you the members oblige on your varying experiences with your old Ford, be it at rallies or otherwise, for example I can recollect a fellow member who having rebuilt his 7Y for the Brighton Run, failed to tighten up the gearbox on its first rally. (I still have the photos somewhere). On another occasion due to lousy petrol three of us conked out on Westerham Hill much to the consternation of modern motors. So surely some of you must have similar tales to tell? Would you like to see more archival material like advertising posters etc. or just more photos of vehicles pre-war?

Do you require me to update you on the number of surviving vehicles of the type you are interested in, i.e. 7W, E93A for example. Would you prefer this to be a regular feature and would you be able to oblige with details of your vehicle to ensure that the records are up to date?

These are some of the questions I am asking and a positive response would be appreciated together with any further questions you the membership may wish to ask. If members would like to make comment about any other matter which they feel merits my response then again I would be grateful for them.

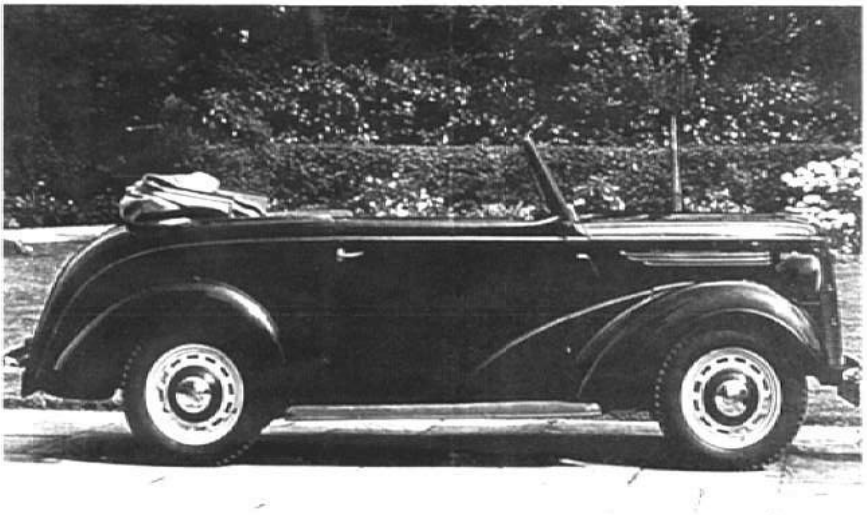
Body Builders

IN NOVEMBER last year I was contacted by Andy Main who in turn had received a request from a Bill Munro for further detail on two photographs of two pre-war small Fords which had cropped up in the archives of Carbodies.

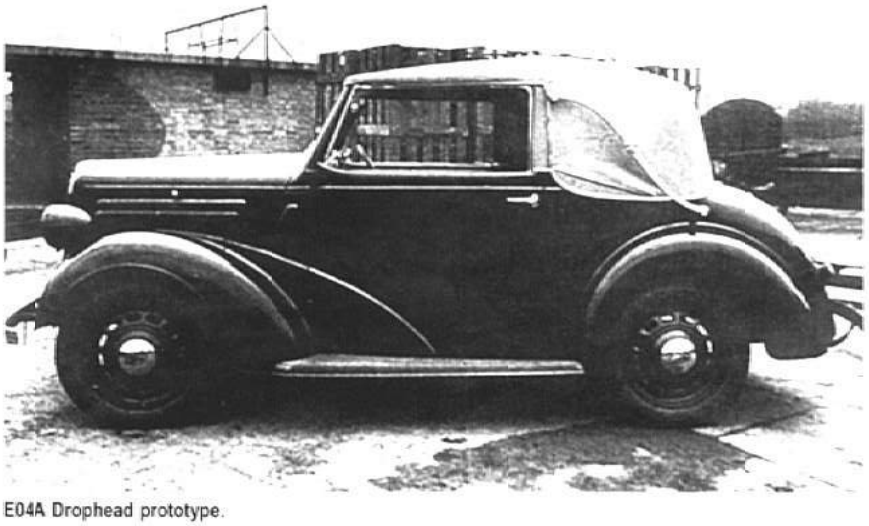
In due course Bill phoned to inform me that he was writing a book on the vehicle body builders 'Carbodies' and was intrigued by these two photographs of early Fords in their archives, as no work on Fords was ever assumed by this company. From the description and from the earlier conversation with Andy Main, we concluded that the E93A and the E04A accordingly depicted were the E93A and one of two prototype E04A drop head coupe models, the former being manufactured in relative numbers with the latter only surviving in its initial form with no subsequent remanufacture due to the advent of the Second World War. (The other partially completed prototype being eventually dismantled and assumed disposed of).

The photocopies received and illustrated below confirm that without doubt both the E93A and the prototype E04A drop head coupe are indeed the models identified in the archives of Carbodies. Hence the possibility that the task of applying a metal body from the design and specification for both these models was carried out by this same body building company rather than Briggs. It is common knowledge that Briggs did have initial teething problems with the compound curves on the body of the Model C in 1934 but it is understood that with the advent of the 7W and 7Y in 1937 the metal moulding process had been resolved. Hence the feasibility of manufacture of one if not both of these models being placed with Carbodies rather than Briggs raises an intriguing question of were Carbodies involved in the manufacture of the drop head coupe E93A which did go into production?

I am certainly aware of unrestored examples in this country and a restored model owned by Willy Hagler in Switzerland.



E93A Drophead: See 'Body Builders'.



E04A Drophead prototype.

The one completed E04A prototype, built specifically for the 1939 Motor Show has survived in its entirety which in consideration of its more modern design capabilities is quite remarkable considering it pre-war ancestry. Its unusual mechanical specification consisted of a non Ford set-up of two longitudinal semi-elliptic springs, a central idler coupled to two additional idlers and four track rod ends. Bodywork spec included opening windscreen, chrome window surrounds and polished wood capping strips for the doors. With the intervention of the war it was stored until 1947 when it was purchased by one of the Directors of the ford Motor Company and registered MPU 499. In 1957 it was sold to a Dealer who transferred his registration RP 135 to the car and this is number it still holds today. The specification of the drop head coupe E04A was to a much higher standard to anything manufactured then and after and deems further investigation in the light of Ford photos found in Carbodies archives.

Briggs Bodies and the Model C

BRIGGS Bodies Ltd, the UK offshoot of the Briggs Manufacturing Company of Detroit, supplies the pre-war vehicle bodies to the Ford Motor Company at Dagenham from their factory across the road.

Each Vehicle body carried a ID Plate, a small brass plate, roughly two inches long by half an inch wide, which was riveted onto the body. Apart from the early Model Ys (placed on the chassis crossmember) the number on the left of the oblique, slash as some may call it, is the model number that to the right is the number of that model straight off the production line. When a body shape or style was changed so was the model number.

New Zealand Roadshow

GLANCING through the "News & Views", the in house magazine for the Foreign and Commonwealth Office, a photo of a number of old cars drew me to an article giving detail of an all British Car Rally which had been organised by Pat Alston, wife of 'Our Man' in New Zealand.

What was presumed to be of a restricted interest in matters of 'Old Transport' turned out not surprisingly to be quite the contrary with over 400 applicants swamping the High Commission. Scheduled as one of 350 separate events to highlight Britain's historic and continually evolving relationship with New Zealand, the event was set on a higher plane with an events organiser being urgently sought to deal with the need for sponsorship and a viable rally route.

To sum up, 450 vehicles and 1,000 people attended the event which commenced at Auckland on the North Island finishing at Christchurch on the South while encompassing New Zealand's best known wine-growing regions. I do know that some members of the Ford 8 & 10 Club of NZ and the FSOC did take part, whether you finished after going through wine drinkers paradise is another matter but as with Registrars further detail on this event with photos would be appreciated for the next magazine issue.

Body Talk

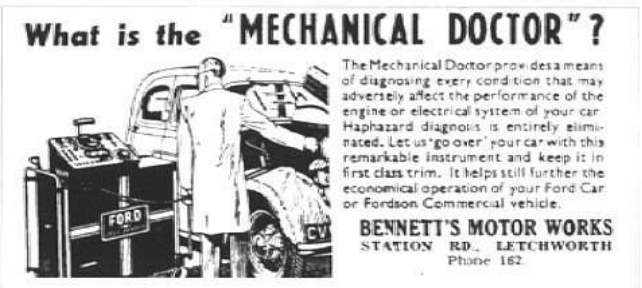
OVER the years I have with the assistance of members within the FSOC and individuals outside the FSOC been able to provide photos, line drawings and illustrations of some of the more unusual small Fords. Some with obviously home grown simplistic and unflattering bodywork have survived pre-war small Fords.

Purists I dare say may frown upon a consistent number of these still being around or the very fact of their association with anything pre-war. Others like myself are only too pleased to see as many of these unusual and sometimes remarkably bodied vehicles whether in the flesh or simply as a mere illustrations of a bygone age, as it permits me to chatter and eventually fill these pages.

The introduction of the 10 Year Test certainly deleted a trusty number of home made bodied vehicles besides enormous tally of rust ravaged and mechanically dangerous motors previously allowed to roam the byways of Britain. Some of the better constructed but home grown cars to the admiration of our Specials Registrar and myself have additionally survived in specialist form albeit somewhat further modified from the norm with speed equipment which again comes from a bygone age.

BELOW: From the archives. Top right undated. Bottom right: The Citizen, 29 January 1937. Left: The Pictorial, 4 May 1937.

