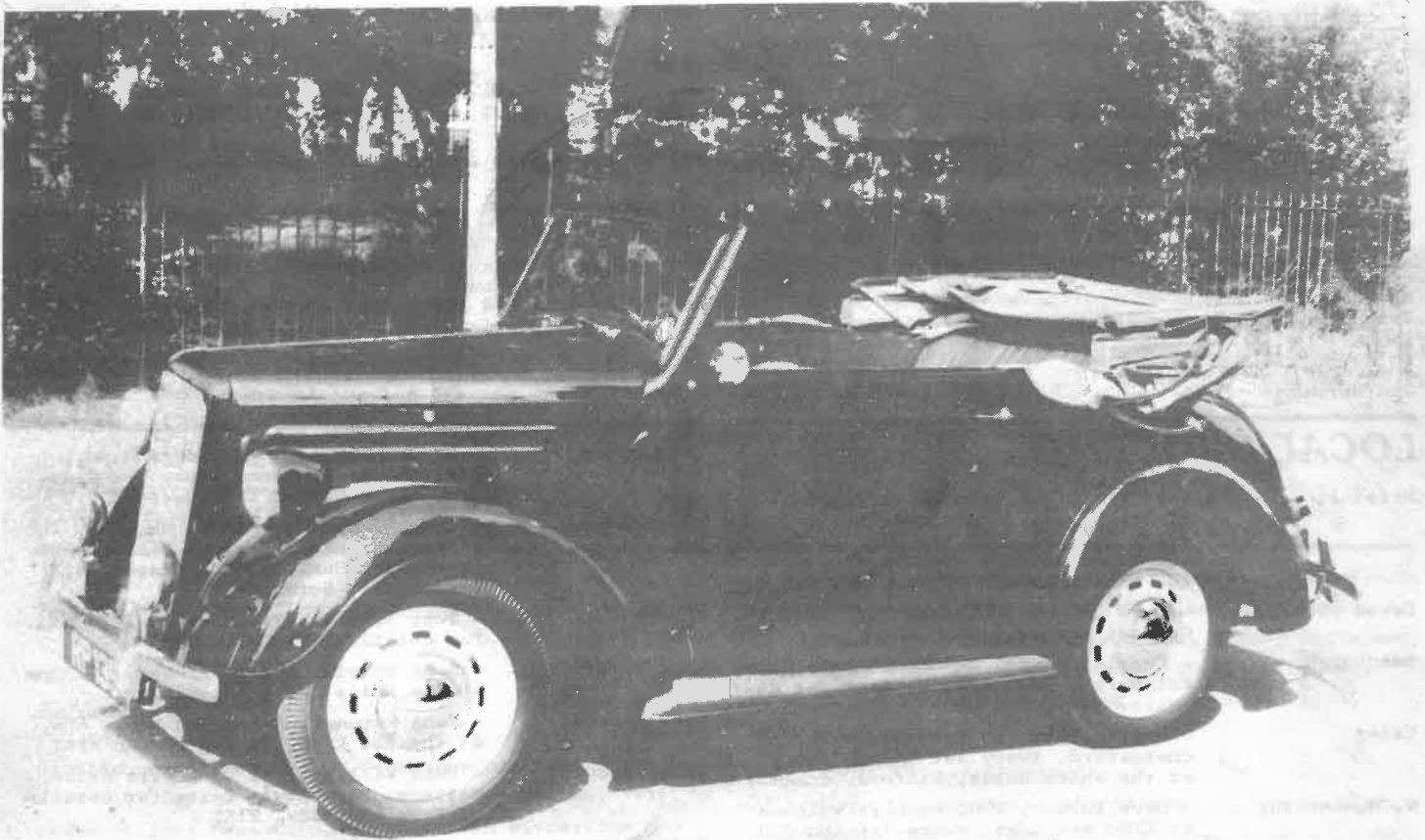


CLUB NEWS



AUGUST 1981



FORD SIDEVALVE OWNERS' CLUB

PRESIDENT

Bill Cooper Esq.- World authority on tuning and racing
100Es

JOINT VICE-PRESIDENT

David Burgess-Wise Esq.- Chief Historian, Ford Motor
Company

JOINT VICE-PRESIDENT & FOUNDER MEMBER

Roger Palmer Esq.