The advertising copy on the Coronation ad is a delight to read!



Anglia, Prefect and Popular Register

ANDY MAIN

The following is held over from last September, with apologies to Andy and all other upright-lovers (c/o our friends at the GPO)! - Ed.

ATTENDING the Ardingly Vintage Vehicle Rally for the first time since the early 1970s, it was interesting to view the classic cars on display, which on that first visit were parked in the public car park!

Also on display was YML 444 which stared in The Road Show. It is still owned by its last known owner (article see last edition).

Mick Crouch arranged a good display of vehicles and featured a future 'bionic' member, a person of steel, fine until rust sets in, or gets struck by lightening - then back to the workshop for restoration!

My crystal split valve guide informs me that the County of Surrey is the place for Prefect news. Firstly a well known E93A from the rally scene for the 1980's has changed garages between two well known members.

Secondly a badly bent rod appeared on the outside on an E493A, which resulted in an engine rebuild. If anyone saw the photographs of the Durham incident involving the steam locomotive Blue Peter and her bent rods, then this must be the sidevalve equivalent.

Life Changes at 40

For John Hone from Atherstone in the West Midlands, his 40th birthday was celebrated with the arrival of an E493A Prefect, a birthday gift from his wife.

First registered on 1 July 1953, and recently purchased from Tamworth, Staffordshire, no other history is known.

Commercial Classic Fleet

Roy Hill from Dundry, North Somerset owns a commercial classic fleet. The fleet includes a 1951 Bedford O Type Tipper, 1968, 1069, 1972 Bedford J Type Tippers and a 1957 103E Popular Pick-up.

First registered on 8 May 1957 in Wiltshire, the first two owners lived in Swindon. In September 1962 the third owner, the Aldbourne Engineering Co. Ltd, who were/are agricultural and motor engineers in Aldbourne, Wiltshire, acquired the Popular. During 1967 it was converted into its present condition as a pick-up, as the taxation class was changed in January 1968 from private to goods.

Roy found the pick-up in a very dilapidated condition in a shed in the Mendips in late 1993. Roy has since undertaken a total restoration, including the original engine being rebuilt.

Now in daily use as Roy's 'company car', it is used to attend site meetings, appointments with customers and to other daily tasks. It is also the classic fleet repair vehicle to attend any breakdowns to the lorries with tools and spares.

A sidevalve that is still working very hard for its owner, and not as expected when it rolled off the Doncaster assembly line.

Know Your Regalia Part 5 - The Final Instalment

Ceramic cream model of 103E Popular

A scale model which is slightly longer than the 1/43rd Corgi model, and looks very good on display with them too. Illustrated in the February 1997 edition page 31.

Enamel Lapel Badges

FSOC or 103E Popular designs.

103E Popular cut-out lapel badge

Available in black or blue. Illustrated in the June 1997 edition page 31.

Enamel Lapel Badges

FSOC logo, round or square; Popular Register featuring an E494A Anglia, looks good on a 103E Popular too!

Prefect Register featuring an E493A Prefect, illustrated in the October 1996 edition page 15.

Sweat and Polo Shirts

With FSOC embroidered in script, available in various colours and sizes.

Tee Shirts

Available with choice of model or as a script badge design in various colours and sizes. Embroidered and model shirts as modelled in April 1997 edition page 31.

Other Regalia:

New design mug. The second in the sidevalve range. Blue with white club logo, script and four model outlines, E83W, 100E, 103E and model Y. Dispatched in polystyrene filled box.

Tea Towel

30" x 18 ¾" all model design as illustrated in the August edition page 31. Too good to use, except for drying up your FSOC mug, so buy two.

Leather Key fobs

Ford/Popular/Anglia/Prefect as illustrated in the October 1996 edition page 15. The Ford and Popular key fobs would not look out of place on your modern Ford or Fiesta Popular.

Tie

A Club tie featuring the FSOC logo as illustrated in the June edition page 31.

Xmas Cards

A pack of five different comic Christmas cards featuring a selection of models.

Licence Disc Holder

Required to hold your exempt tax disc if the original garage supplied one has not survived. White with Club logo displayed, since 3 ¼" diameter.

Pop Coaster

Depicting the 103E Popular, available in blue, green, red and cream. Ideal to stand your FSOC mug on size 5" x 3 ½".

Dusters

Yellow with eight models parading around the border, Club logo in the centre - 20 ¼" x 15 ½". Again suggest you buy two.

Gift Vouchers

Well, after five instalments of Know Your Regalia, and you still don't know what to purchase, then the £5 gift voucher can be used for regalia, spares or towards 1998's membership. An ideal gift perhaps?

Specials Register

MALCOM McKAY

FIRSTLY, apologies for the long absence of this column; the cause has been eight months of misery trying to move house which has occupied every spare moment. All being well, by the time you read this we will have made our move, so make a note of the new address: 75 Woodmansterne Road, Carshalton Beeches, Surrey SM5 4JW. Our telephone number is 0181 643 4321.

Golden Years

Last year saw a raised profile for Specials which will continue into 1998, as the whole Specials movement enjoy its 50th anniversary.

Post-war shortages of cars and materials, combined with the triumphant national spirit and confidence that only success in war can bring, encouraged widespread construction of cars from pre-war remains. The spirit of enterprise grew out of the war too – for years everyone had been having to make do and mend, to repair things that now we would just throw away. Everyone was keen to modify, too – through the war engineers had been working literally for their lives to invent new and better engines, suspension etc. for military use. Austere the post-war years may have been, but against the ghastly background of war and the blitz, it must have felt terrific.

Buckler was one of the first to set up in business to support the Special builder, and the Buckler Register celebrated that marque's 50th last year with great panache - my grateful thanks to Rob Daniels for reporting on it in the last magazine. Rochdale Motor Panels set up in 1948, and was soon making bodies for Austin Sevens once the 750 Motor Club had announced 750 Formula racing in 1949, to commence in 1950. The 1172 Formula would follow in 1952, but trials driving was what really kicked off the movement, with the likes of Arthur Mallock, who went on to build and race the superb Mallock U2 in the 1172 Formula, winning trials in his Austin Seven Special as early as 1946.

Let's see as many Specials out as possible this year to celebrate 50+ years of enterprise!

DELLOW BEGINNER

A warm welcome to a new member Neville Bland, who has acquired a very significant Dellow, which reminds me of another imminent 50th anniversary – I think the first Dellow may have been completed in 1949, but can anyone confirm of deny this?

The first few trials cars built by Ken Delingpole and Ron Lowe used Austin 7 chassis from the late Thirties with Ford 10hp engines; these included CAB 282 (first registered 1938), DOG 97 (first registered 1937) and Neville's car CAC 309, first registered on 24 March 1938. Delingpole and Lowe clearly selected the last, and strongest, Austin Seven chassis for their specials before they discovered the legendary stock of rocket tubes from which their production chassis would be made.

Neville's car appeared at a Beaulieu event around 1991, when it was sold to a gentleman in Dorset who restored it and rented it out for intrepid holidaymakers to tour the West Country. I can't help suspecting demand was limited – except on trials weekends ...

It's good to see the car looking healthy, though, and clocking up miles in the hands of an enthusiastic new owner.

PASTURES NEW

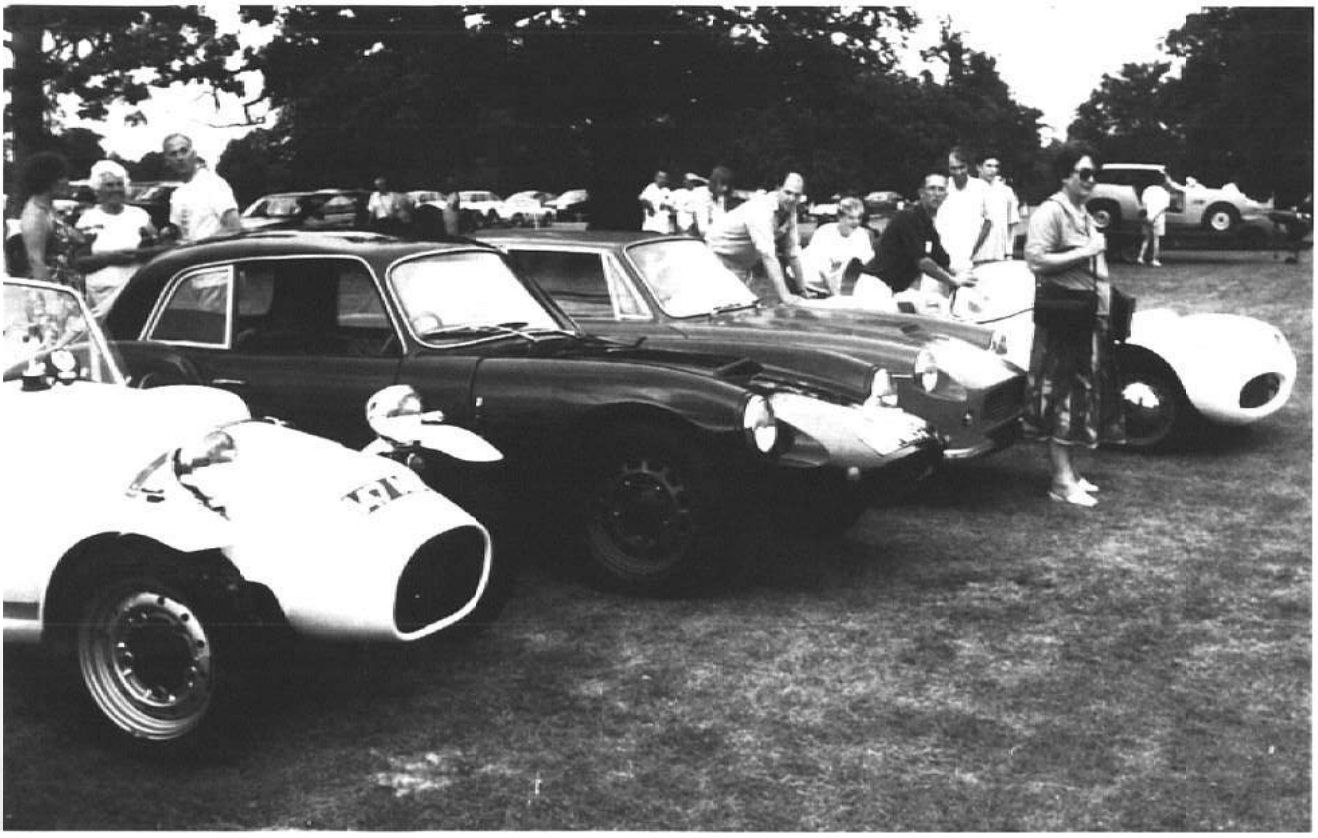
My three early Rochdales have now passed to new owner Mark Evens, who has put them in the care of Derek McGrath. When we last spoke, Derek was in the throes of rebuilding three 100E engines at one, not least the Willment IOE.-converted unit from my Rochdale – chassis G.T.

The Willment unit, which I bought years ago from an engineering school technician who assured me he'd rebuilt it, turned out to have brand new pistons...in completely worn out bores. Whey **do** people do such things?

Malcolm's Rochdale ST and GT on their way to a new home. The 7.5 ton truck behind contains the contents of Malcolm's london Garage, including Berkeley three-wheeler!

Neville Bland's rare early Dellow. Neville Bland

Neville's Dellow snapped at Beaulieu a few years ago. Malcolm McKay



Prizewinners at Specials Day: Super Two, Ashley 1172 Coupe, Falcon bermuda, Falcon Mark 2.

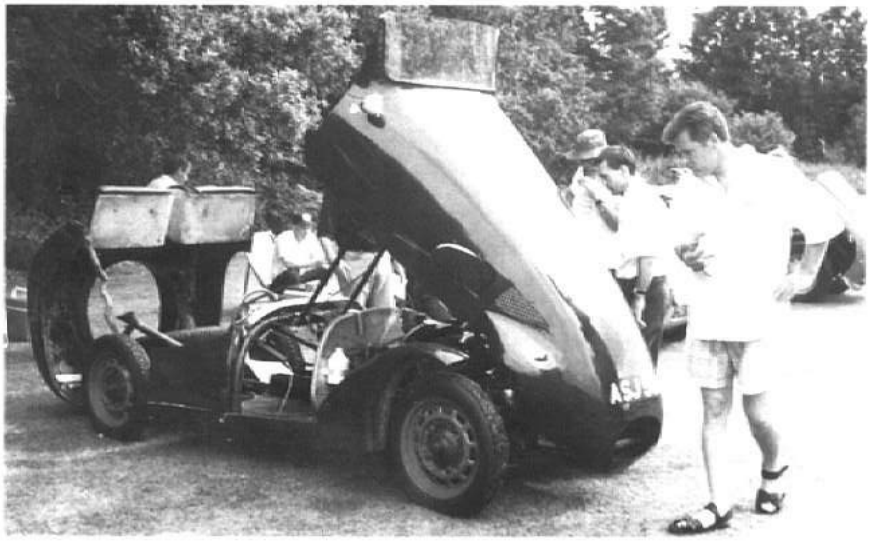
Specials Day

I'm also very grateful to Rob for his report on Specials Day in October issue, which as ever was a great occasion. I can't resist using a few more photos – not least one of Rob himself with keen young helpers!

Left: Rob, Joe, Hayley and Laura Daniels with Rob's smart Mark 2 Falcon.

Below left: The remarkable Delaney Delta, showing how even the seats hinge up with the rear bodywork.

Below: The Delaney's tailpiece – the spare wheel stays put, but the fuel fillers and the seats lift up!



E83W Register

GLEN BUBB

A BELATED happy new year to all members and especially E83W owners, I know it was nearly 2 months ago but up here in Shropshire it takes a while for us to get around to these things.

Although I have now sorted the register forms into chassis number Aorder I have not managed to commence entering them on to the computer as I had hoped to have done by now. Since writing my last report I have become engaged to Caroline and started to arrange my wedding for 25 April this year, I know it is the AGM and is probably the only event that did not get included in the equation to try and avoid clashing with some important event or other, this has taken up much of my time. Needless to say it will be a sidevalve wedding with both the E93A and E493A performing as wedding cars.

With all that has been happening it is probably fortunate that I have had only one enquiry about the register and no applications for retention of registration numbers. Are the number of new E83W on the scene drying up I wonder? The last E83W was produced 40 years ago so the supply of new restoration projects must begin to dry up.

A visitor to Malta, one of the countries where E83W could be seen regularly in daily use until recently, in November did not see any in use and only one lying derelict at the side of the road. In April last year I saw five during my weeks stay.

I have been trying to find the newest and oldest E83Ws on the register but unfortunately due to the number of forms which do not include a chassis number this has not been possible yet.

This issue I have included three historic photographs and one showing the current state of our pick up **FJG 965** which was new to East Kent Road Car Company in 1951 and based at Herne Bay Garage for all its working life. It is said that FJG was used for continental trips by staff from Canterbury Works if problems were encountered abroad. East Kent was one of the pioneers of Continental Coach Tours. FJG was purchased in Canterbury a number of years ago completely stripped and is undergoing a full if slow restoration.

JXN 478 and **JXC 345** are both London Transport vans with these views taken by well known commercial vehicle photograph and author Arthur Ingram. JXN was a breakdown van with the Underground and is shown in the Red and Cream livery carried by their vehicles and was new in May 1949 with chassis number C423195 and sold in April 1962. JXC was new in July 1948 with chassis number C363070 and survived with LT until January 1960 and would have been turned out in the less attractive but more common Chiswick green livery used on many service vehicles.

Finally we have an unidentified **Utilecon** with a substantial home made ladder rack. This picture was taken in the late 1970's somewhere on the Wirral. Although I took the photograph at the time the exact location was not recorded. I would think it is very unlikely that it survived. It is definitely not there now as it was on the side of a main road.

I intend to feature some members' vehicles in the next newsletter but many of those I have are very out of date. Why not send a photograph of your E83W to me at the address shown in the front cover so that I can include it in a future issue?

Top: Glen's pickup. Middle: Utilecon, by Glen Bubb. Above and below: London Transport vans, photographed by Arthur Ingram.

100E Register

TONY LLOYD

HERE is a tale of two 100E cars. One a prize winner, fully restored low mileage example. The other an average car in original condition.

The first car is a owned by fellow NE member David Wilson.

"My car is a 1961 100E Popular, in Ambassador Blue, reg. YYJ 172 (formerly 9502 MK, then briefly AOT 464A). Apart from the reg. it is original including the engine (no.903906). When I bought it in October 1995 I forwarded details to the register, but I received no reply. Therefore I do not know if you have a record of it.

"Why did I buy a 100E? Pure nostalgia. When I was a child in the fifties and early sixties and mad about the everyday cars that I saw around me, the 100E was my favourite. My uncle had an early Prefect, and my father hired Anglias and Prefects for day trips and holidays. Although when he bought his first car it was to BMC that he turned (A35 Countryman and Minor Travellers).

"A few years ago when I first began to hanker after an old car (I hate the term classic), I actually considered the Minor, but they seem so common place even if it is sensible from several points of view. The 100E, has by contrast, practically disappeared from everyday use and for this reason alone evokes the 'Good Old Days' in a far more powerful way. Its idiosyncratic gearbox and engine have a fascination and even an inexperienced and lazy mechanic, like the undersigned, is encouraged to try his hand.

"My Pop is by no means concours, but it is very solid and clean and seems to give pleasure to other people at shows, as well as myself. I bought it through SV News from a charming couple in the depths of Surrey and have only done about 2,000 miles (total 59,200) since. I only echo your comments that it has given me unsuspected pleasure and brought me into contact with some very good company.

"PS I bet that you did not know I could spell idiosyncratic. It is like hychromatic, but designed for idiots like me!"

DAVID WILSON

David Wilson

Douglas Glass

As David says, you do not need a concours car to attend classic car shows or club meets. All that you need to do it to get you and your car there and you will find that will derive a great deal of pleasure from just being there. You meet all sorts of people and you can gain a great deal of knowledge not only from fellow members, but from the general public too. You may even pick up that badly needed spare part! The second car is owned by Douglas Glass from Edinburgh:

"I BOUGHT my car from fellow member George Lawson last June along with its available history, bearing original registration number, and displaying an authenticated 19,500 miles on the clock.

"PSA 987 is a Richmond Blue Anglia DeLuxe, first registered in Aberdeen to a Mr Charles Simpson on 19 November 1958. Mr Simpson kept the car until 1974 (during which time he apparently averaged about 500 miles per year), when it passed to a Miss Simpson and thereafter to two further owners, who were all apparently related.