CHAIRMAN

Position vacant at present

GENERAL SECRETARY

John Norris, [REDACTED]

TREASURER

Position vacant- refer to General Secretary

MEMBERSHIP SECRETARY

Karen Waddington, [REDACTED]

PUBLICITY OFFICER

Jim Norman, [REDACTED]

'CLUB NEWS' EDITOR

John Skinner, [REDACTED]

'SIDEVALVE' EDITOR & NORTHERN REGION ORGANISER

Steve Waldenberg, [REDACTED]

CLUB EVENTS COORDINATOR

Terry Armitage, [REDACTED]

CLUB BOOKS & REGALIA

Yvon Precieux, [REDACTED]

TECHNICAL ADVISERS

ALL 8 & 10hp MODELS

John Charlton, [REDACTED]

100E & 107E MODELS

Jim Norman

SPARES SECRETARIES

Y & C Models

ALL 8 & 10hp MODELS

Steve Waldenberg

Position for a second spares secretary vacant

100E & 107E MODELS

Steve Myers, [REDACTED]

Mark Wooster, [REDACTED]

MODEL REGISTERS

Y & C

Registrar, Graham Game as above.

POPULAR

Registrar: Bruce Palmer, [REDACTED]

Sales: Andy Main, [REDACTED]

100E

Registrar: Mel Smith, [REDACTED]

107E

Registrar: Dave Simpson, [REDACTED]

E83W

Registrar: Howard Stenning, [REDACTED]

SPECIALS

Registrar: Barrie Dunford, [REDACTED]

When writing to the club please quote your membership number and enclose an SAK if you would like a reply (International Reply Coupon for overseas members)

LOCAL GROUPS

- Bristol - FSOC members welcome at meetings of The Classic & Historic Motor Club every 1st Wed., at the Midland Spinner, Warmley and every 2nd Thu., at the Miners Arms, Shipham, nr. Cheddar
- Devon (South) - Neil Crook, [REDACTED] Contact for details
- Edinburgh - Charles Horne, [REDACTED] Contact for details. NEW LOCAL GROUP
- Essex - Martin Babb, [REDACTED] Chelmsford. Every 1st Wed., 7.30pm, at the White Horse, Widford (on A12)
- N. Humberside - Dave Turner. FSOC members welcome at YTCC meetings, every 1st and 3rd Sun., 7pm, at The Triton, Brantingham
- Kent - Roy Hull. Every last Wed., 7.30pm, at the Rose and Crown, Wrotham
- London (Central) - Tony Sykes, [REDACTED] Write for details or Tel. [REDACTED]
- London (SE) - Yvon Precieux. Contact for details
- London (NW) - Ian Musgrove, [REDACTED] Every 3rd Wed., at The Ship, Joel St., Northwood Hills
- Middlesex - Dave Tobias, [REDACTED] Contact for details.
- Merseyside - Mark Prescott, [REDACTED] Ormskirk and Arthur Modlin, [REDACTED] Every 3rd Mon., 8pm, at Mersey View. Or nearest pub if you all turn up!
- Northamptonshire - Danny Moody, [REDACTED] Barton, Northampton, [REDACTED] Every 1st Thu., at the Griffins Head, Mears Ashby

- Nottingham - Barry Draycott, [REDACTED] Beeston, Nottingham. Every 1st Wed., 8pm, at the Crown Inn, Beeston
- Norwich - Anne Thompson. Flat C. Oak Ho. The [REDACTED] Every last Sun., at The Pineapple, Bracondale, Norwich
- Surrey - Tony Russell. Tel. [REDACTED] for details. NEW LOCAL GROUP
- East Sussex - John Norris. Every 1st Wed., 7.30pm at the White Hart, Catsfield
- West Sussex - John Skinner. Every 3rd Wed., 8pm, at the Red Lion, Ashington (on A24)
- Wales (South) - Phil Williams, [REDACTED] Write for details or Tel. Porthcawl [REDACTED]
- Worcester - Dave Prosser, [REDACTED] Contact for details
- North Yorkshire - Martin Hatfield, [REDACTED] (after 1st Sep.). Every 1st Sun., 11.30am, outside the Black Bull, High St., Northallerton
- West Yorkshire - Steve Waldenberg. FSOC members welcome at YTCC meetings, every 2nd Mon. at the Grove Inn, Wakefield
- Australia - Gordon Cowley, [REDACTED] Contact for details
- Dublin - Pat Hemphill, [REDACTED] Every 3rd Tue., 8pm, at the Deerpark Lounge, Harlech Gr., Dublin 14
- The Netherlands - Johan van den Berg, [REDACTED]

If you would like to be the local contact for the FSOC in your area and organise local meetings please write to me.