"In 1980, and with a little more than 16,000 on the clock, PSA 987 had the great good fortune to fall into the hands of Peter Gray of Fraserburgh, who is a well known expert in the field of classic vehicles and their restoration. The car was restored, repainted, and Waxoyled to a predictably high standard. In 1985 it moved to a new owner in Perth and little is known of its next eight years, other than regular presentations for MOT examination which recorded a further modest 800 miles. In 1993 the car was bought by Perth FSOC member George Lawson. During the next four years PSA 987 became a well known entrant at local classic car shows and was awarded 'Best Post-war Ford' at more than one of the annual Scottish Ford Days at Doune.

"There is still a little research to be done into the car's early history and specifically the selling Ford Dealer. An early service invoice suggests that this may have been the Aberdeen main dealer Cordiners.

"I owned two Anglias between 1957 and 1959 and spent twenty six years in the retail motor trade, the final sixteen with a group of Ford Main Dealers, and so I can claim experience of an extensive range of cars in that time. Every time I drive PSA 987 I am reminded of the fact that in its day the 100E was a remarkable little car. Before I graduated to my first 100E in 1957 I was the proud owner of my very first car, a robust 1947 E93A with a recorded mileage of nearly 90,000. Whether or not I will renew that aquaintanceship remains to be seen!"

DOUGLAS GLASS

There you are, two 100Es one a Popular and one an Anglia, but both entirely different. The important fact, however, is that they both give their owners a great deal of pleasure and enjoyment. This is what our hobby is all about, whether you own the finest restoration, the most original car of the greatest rust bucket, get out and drive it and gain that pleasure and comradeship that comes from use and belonging to a club like ours.

100E Register Newcomers

1961 Popular YFN 579 is owned by Josephine Kern of Brackley Northants.

This car was stored in an underground car park from 1976 until 1997 and was first owned by Smedleys Ltd.

1961 Popular DeLuxe 855 BHO belongs to Patrick Riddell of Portsmouth.

Patrick purchased his Pop via and advertisement in a newspaper and says that it is now under restoration.

1956 Prefect DeLuxe FCN 298 has Michael Brown as its owner.

This Prefect has been owned by Michael's family since 1973 when his father purchased it for fifty pounds.

All photos by the owners.

107E Register

REGISTRAR: PHILIP HARDWICKE

Life with a 107E: Part 2

JIM NORMAN

We left our hero negotiating the purchase of his vehicle...

The very tatty Prefect in 1979, but the new sill shows that someone cares.

Apparently deciding, somewhat belatedly, that honesty was the best policy, the vendor announced, "It won't go; I've been told it needs a rebore."

But she had potential (there was a perfectly sound 1200 cc unit in 273 KB; it was the rest of the car that was the problem) so an offer was made and, not surprisingly, instantly accepted. An hour later, she had been towed home and half an hour after that, fitted with second-hand plugs and points, the engine was happily ticking over with only a little blue smoke from the breathers to hint at its 78,000 miles.

Next day I paid a visit to Blake's, the Ford main dealers, and bought a pair of sills off the shelf but the chassis leg would need to be ordered from the factory (oh, happy days indeed!). The sills were soon fitted by an apprentice panel beater I knew but the leg would take longer; a second-hand piece of boot floor would need to be welded in at the same time. Meanwhile, a new development occurred on the social front. I met a new girl friend, Lillian, now my wife, two weeks after buying FLV and from the street next to the car's previous home. Since we both had a week's holiday due, we decided to spend this touring the Lake District, North Yorks. Moors, North Wales and Derbyshire. Funnily enough, while I would never have trusted 273 KB on such journeys, I had no qualms about taking the almost unknown FLV.

The only problem was the rear leg which could not be repaired in time. As a temporary measure (and I put this down to the impetuosity of youth; I certainly wouldn't do it now!), I jacked up the back of the car so that the suspension was hanging and then, with a block of wood and big hammer (some things don't change!), pushed the boot floor down to its correct level. A plate was then tack-welded over the top to hold it there. The week was very successful, the car proving totally reliable as she was to do in the future, and on return, more permanent repairs to the rear chassis were made.

Rather grubby after hard work in Ireland with the Monza caravan, August 1978.

Needless to say, the paintwork had been given a thorough polishing and came up beautifully, shame that the shine lasted only a week. The original engine was also replaced by that from 273 KB which was broken up for spares - sad, but sacrifices have to be made. After only a couple of months this engine was also replaced, this time by a 1500 cc unit that I had acquired. It was not really much faster than the 1200 but, due to the much greater torque, acceleration and hill climbing were much improved.

Bristol

Reliability continued to be excellent with one proviso: she did not like going to Bristol, where my sister lived, and always acted up when we did. On the first occasion, the journey down was made in torrential rain requiring the use of headlamps. Just after joining the M5 in Birmingham, I noticed that the (electric) wipers were going much more slowly than usual. After consideration, I concluded that the charging system had failed some time previously but the warning lamp had not come on. As I looked at it, it must have decided that the game was up and began to glow very prettily, which it did for the rest of the journey.

We were at the point of no return so, shutting down as many electrical components as I could, I floored the throttle in a desperate attempt to reach my sister's with what charge remained in the battery. The attempt was abandoned at Michael Wood Services, by which point we could have lights OR ignition, but not both. We hitched a lift to Bristol, returning with a borrowed, fully charged battery the following day and so FLV arrived at Bristol a day late, the only time she failed to complete a journey. The voltage regulator was replaced and all was well, but from then on, all my cars have been fitted with an ammeter, oil pressure and temperature gauges, my faith in warning lamps having been severely dented.

The next visit was for my sister's wedding when, in the middle of Bristol, the oil pump expired. 107E oil pumps are mounted externally so a visit to the nearest Ford dealer provided me with a Mk I Escort oil pump and filter canister. The old pump was quickly removed, the new one fitted, and within half an hour of the oil light's coming on, we were mobile again.

Accident

I don't wish to worry prospective passengers but all my cars have been involved in a serious accident during my ownership. FLV's happened in early 1977 while parked, I would point out, in front of my parents' house. Perhaps I was pushing my luck; they live on the main A580 trunk road between Liverpool and Manchester, the East Lancashire Road. After hearing a loud bang, I rushed out to see a Morris Minor van disappearing westwards with its n/s front wing flapping in the wind, and FLV's o/s quarter panel very heavily modified. I gave chase, and there is no doubt that on the open road I would have caught the van, but it vanished into the maze of a housing estate. A policeman, however, noticed its lame duck impersonation and stopped it. The driver was drunk and not the van's owner, having borrowed it from a friend but without the preliminaries of asking his permission first. Consequently, I paid for the repairs to the Prefect myself. I did, however, meet the van's owner who was a six foot, fourteen inch rugby player who wanted a 'quiet word' with his friend once the police had finished with him!

A second-hand panel had to be fitted and the job was entrusted to an out-of-work panel beater I knew. It was an appalling job (perhaps explaining his employment situation); no attempt had been made to pull out the damage before fitting the panel. The result was that FLV had no door gaps on the driver's side but it was still an improvement on all the dents.

In August that year, Lillian and I were married spending our honeymoon in Oban

and the surrounding areas. FLV was our wedding car and then took us around Scotland without a hitch. For 1978, we decided on a change and went to Ireland where we hired a touring caravan, a ten-foot Monza, which FLV towed happily behind her.

Ireland is not recommended for those who enjoy life in the fast lane; as far as the Irish are concerned, time is something which happens to other people. If the local bus cannot get through a village because someone has double parked while he does his shopping, everyone quietly waits for the offending driver's return, for him to have a natter with the postman, then load up his car giving everyone a friendly wave, which is happily returned, as he drives off.

Horses

All the brochures said that there were very few cars on Irish roads. This was true. What was not stated was the sheer volume of horses and carts, farm tractors and combine harvesters, often with all the family aboard in its Sunday best on its way to church! This lack of haste, and the sheer friendliness of the people, took some getting used to but I thought it was wonderful once I did.

Another aspect of Irish roads which will surprise the English driver is that they are very straight - very hilly, but straight. So we were not bothered when a Rover 2000 towing a twelve-foot caravanovertook us. A mile or so further on, the road was climbing quite steeply but we were able to maintain the same 40 mph as on the level, and so overtook the Rover. On the flat, he passed us again but at the next hill... All in all, he was getting a bit upset by the fifth time, but FLV had a lot of torque and was better geared for towing. On one hill, after dropping into second, she could do no more than maintain 25 mph; previously she had always begun to accelerate. The hill was a one in five...

For the last night, we decided to return to a sight near Wexford; this decision timed at about 4.00 PM in Galway, or about 150 miles to the North West. We cruised easily at a steady 65 mph and arrived in plenty of time to set up and prepare a meal, etc. Like many others, I tend to read instruction after the job is finished, so on arriving home, I finally read the booklet on caravaning in Ireland. Well, how was I to know there was a 35 mph speed limit on caravans?

As recounted in the exploits of XTP, the Prefect was taken off the road the following April for restoration work, and the job is not yet completed. As a mechanic, I worked on cars all day so had little enthusiasm to start again in the evenings and at weekends and what little I had eventually evaporated. Much was done, however. Almost all the o/s floor, outriggers, inner and outer sills (the latter was probably salvageable at only five years old, but corrosion had started so it was better replaced), rear wheel arch, quarter panel, about 25% of the boot floor and the rear panel, plus various patches here and there, have been replaced or at least lined up. That leaves only the nearside to do! Actually, I left the trade three years ago and my enthusiasm has slowly started to return. Only problem is that I am currently a full-time student and a major definition of student is 'broke,' so FLV will have to wait a few years yet. At least, I now have 'Expressed Panels' to fall back on for the more complex pieces, which should make things much easier.

Meanwhile, XTP is also in the queue, having deteriorated very badly since 1989. The new n/s quarter panel and sill are particularly poor and these will be replaced. Running repairs on DFF also demand occasional attention. Recently, these have included attention to both sides' inner and outer sills, together with the 'A' posts/front wheel arches, floors, outriggers and o/s/r wheel arch, all achieved in nine days to allow us to take the caravan on holiday to the Yorkshire Dales. Two replacement doors now adorn the driver's side and a quick blow over means that that side is finally all one shade of Shark Blue. I'll admit that the finish is poor; it wasn't a very good spray gun but then I'm not a very good sprayer! A little 1200 wet-and-dry might improve things. Otherwise, apart from a temporary appetite for differentials (five in a month! Yes, I did put oil in) which now appears to be sated, she continues to do her job.

And that has brought you up to date on the entire fleet. It is likely to be some years before I have anything to add; hopefully I can pass some of that time reading YOUR story.

Repairs between the floor and wheel arch and to the 'A' post area.

They may be slow but the repairs are very thorough with all rotten metal cut out and the (usually) hand-made replacements made as close to the originals as possible, including pressed-in swages.

All photos by Jim Norman

The o/s/r corner of the car was very poor; it was the site of the original broken chassis, the collision and severe corrosion of the arch had also set in. Basically, I decided to replace all the existing repairs with one big one, thus having a stronger car with real panel gaps between the doors! A new outer arch panel helped a lot, even if designed for a two-door model.

View inside the boot. The new floor patch extended from under the rear panel (1974's repair stopped short so it did not carry any weight) to the seat back rest and included the inner wheel arch. All panels were plug welded for strength. A brand new quarter panel was a valuable find.

Same place, different angle. The new rear panel is seen, plug welded into position. Despite much care to keep it cool, some buckling above the flange still occurred.

100E Technical Notes: Whitsun 'Brake'

PAUL REDDELL

DURING our holiday in Kent last year on the classic Bucket and Spade run from Chatham Docks to Ramsgate, I applied the brakes and 'oops' my foot hit the floor, a quick pump of the pedal but nothing! Hand brake, evasive action we got away without hitting anything, but now we were on the pavement on a Sunday afternoon with no brakes.

I expected to find the master cylinder drained of fluid, but no, with the bonnet up and a look of what to do next, cars with FSOC members began to arrive. I was amazed with the humour of these guys, trying to cheer me up? (or is it the fact that the Technical Advisor was in trouble?)

Between the banter I tried the pedal and it seemed to come up, very spongy, but something is better than nothing and off we went. They suggested that I go first (I wonder why?)

The brakes were shortening, I pulled over and decided to change the master cylinders over - clutch to brake and vice-versa. Hey presto! problem solved we completed the run.

Monday - Home to Birmingham. Travelling on the M25 at 60 MPH, traffic slowed down, I hit the brake pedal, nothing! (I'd been here before).

Hand brake and down the gear-box, we survived again. We drove to the services and all I could think of was to bleed the master cylinder through the pipe on the tee where the brake light switch is. It worked and we were able to get home.

Now let's look at the problem - No fluid lost ("so there aren't any leaks"). The Master Cylinder was at fault, replacement was the answer. However you can check the bore for scratches or ridges. If you think it's OK renew the rubber seals, but considering I had no warning that there was a problem with my brakes a new cylinder was the way for me, after all I was lucky not to smash my car, or worse injure anyone, so the extra cost is well worth it.

A thought ought to go towards the hand brake: check the cable for fraying at the drums, but also where it joins the rod from the hand lever, apply grease through the cable until it appears at the ends, with the rear wheels off the ground using the hand brake both wheels should lock up, then release. If they or one doesn't, then the cable is sticking. By removing it you may be able to free it, but if not you'll have no choice but to buy a new cable (£31.50 from the club)!

Bleeding the brakes at the M25 services. P Reddell

Classified Advertising Order Form

SIDEVALVE NEWS

- ☐ Pre-War For Sale
- ☐ Post-War Upright For Sale
- ☐ 100E/107E For Sale
- ☐ Specials For Sale
- ☐ Spares
- ☐ Wanted
- ☐ Miscellaneous
- ☐ Other (Please state):.....

Note conditions of advertising inside front cover. One advertisement per form. Form may be copied, or information supplied on plain paper in BLOCK CAPITALS. Return form to: Laurie Menear, 10 Lindberg Way, Woodley, Reading RG5 4XE by 15th of the month preceding publication. **DO NOT TELEPHONE THE EDITOR.**

				Area	STD Code	Phone

Name..... FSOC Membership No .....

Address.....

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 MODEL Y Tudor, black respray (two pack) by Ford dealer, red interior in serviceable condition, MoT to August 1998 and taxed. £3,250. Geoff Murrell, Cambs. 01763 838909.

Post-war upright for sale

1958 103E, Grey, excellent condition, new interior, original reg., chassis and engine number match. MOT July '98, taxed Nov 98, sold with spares, books, plaques etc. £3,000 ono. Derby 01332 830802 - evenings.

1948 ANGLIA E04A, square front end, built in semaphores. Fully restored, no filler. Rebuilt engine. New tyres. 8 months' MoT. Original registration. Manuals, spares. £1600 ono Shrewsbury 01743 718121.

1947 E93A PREFECT, fully restored, rewired, most re-chroming done, repainted Derwent Grey, new roof, with MOT, offers. M Thompson, Leeds, 0113 2861438

1949 E494A ANGLIA. Black, dismantled, dry stored, re-upholstered, re-chromed, stainless exhaust, rebuilt engine and accesscries, welded body, original log book, £750 ono. Northants 01327 875166 (NON-MEMBER)

100E/107E for sale

1960 100E POPULAR MoT June, Grey £1200 spent on part restoration, very nice interior, body needs tidying, no plate valued £900. Will accept £995, space desperately needed. Roy. Herts 01442 253433.

1958 100E PREFECT 4 door, excellent condition MOT, taxed, lots of spares included, £1,250, Bedfordshire. 01582 601692

1959 100E ANGLIA, good sound car, much time and money spent, lots of spares, new brakes, pipes, master cylinders, strut bearings, wheel bearings, ball joints, drums skimmed, five good radials, good interior, detailed list sent, £1,000, Wales 01974 282355

1959 100E ANGLIA, long MOT and tax, fitted with Murray overdrive, original reg. 972 EKN, vgc throughout, grey. Plus lot of spares, may px. £695 ono. Cornwall. 01872 553341 (NON-MEMBER)

1960 100E POPULAR, Yellow, very good condition, original interior, excellent runner, original engine, MOT, with many spares £950 ovno, call after 6pm, Essex. 0181 - 599 6536

1959 100E PREFECT bodywork fair, engine sound, failed MOT on drag link, seat, both sills recently done. Croydon. 01737 554743

1957 100E ANGLIA, Black, good exterior condition, £450 ono. Cheshire. 01260 252217 (NON-MEMBER)

1962 100E POPULAR Deluxe, third owner, 51,500 miles, MoT, original registration, Ascot Grey. £625 ono. Kingston, Surrey. 0181 949 1286.

Commercials for sale

1954 E83W THAMES VAN, black, good condition, all original with reconditioned engine, steering box, dry stored 10 years, best offer over £2,000, spares also available. Kent. 01689 862489

1951 E83W BREAKDOWN TRUCK (has been from new) fully restored, less 900 miles from new, MOT Oct '98, featured in mags . (truck full of spares) £3,750. Devon. 01460 220842 (NON-MEMBER)

Specials for sale

1965 FALCON CARRIBBEAN (as featured C & SC Feb '97) full aquaplane kit, IFS, bellamy wheels, MOT Sept '98, built by RR engineer, one of the best available. £1,950, Birmingham. 0121 733 6345

NICKRI SPYDER bodyshell, surplus to requirements, please take it off my hands! £100. Birmingham 0121 722 6345.

Spares

100E spares new and used. Phone for list 01974 282355

100E POPULAR complete interior, wings, doors, glass, engine, gearbox, axle, wheels, lights, dashboard, all in good order. Derbyshire. 01773 604527

DOORS, bonnet, boot, wings for Prefect 100E, swap WHY or sell. Bristol. 0117 9569780

2 SETS Y-type wheels, shot blasted, undercoated £25 per set. 4" back axle good CAP shafts. C Type gearbox casing £10 or will swap for 100E back axle with UH Worm axle ends. Kent 01474 853094.

100E FUEL tank, no sender, good condition, £10. Ford Rostyle wheels suit all Fords, 107E, 105E, Cortina etc. x 4 £40 ono,. East Berks. 01344 775239

103E parcel shelf, two doors rust free, front bumper chromed, car heater - very rare, works off cooling system radiator, six months use, car written off. Cambs. 01945 464892

TUBULAR chassis for Ford running gear, of unknown origin, would suit aluminium special, for track, hillclimb use. £150 or swap for Pop rolling chassis. Birmingham 0121 733 6345.

8HP pistons £80, E93A radiator, old floor mats £5, 10hp engine £250, various other parts, 100E gearbox parts new, second hand con rods and crankshaft, offers. Suffolk. 01449 711837

REAR AXLE complete with brake drums and wheels, 2 front doors, 2 rear doors, also radiator grille, all for 1954 Prefect.