John Skinner



Following the successful start of the 100E Register, I am pleased to say that a further two registers have been formed within the club, for the E83W and 107E models. Howard Stenning, of SCHVPT fame and the proud owner of an E83W Utilecon estate car, has opened the E83W Register and an introduction from Howard appears on later pages of this issue. Congratulations Howard, on your recent appointment to the staff of Amberley Chalk Pits Museum; looking forward to seeing you at the meetings of the West Sussex local group! Not to be outdone by Mel Smith and his 100E Register, Dave Simpson of Thorpe Bay, Essex, is about to open a register for the 107E Prefect. Please note that this register will be for this model only and not for the ohv-engined 100E Anglias, Prefects and Populars which, I am not pleased to say, appear to be increasing in numbers.

This year's AGM has produced no new faces on the committee for the next twelve months and so I can only assume that you are all more than satisfied with the way the club is being organised and run? Although maybe it is rather late in the season to say so, I wish a few more people would offer their help at rallies and especially so at the club's own events. For example, poor old Yvon was so busy at Southern Sidevalve Day selling club badges, workshop manuals and books, etc., as well as organising the driving tests in the afternoon, that he was unable to have a good look at the vehicles on display! I know just how he must have felt because the self-same thing happened to me at Woolaton Park last year.

On the spares scene, the two main obstacles have now been overcome, thanks to Steve Waldenberg and Bruce Palmer. 100E front suspension mountings are now available, so there is no excuse for your 100E not to pass its MoT test this year. You can help yourself and help the club recover its costs as soon as possible by ordering a pair now from Steve Myers. John Charlton, one of our technical advisers, has tried and tested the draglink/trackrod ends assembly, designed by John and Steve and it has proved to be a success. The price is unavoidably expensive, but what else can you do if your "upright" goes for a wander? If only someone could come up with the tooling needed to make front wings....

Have you heard the sad story about The Sunderland Flying 100E? Of course you are all saying, "Yes!", even if the flight did last for only a fraction of a second on the night when the 1956 Anglia left its axle stands and nose-dived onto the concrete garage floor! Seriously though, I do hope that one of you has contacted Geoff Linton (Sunderland 77080), as requested in June 'Sidevalve', with a view to completing the restoration project. This must be quite a rare model nowadays- when did you last see a 100E with "bars", let alone a 1956 model? How many were there at Burford- one or two? OK, I know Mike Dawes was at Bromley!



John Stenning

NEWS

PUBLICITY

Jim Norman

You may have seen adverts for the club in the various classic car magazines, or heard the plug for Southern Sidevalve Day on Radio 1's 'Wheels' programme. Well, although they have been successful in attracting new members to the club, these means of advertising are becoming less effective. All old-car enthusiasts who read the relevant press know of our existence. If they are sidevalve owners but still non-members, they are unlikely to join. There are still however, a lot of owners who have never heard of us- I stopped one 100E owner the other day who said that he was thinking of starting a Ford 100E Owners' Club! These people do not read the magazines and are not really old-car enthusiasts; they just happen to own a Ford sidevalve. The only means of reaching these people is by direct contact (it's also cheaper!) and so this issue of 'Club News' contains, yet again, some cards to slip under the appropriate windscreen wiper. Please try to use them, since the more members the club has, the more the club can offer you. It would

seem that in some areas sidevalves are almost extinct, whilst in others they are still relatively common. If you live in one of the latter areas, please write and tell me so that I can concentrate advertising where it will do the most good. If you need more cards, I have thousands!

ARE YOU PROPERLY ADDRESSED?

If you are not receiving the club magazines on time, could it be that you have not notified Karen of your change of address, or maybe your address is not correct? The Post Office inform us that we are not properly addressed without a postcode, so it might be a good idea for you to check your correct postal address at the local post office or library.