100E ENGINE and box complete with aquaplane twin carb and 4-2-1 exhaust, all in good condition offers. London. 0181 203 4538 (NON -MEMBER)

E493A PREFECT, parts including good doors, bonnet, grille, radiator, fuel tank etc., plus various mechanical spares, condition unknown, no silly prices. Assorted relevant hand books. Norfolk 01953 605558

103E POP parts, engine, gearbox, radiator, panels, chassis with V5 and number plates, plus many other parts available. Ring for your requirements. Nuneaton. 01203 387848

Wanted

103E sidevalve engine must be a runner. Please 'phone after 9pm or at weekends. S. Lakes. 015395 58804

AQUAPLANE Head for 10 hp 103E Upright Ford Popular, must be in good condition, Central Scotland. 01324 484202

E493A FRONT or rear seats. Model 'C' rear seats and any interior trim. Don't throw 'em away! London 0181 764 5785

CBLCNG fuel gauge window wiper system, two blade dashboard mounted tyres. Cambs. 01945 464892

EARLY 1955 100E Prefect chrome bumper, must be straight, also grille badge for same. Interested in any other spares for '55 Prefect also. Cambs. 01945 588741

300E VAN wanted, preferably early model but anything considered. Cash waiting for right vehicle. London/Kent. Phone Peter days 0181 309 5912, eves 01689 827064.

103E INTERIOR door and side panels red/maroon and seats. Herts. 01442 398158

SET of rear wing lights, stop and tail light units for a 1953 Upright Prefect, must be in good condition. John Palmer 01773 761142

Miscellaneous

FORD 10 Engine, gearbox, diff unit sectioned/ cutaway. Ex museum display. £175. Also ex-factory chromed display gearbox. Details John Hornby-Smith 01985 840880

100E SPARES

Engine Parts

Carb to Manifold Gasket	£5.00
Tappet Cover Gasket	£5.00
Early Top Hose	£12.50
Late Top Hose	£5.00
Bottom Hose	£5.00
Spark Plug	£1.60
Valves Inlet (per set)	£20.00
Valves Exhaust (per set)	£20.00
Petrol pump upper body	£15.00
Head Gasket	£15.00
Piston Rings	£35.00
Water pump (exchange)	£35.00
Radiator Cap	£5.00
Oil Pressure Switch	£6.50
Fan Belt	£6.00
Crankshaft Thrust Washers (per set)	£13.50
Small End Bushes (per 4)	£23.50
Decoke Gasket Set	£23.00
Core Plug	£2.50
Radiator Drain Tap	£5.50
Oil Filter	£4.00
Valve Springs (per set)	£15.00
Manifold Gasket	£2.50
Timing Chain	£12.00
Contact Set	£5.25
Condenser	£6.50
Rotor Arm	£6.00
Pistons (per set)	£150.00
Water Inlet Tube	£8.50
Main Bearings	£28.00
Big End Bearings	£28.00
Flexible Petrol Pipe	£14.50
Thermostat	£5.50
Distributor Cap	£14.75
Conversion Gasket Set	£23.00
Water Pump Gasket	£3.00

Clutch

Pressure Plate (exchange)	£44.50
Driven Plate (exchange)	£26.00

(Old reconditionable 100E unit must be received by Spares Secretary before exchange plate can be despatched)

Slave Cylinder Repair Kit	£4.00
Master Cylinder Repair Kit	£7.00
Flexi Hose	£13.00
Release Bearing	£10.00
Master Cylinder	£60.00
Slave Cylinder	£32.00

Gearbox

Front Oil Seal	£7.00
Rear Oil Seal	£7.00
Tailshaft Housing Gasket	£2.50
Main Shaft	£36.00
Lay Gear	£36.00
Mounting (exchange)	£18.00

Propshaft

U.J. Repair Kit	£9.00

Rear Axle and Suspension

Pinion Seal	£7.00
Rear Hub Seal	£7.00
Rear Shackle Bush	£2.50
Shock Absorber	£40.00
300E Shock Absorber Link	£5.00
Shock Absorber Rubbers (4)	£6.00
Half Shaft Seal	£7.00
Crown Wheel and Pinion	£50.00
Rear Spring Eye Bush	£6.00
Rear Spring Eye Bush pair	£11.00

Steering and Front Suspension

Suspension Leg Insert	£40.00
Suspension Leg (exchange)	£50.00
Top Suspension Mount	£40.00
Top Suspension Mount Pair	£75.00
Pair of Top Suspension Mounts + 2 sets of Mount Bearings	£110.00
Mount Bearings per side	£23.00
Hub Seal	£7.00
Hub Bearing Outer	£12.00
Hub Bearing Inner 1"	£12.00
Track Rod Ends per pair	£18.50
T/C/A Repair Kit	£16.00
Track Control Arm	£27.50
Stud and Bush	£13.50
Hub Bearing Inner .983"	£20.00
Drag Link	£25.00

Brakes

Front Brake Shoes	£16.50
Rear Brake Shoes	£16.50
Wheel Cylinder 1957 onwards	£12.00
Flexi Hose	£13.00
Brake Light Switch	£6.50
Handbrake Cable	£31.50
Adjuster Repair Kit Front	£13.50
Front Shoe Return Spring	£3.60
Rear Shoe Return Spring	£3.60
Master Cylinder Repair Kit	£7.00
Master Cylinder	£62.00
Wheel Cylinder Repair Kit 1957 onwards per axle set	£7.00

Badges

Deluxe Boot Script	£15.00
Triangular Wing Motif	£15.00
Prefect Boot Script	£15.00
Prefect Bonnet	£15.00
Anglia Boot Script	£15.00
Anglia Bonnet	£15.00
Popular Boot Script	£15.00
Bonnet "V" Motif	£35.00

Miscellaneous

Rear Side Window Rubber 2 door per side	£13.00
Front Screen Rubber Deluxe only	£20.00
Rear Screen Rubber Deluxe only	£20.00
Floor Grommets per set	£5.15
Window Winder Handle	£5.15
Interior Door Handle	£5.15
Wiper Blade Refill per set	£6.90
Door Sill	£19.00
Voltage Regulator	£22.00
Speedo Cable	£14.00
100E Stainless Steel Exhaust System	£97.00
Exhaust Clamp	£3.00
Manifold Clamp	£8.00
Van Silencer (Mild Steel)	£10.00
Locking Petrol Cap	£7.95
Gear Lever Gaiter	£17.00
Lenses	P.O.A.
Boot Handle Rubber (Anglia/Popular) escutcheon seal	£1.95
Clip/Rivet for Chrome Side Moulding 1957 on per 5	£2.50

107E Special Items

Rocker Cover Gasket	£2.50
Sump Gasket Set	£15.00
Decoke Gasket Set	£20.00
Conversion Gasket Set	£18.00
Manifold Gasket	£2.00
Stainless Steel Exhaust System	£125.00
Top Radiator Hose	£5.00
Bottom Radiator Hose	£5.00
Fan Belt	£3.00
Fan Blade	£5.00
Water pump	£25.00
Radiator Cap	£5.00
Slave Cylinder	£23.50
Rear Hub Seal	£7.00

If the part you require is not listed it may be available please telephone for further details. Telephone 01344 775850 between 10am and 12 noon only. All cheques must be payable in STERLING on a LONDON BANK to FORD SIDEVALVE OWNERS CLUB LTD. MINIMUM ORDER £5.00. Cheque with order. Send cheque plus order to Tony Saunders, 19 Larkswood Drive, Crowthorne, Berkshire RG45 6RH. Goods can only be collected by prior agreement.

SPARES LISTS

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

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

UPRIGHT SPARES

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

	5cwt Van Chassis (buyer collects)	£250.00

Braking System

YE-2019A, CE-2019B, 7W-2019	Brake Shoes (set of 4, all models, exchange)	£25.00
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)	£4.80
7W-2249	Rear axle brake plate securing bolts, short (each)	£4.80
Y-2454	Brake Pedal (exchange; remove rubber from old pedal)	£7.95
E83W-2498A/B	Rear Brake Cables (Pair E83W)	£61.30
E83W-2580/1B	Front Brake Cables (Pair E83W)	£20.00
7W-2580/1/4/5	Set of Brake Cables (not E83W)	£39.50
YE-2793	Spring (handbrake lever pawl)	£0.75
7W-2853C	Hand Brake Cable (fits all models except Models Y & C and E83W)	£14.50
E83W-2853B	Hand Brake Cable (fits E83W)	£13.95
119276-ES2	1/4" Thackray washer brake expander lockwasher (except E83W)	£0.05

Steering and Suspension

Y-3030	Perch Bolt (Model Y)	£12.00
CE-3030B	Bolt (front axle to radius rod, except Models Y & E83W)	£15.50
E83W-3032	Bolt (front axle to radius rod E83W)	£15.50
YE-3290-E, E93A-3290	Track Rod Ends (pair) all saloons and 5cwt vans	£37.00
	Track Rod Ends (pair) E83W	£51.00
YE-3304C	Draglink (Model Y)	£65.00
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£65.00
YE-3332	Track Rod End Dust Cover (each, fits all models)	£1.30
YE-33111	King Pin Set, complete (Model Y)	£59.00
CE-33111	King Pin Set, complete (Model C)	£59.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular, Prefects, 5cwt vans)	£51.00
Y-3446	Front axle A-frame Bush (fits all models)	£4.25
YE-3616B	Horn Button & Nut (Model Y)	£4.95
E93A-4020	Shackle Bush (metallastic type) saloons and 5cwt vans 1946 onwards	£7.00
**E493A-4050	Retainer (rear axle shaft grease)	£5.75
E93A-4607	Pin (drive shaft)	£1.95
Y-4636	Lock Washer (pinion bearing nut) all models except E83W	£1.95
Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.50
	Shock Absorber (exchange) except Models Y, C and E83W	£42.00
	Shock Absorber Link (exchange)	£18.00
	Front Wheel Bearings (per wheel)	£25.00
	Front Wheel Bearings (per axle set)	£48.00
	Suspension Buffer (fits all models except Model Y)	£7.95

Exhaust Systems

Y-5230	Model Y stainless steel exhaust system	£68.00
CE-5230, -5255B	Model C stainless steel exhaust system	£70.00
E04C-5230-A	5cwt van stainless steel exhaust sys (all 5cwt vans)	£60.00
E83W-5230-A	E83W stainless steel exhaust system	£68.00
E93A-5230/E93A-5255-C	Prefect and 7W stainless steel exhaust system	£80.00
E93A-5230/E04A-5255-B	Anglia, 100E and 7Y stainless steel exhaust system	£80.00

Engine Parts

E93A-18670, E98T-18672	Oil Filter Unions (pair) (fits all engines)	£5.50
Y-6038	Front Engine Mounting (exchange; remove rubber from mount)	£6.50
E93A-6250A	Camshaft (Chain Driven)	£59.50
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft	£2.65
E93A-6270	Timing Chain	£14.00
YE-6280A	Washer (camshaft thrust) all engines 1936 onwards	£3.50
CE-6310	Crankshaft Oil Slinger	£1.85
E93A-6310	Crankshaft Oil Slinger	£1.85
E93A-6312	Crankshaft Pulley	£13.50
E93A-6319	Starting Dog (fits all engines)	£4.50
Y-6375	Flywheel & Ring Gear (fits all engines)	£55.00
Y-6384	Starter Ring Gear (fits all engines)	£42.25
CE-6505A/B	Short Length Valve (exhaust and inlet available)	£7.00
E93A-6505B/D	Intermediate Length Valve (exhaust and inlet available)	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet)	£14.50
E93A-6510B	Valve Guides (per set of eight)	£90.00
Y-6513	Valve Springs (set of eight) (fits all engines)	£9.75
Y-6520	Valve Cover (fits all engines)	£5.85
Y-6560	Drive Bush (oil pump & distributor) (fits all engines)	£4.50
Y-6561	Drive Sleeve (oil pump & distributor drive gear) (fits all engines)	£3.95
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£0.50
Y-6566	Dowel (oil pump & distributor drive gear bush) (fits all engines)	£2.00
Y-6610B	Oil Pump Gear (fits all engines)	£4.50
YE-6623	Oil Pump Screen (fits all engines)	£2.65
	Main Bearing Set (0.040", 0.060") (fits all engines)	£45.00
	Pre-War Piston Sets (8hp & 10hp)	£30.00
	E93A 10hp Piston Set (+0.030", +0.040")	£125.00
	E93A 10hp Piston Ring Set (+0.020", +0.040")	£34.00
	3-Ring 10hp Piston Ring Sets (+0.005", +0.010", +0.020")	£15.00
	8hp Decoke Gasket Set (1932-34)	£27.50
E15-Z-1	Decoke gasket set (E93A 8hp and 10hp engines)	£20.00
	Conversion gasket set (E93A 8hp and 10hp engines)	£20.00
	10hp Head Gasket	£14.00

Used engines suitable for rebuilding are available

Clutch and Gearbox Parts

Y-7015	Main Drive Gear (8hp)	£32.75
YE-7015	Main Drive Gear (10hp)	£38.00
7W-7050	Retainer (main drive gear bearing)	£7.50
YE-7059B	Mainshaft & Bush	£25.00
E04A-7070	Retaining Ring (snap ring)	£0.75
E93A-7085	Rear Bearing Retainer	£14.00
103E-7114	Counter Gear (10hp)	£45.00
CE-7141	Reverse Gear	£24.00
YE-7222	Selector Housing	£18.50
7W-7533	Clutch linkage clevis pin	£2.00
Y-7550	Clutch Plate (exchange) (All models)	£20.00
Y-7660	Clutch Pilot Bearing	£4.50
7W-7561	Clutch Release Bearing Hub (All models)	£10.00

YE-7563B	Clutch Cover (exchange) (All models)	£57.00
E74-7580A	Clutch release bearing (All models)	£10.00
C-943070	Gear Lever Gaiter (except E83W)	£13.50
E83W-943070	E83W Gear Lever Gaiter	£19.95
	Complete Clutch Assembly (exchange) (All models)	£85.00
Y-2454	Clutch Pedal (exchange, remove rubber from old pedal)	£7.95
Y-5102	Gearbox Rubber Mounting (Y & C models only)	£21.50

Large selection of used gearboxes available.

Cooling System

E0A-8100	Radiator Cap (pressure type for 103E and some E493As)	£3.40
Y-8109	Radiator cap (brass screw type)	£4.50
Y-8260/8286	Radiator Hose (reinforced, straight for pre-war engines, state top-bottom)	£3.50
	Radiator Hose (moulded, state top-bottom and model)	£8.25
YE-8606B	Fan Blade (11")	£5.90
E93A-8610C	Pulley (fan and generator 3.12" O.D.)	£5.30
E494A-8610	Pulley (fan and generator 4.12" O.D.)	£5.00
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump)	£5.50
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export water pump)	£5.50
	Export Water Pump (exchange)	£72.00

Fuel System

	Fuel Pumpt Repair Kit	£9.50
E493A-9030	Locking Petrol Cap (fits all models including 100E)	£7.95
E04A-9080	103E-E494A Petrol Filler Grommet	£12.50
7W-9080	7W-E93A -E493A Petrol Filler Grommet	£9.95
BE-9288-A	Flexible Petrol Pipe (except E83W)	£14.50
CE-9353	Fuel Pump Body (all models)	£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)	£1.50
YE-9510-A	Carburettor (8hp only-exchange)	£85.00
YE-9555	Carburettor Float (all models)	£3.50
**	Caburettor Gasket Kit	£4.75
48-9735	Accelerator Pedal (all models except Y,C and E83W)	£12.55
**YE-9660	Connector (Starter Valve) Assembly	£2.00

Ignition System

CE-3686	Cylinder lock and key (ign/lighting switch) all models	£4.65
ET6-11656B	Switch (ign/lighting, less barrel and keys)	£24.95
YE-12100B	Distributor (reconditioned - exchange) (all models)	£90.00
E83W 12024A	6V Ignition Coil (All models - not original)	£21.50
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)	£0.50
YE-12199B	Contact Set (All models 1935 onwards)	£5.50
YE-12200C	Rotor (All models 1935 onwards)	£2.50
YE-12214B	Insulator (All models)	£0.50
YE-12300B	Condenser (All models 1935 onwards)	£4.75
52-12405A	Spark Plug (L86C) (All models also 100E)	£1.70

Electrical System

E493A-10001	Dynamo (2 brush-exchange)	£77.00
E494A-10001	Dynamo (3 brush-exchange)	£77.00
YE -10160	Felt (dynamo driwe end bearing)	£0.50
7W-10505	Cut Out Assy (exch. for use with 3 brush dynamo)	£24.65
E93A-11001	10hp Starter Motor (exchange)	£77.00
YE-11001C	8hp starter motor (exchange)	£90.00
E93A-11049	10hp Starter End Plate	£15.00
**BE-11450	Starter Switch	£12.00
E493A-13007	E493A Pre Focus 30W-24W Bulb (E493A Prefect only)	£3.75
**E493A-13007	E493A Pre Focus 45W/36W Bulb	£4.75
ET6-13007-B	Headlamp Bulb 36W-36W	£3.75
E493A-13010	E493A Headlamp Body (E493A Prefect only)	£28.00
E493A-13044	E493A Gasket (headlamp to wing) E493A Prefect and 100E models	£12.20
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim)	£0.45
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only)	£4.00
E493A-13076	E493A Headlamp Bulb Holder (E493A Prefect only)	£5.20
YE-13081	Spring (front sidelight socket 1934 onwards except E493A)	£0.50
YE-13101	Spring (headlamp focusing)	£0.50
E493A-13111	E493A Headlamp Lens Rim Outer (E493A only)	£7.50
E93A-13130	E93A-E04A headlamp rubber base pad (pair) (E04A and E93A only)	£12.50
**103E-13405-B	103E Plate (Rear Lamp Base) Specify Nearside/Offside	£21.00
**103E-13405-B	103E Plate (Rear Lamp Base) Pair	£41.00
7W-13408	Rear Lamp Body (number plate lamp base)	£5.00
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)	£82.50
ET6-13465	Stop-Tail Bulb 6V 21W-5W index pin (straight pin also available)	£0.98
119273-ES	E493A Sidelight Bulb Holder (E493A Prefect only)	£5.20
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only)	£0.55
BE-13466-A	Sidelight Bulb 5W CC (not E493A)	£0.60
**7W-13480A	Brake Light Switch	£10.00
E83W-13550B	Popular no. plate lamp (E83W and 103E only)	£18.40
CE-13740A	Toggle Switch (panel lamp)	£2.50
38193-57	Headlamp mounting bolts plus nuts (each)	£7.65
E04A-118004B	Semaphore Direction Indicator (6volt only)	£38.00