SPARES SECRETARIES REQUIRED

The club urgently requires two spares secretaries; one for the Y and C models following John Russell's resignation and now one for 103E models in the south of England, since Roy Hull is unable to carry on with this very essential job. If you are prepared to help please write to the General Secretary, John Norris, as soon as possible.

(front cover: Jim Merlini's E04A Anglia Coupe)

COMPUTERISATION OF THE CLUB MEMBERSHIP RECORDS.

Membership details will, hopefully by now be on file on the club's new "Superbrain" computer. You may have noticed a new type address label on your envelope. If you threw it away before reading this article, don't worry look at the next one that comes to you in October and act accordingly. Look carefully at the label, and let the membership sec know if anything is wrong. So please keep this article until then.

The first line will start with a number prefixed M... this is your membership number. We have stopped issuing individually numbered and names membership cards as it is one hell of a task to do upwards of 1500. In 1982 you will receive a blank membership card when you renew and you can fill in the details. The line will continue after a few *** with a letter code, which indicates the type of car you have, according to our existing records. The code follows this note. Again please advise if you have other / different cars. If the computer will not cope with two sets of info. on one line, then this item will appear at line 2. We don't know its eccentricities at the time of writing this article. Your name follows on line 2 (or 3).

One first name only will be used, so if we have chosen the wrong one from your string of names, please let us know so that we can amend the record. Your address follows and if we do not have your postal code, please let us have that too.

Due to the high cost of printing, it will not be possible to supply full membership lists to all members.

If, however, you wish to form a local group, it will be possible to print out all details of members in a certain post code or county locality, so as you can get in touch with them. Please be assured, that your info will not be disclosed to any third party save as above mentioned and obviously to committee members.

The vehicle code letters are:-

A - Model Y	1932-37	B - Model 7Y('8')	1937-39
C - Anglia E04A	1939-48	D - Anglia E494A	1948-53
E - Scwt Y van	1932-37	F - Scwt 7Y van	1937-40
G - Scwt E04C van	1940-48	H - Scwt E494C van	49-54
J - Model C	1934-37	K - "10" 7W	1937-39
L - Prefect E93A	1939-48	M - Prefect E493A	49-53
N - Anglia 10hp	1949-53	O * see below	
P - Popular 103E	1953-59	Q - Anglia 100E	1953-59
R - Prefect 100E	1953-59	S - Popular 100E	1959-62
T - 10cwt van &c	1938-57	U - Escort/Squire	55-61
V - 300E vans	1955-61	W - Prefect 107E	1959-61
X - Specials all years		Y - Miscellaneous vehicle	
Z - Spare			

* O following any other letter will signify a Convertible or tourer.

An added refinement which we may use later will be a code indicating the condition of your car. Thus, we will be able to identify any model, in any condition in any location, a boon when film companies ask us to provide them with cars.

"BIG JIM AND THE FIGARO CLUB"

The 1979 pilot film for this new series featured a 103E and was mentioned in the 'News' last year. The new series which started on RBC2 on July 8th had been moved back in time slightly to 1945-52, so the 103E had been replaced by an E493A Prefect and the Dodge pick-up used previously by an E83W! The first programme featured a lorry chase through Exmouth involving the E493A which ended up embedded in a dung heap! We await with interest the rest of the series..... Do either of these vehicles belong to club members; if so, can we have more information please?

DID YOU SEE.....

The June issue of 'Thoroughbred and Classic Cars', which featured a three page article on the 93A types written in co-operation with the club and therefore more accurate than some which have appeared in the past? Featured in the photographs were Bruce Palmer's E493A and 103E. In the July issue of the same magazine there was an equally interesting article on the overhaul of sidevalve engines- well worth reading,

OR DID YOU SEE.....

The 'Car Mechanics' magazine advertisement shown nationwide in June? Again, the club was approached for suitable cars and we were able to get Alan Bewsey's Prefect 100E (as immaculate as his E493A!) for the commercial which involved such tricks as wheels falling off..... The full story of how the film was made, including Yvon Precieux's infamous respray may yet be told, in this or a future issue.

IS YOUR VEHICLE REGISTERED?