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 Corner Pads (pair)	£4.00
E93A-17772/3	E93A Prefect/Anglia/103E Bumper Grommets (pair)	£16.35
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair)	£18.75
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.95
E83W-111172	Opening windscreen rubber for E83W	£17.65
40-700546A	Blind Grommet (fits under 103E/E494A bonnet)	£0.26
48-702610A	Door post rubber bumper (one per door post 1937 onwards)	£2.15
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards)	£1.90
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 and 5cwt van	£14.10
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

8hp and 10hp spares

Miscellaneous Body Fittings

E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W)	£12.50
103E-8213-A	Ford Popular Grille Badge (103E Popular)	£8.50
E494A-8215	E494A/E494C/103E Grille Badge Mount	£13.30
E83W-8215-A	E83W Grille Badge Mount	£17.00
E04A-16719-B	E04A-103E Boot Lid Escutcheon (fits over coach key hole)	£5.90
YE-16750B	Bonnet clip (Model Y)	£5.85
103E-17261/2-B	Speedo Cable (state model)	£17.50
C46412AR	Dovetail (female)	£4.00
CE-17515A	Grommet (windscreen wiper)	3.50
E93A-7022400-A	Door handles & escutcheons-pair (Anglia/103E/5cwt van: shafts and barrels not incl)	£49.50
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included)	£24.95
E493A-7022401	E493A Prefect Non Locking Door Handle complete	£16.90
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E)	£7.60
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)	£13.25
	Radiator Muffs (E93A Prefect only)	£26.60

Manuals

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

The above items are available by MAIL ORDER ONLY from 17 Baker Road, Abingdon, Oxon OX14 5LW. Cheque with order. Please use form provided. All cheques must be payable in STERLING ON A LONDON BANK to FORD SIDEVALVE OWNERS CLUB LTD. MIN ORDER £5. There is no telephone number available for 8 & 10hp spares enquiries. You are therefore advised to order in good time to allow for delivery and any necessary correspondence. Parts should normally be delivered in the UK and most of Europe within 28 days.

Many secondhand parts are also available. Send SAE with your list of specific requirements for more information.

Spares and Regalia Order Form

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

Prices include VAT. Overseas members please add extra for postage and packing. Minimum order £5.00. Allow 28 days for delivery.

All items for sale to FSOC members only.

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

8 & 10hp Spares Shirley Wood, 17 Baker Road, Abingdon, Oxon OX14 5LW

100E/107E Spares Tony Saunders, 19 Larkswood Drive, Crowthorne, Berks RG45 6RH

Regalia Jean Crouch, 30 Earl's Close, Bishopstoke, Eastleigh, Hants SO50 8HY

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

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

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

TOTAL

Spares only: If total exceeds £20 add £1 for postal insurance

Spares only: If total exceeds £150 add £2 for postal insurance

Overseas members add extra for P&P

GRAND TOTAL

COMPLETE IN BLOCK CAPITALS

Name .....

FSOC Membership No .....

Address .....

.....

.....

Telephone .....

SPARES ORDERS ONLY:

Model .....

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

REGALIA

This price list supersedes all previous price lists.

All prices include postage and packing for UK members only. Overseas members please add extra for postage on all items. All cheques to be payable in STERLING on a LONDON BANK to FORD SIDEVALVE OWNERS' CLUB LTD.

To: Jean Crouch, 30 Earl's Close, Bishopstoke, Eastleigh Hants S050 8HY.

Above: Mug, coaster and ceramic Pop. Below: Sweatshirt and Polo shirt.

BOOKS

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

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

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

The Ford 10 Tuning Manual £2.00

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

Reprint Model Y Bulletin £11.35

Reprint Workshop Manual 100E & 300E £19.95

Reprint Parts Manual 100E & 300E £13.95

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

Anglia, Prefect, Popular from Ford Eight to 105E by Michael Allen £11.30

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

The John Howe book of Cartoons £5.00

STICKERS

Running In Instruction Sticker Upright £0.75

Running In Instruction Sticker 100E £0.75

Window Sticker - FSOC design £0.35

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

MAGAZINES

Binder for Club Magazines (holds 2 years) £4.90

Back copies of Club magazines £1.00

1990 APR, JUNE, AUG, OCT
1991 AUG
1992 APRIL, DEC
1993 FEB, JUNE, AUG, OCT
1994 APRIL, JUNE, OCT, DEC
1995 FEB, APRIL, JUNE, OCT, DEC
1996 FEB, APRIL, JUNE, AUG, OCT, DEC
1997 FEB, APRIL, JUNE, AUG, OCT, DEC
1998 FEB

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

100E 4mm Prefect white metal kit £4.50

Ceramic Cream Model of 103E Pop £4.50

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 £6.90

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

CLOTHING

FSOC SWEAT SHIRTS

Embroidered in Script £13.95

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

FSOC POLO SHIRTS

Embroidered in Script £12.60

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

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

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

Upright picture printed on front in Black, Navy, Red XL only

T-SHIRTS:
Script Badge design £5.95

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

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

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

PLEASE STATE SIZE, DESIGN AND SECOND COLOUR

OTHER REGALIA

'New Design' Mug £3.50

Tea Towel, All Models design £2.95

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

FSOC Woven Tie £7.65

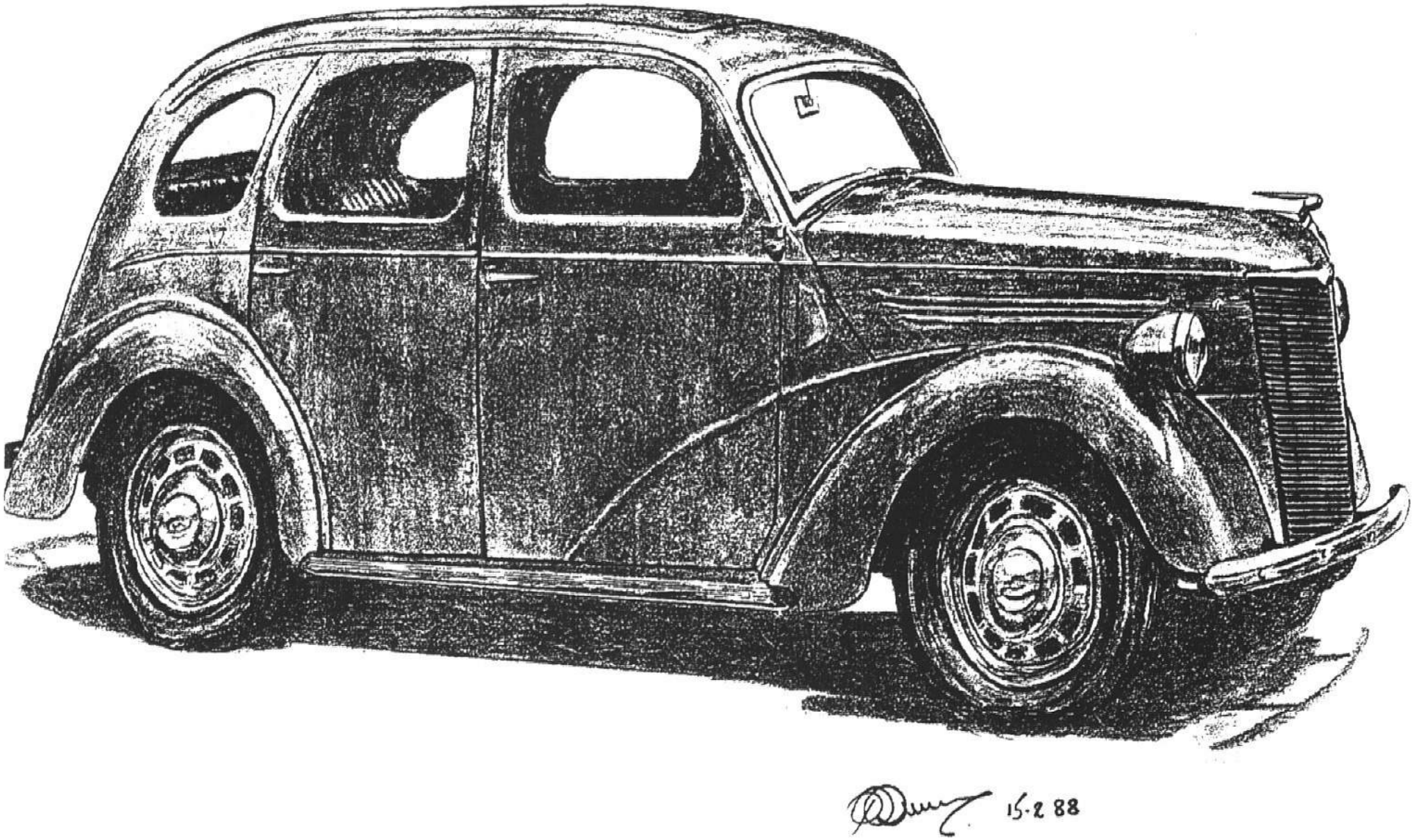
Xmas Cards pack of 5 different designs £1.25

Licence Disc Holder £0.50

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

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

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



Peter Brierley's pencil drawing of 'Emily'; see the Treasurer's Secret Diaries.

Peter Brierley