This concerns those members who are currently restoring a vehicle and who have not yet had the details of their vehicle recorded on the DVLC computer at Swansea. If this is not done in the very near future, you run the risk of losing the original registration number and having to re-register the vehicle. Provided you have the old-style registration book, go immediately to your local licensing office and inform them that you require your documents to be updated. If you wish to retain the original registration book, inform them in writing to this effect and you will receive a receipt for your old book, which will, eventually, be returned to you together with the new-style registration document. DO NOT send your old-style registration book to Swansea or you might never see it again! Therefore, the message is clear; if your old Ford has not one of the new-style registration books, get one now.

A NEW LOCAL CONTACT FOR EDINBURGH

The number of members willing to help the club in their particular areas continues to increase almost from month to month and now Charles Horne, from Edinburgh, has kindly volunteered his services to those of you living in this part of Scotland. For further details see Local Groups page.

LETTERS

Mike Daves' piece on Morgans in his concluding article about Ford sidevalve powered specials published in June 'Sidevalve' is not very accurate in respect of the three-wheeler variety. I am the owner of two Ford engined Morgan three-wheelers and lately of an E493A Prefect, so I think I can fairly claim to know something about sidevalves and Morgans in particular. What follows is a potted history of the Ford powered Morgan three-wheeler and should serve to end once and for all the many half-truths and misconceptions which tend to get spread around.

H.F.S. Morgan, or just plain HSF to his friends, began experimenting with a four-cylinder Coventry-Climax engine in a three-wheeler chassis as early as 1929. Only a prototype was built. The engine was not considered suitable owing to its weight and it wasn't until 1933, following the introduction of the Model Y that the idea of a four-cylinder model was reborn. HFS quickly realised the potential of the lighter Y type engine and lost no time in installing one in a redesigned chassis. By November of that year, a four-seater, four-cylinder model designated the F4 was on display to an admiring public at the annual Motorcycle Show as the company's new addition to their range for 1934.

The F4 continued to be built in a virtually unchanged form until 1952, except for the war years when all car production was halted and the factory machined small aircraft components. A two-seater model, known as the F2 Tourer and fitted with the same 8hp unit was introduced in late 1935 for the 1936 season. The 10hp engine could be obtained for an extra £7 10s. The F2 was dropped in late 1937 in favour of a more sporting looking two-seater model, equipped with cycle-type wings and known as the F-Super Sports. It was only available in 10hp form and production ceased along with that of the F4 at the outbreak of war. The model reappeared in 1945 when production recommenced, but without the cycle-type wings. Fitted instead were the more familiar flowing ones. Production of all three-wheelers ceased in 1952 owing to lack of demand and the last twenty left the works late that year.

Chris Drinkwater

Model Y in Johannesburg

I read with great interest the mention in April 'Club News' of the Model Y in a museum in Johannesburg. I live about eight miles from the Jukskei Car Museum and I have seen this car there on my many visits to the museum, where there is also a 1951 E493A Prefect in need of restoration. I enclose a photograph of the 1934 Y, but I am unable to give any further details about the car at the moment.

Sidevalve Morgans



1935 Morgan F4

Your mention of two South African members presented something of a mystery to me! Although I have told many sidevalve owners here about the FSOC, I did not know that anyone else had joined. This has since been cleared. I have just returned from a holiday in my home town of East London and whilst there I went to see the start of an old car rally one weekend- and there was Norman Hickel (who went to the same school as me!), with his Prefect E493A, club badge and all!

John Hampson

(the original information about the Y was sent to me by Harry Cramer, [redacted])



Early Lotus Sidevalves

Dear Bruce,

I read your letter in this month's 75P Bulletin which has arrived very late and would like more information on the club. (we publish on time- don't we?- Ed)

I had a Popular very, very many years ago and now own a Fiesta, but I also have three early Lotus cars each using the old 1172cc sidevalve engine and while none are on the road at present, I hope that one day, this year perhaps, I shall get two of the cars roadworthy, although the Mk 2, which I acquired in bits and pieces several years ago, will take more than a few months to even get together and years to get on the road. The three cars I own are:-

LGH 702 Lotus Mk 2, registered 14.11.49

LMU 4 Lotus Mk 4, registered 4.5.51

HEL 46 Lotus Mk 6, registered 8.11.49

The latter my wife and I used in many MCC classics as well as in mud trials- the other two came my way when I discovered they were likely to be scrapped.

Alton, Hampshire

Arthur Hay

The Wrong Mr. Saunders!

In February 'Club News' long-time Ford enthusiast Jem Bowkett replied to the "where are they now?" feature written by me. Jem mentioned in his letter a Model C Fordor, BOV 423- "surely Chris Saunders' own car; he has sold out and lost track of?". Not so! I have never

owned this vehicle; in fact it was owned by one Clive Saunders, who went on to purchase a 1935 Model 48 V8 Roadster, which was the subject of a fastidious ground up restoration by Clive, as was his Model C. Unfortunately, I have lost touch with Clive, but I know he lives in the Christchurch-Poole area. I do know that he sold the C in about 1976, but feel sure that such a well-preserved vehicle must still survive. It used to be driven to the Maidenhead John Carter Rallies without problem. I have not seen Clive for about three years, but presume he still has his V8 Roadster, again a very rare Ford. Until joining the FSOC last year, I did not realise that the Models C and 7W and also the early Prefects had become so rare, but feel there must be some more C's around, although I must confess I haven't seen any recently.

There seem to be many Ford enthusiasts who keep themselves to themselves and don't seem to be interested in joining the now many and varied Ford one-model owners' clubs. For instance, there are many Model A Fords around; there have been several in and out of the Pre '50 American Auto Club over the years and each year we see newly-restored examples, only to see them disappear into oblivion again! This proves to me that there must be many more small sidevalves as yet undiscovered by the FSOC, so take heart, I am convinced they will start to reappear.

Regarding the German sidevalves, I have been a member of the Early Ford V8 Club of America for four years. (incidentally, they are a 6000 member club and, in my opinion, their bi-monthly magazine, 'The V8 Times', with colour covers, colour pages and authoritative technical articles, is the best in the old-car hobby). One member in Germany is described in an article as having "the largest collection of Ford literature outside the USA. I will write to him to see if he is willing to provide any information on the Eifel Fords and will let you know in due course.

With reference to Sid Sheppard's Prefect van, pictured in February 'Club News', Ford Australia produced some special van and utility bodies on Dagenham-built Prefect chassis. Could it possibly be that some of the Australian vans found their way back to England before the war, possibly for inspection by Ford at Dagenham and then sold here?



Chris Sanders

The 25000th Irish Ford

I was pleased to see mention of the assembly plant at Cork in the last 'Sidevalve'. You may be interested in the photograph enclosed of a 7Y- the 25000th Ford car built at the plant, in 1939 I believe. Note the US-style trucks in the background as well as the UK V8 truck.

Croydon, Surrey

A Club Historian

AUG Sat 22 COUNTRY FAYRE and STEAM RALLY at Petworth
Sun 23 Park, Petworth, West Sussex. The theme will be the country way of life, with most crafts represented, together with power used on the land from man, horse and steam through to diesel. Transport from its beginnings to date, with exhibits from family motoring, commercial and military vehicles on parade. There will be craft shops, preservation societies, a traditional children's funfair, food and drinks, a grand parade and the customary spectacular surprise display! There are no entry fees for exhibitors who will receive a brass plaque as a memento.

Sat 29 ST. IVES SEPTEMBER FESTIVAL!, Splatten-
Sun 30 ridden Field, St. Erth, Cornwall. Wide
Mon 31 range of displays from Celtic Sports to
Vintage Cars and Traction Engines. Entertainment each evening; Jazz on Sat., Barn Dance on Sun. and C & W on Mon.
- John Gurney, c/o Rowe the Printers, Lifeboat Hill, St. Ives, Cornwall.

SEP Sat 12 REME, Electrical and Mechanical Engineering, The School of, are holding the annual Bordon Garrison Fete at Bordon, Hants to raise money for recognised charities and for local garrison and civilian causes. Class 100: Cars pre 1940; Class 200: Cars 1940 and later; Class 300: Light Commercial Vehicles and Class 1100: Special Interest Vehicles. Vehicles should be pre 1960 or, if newer, of particular interest. All vehicles attending will be awarded a commemorative plate. Winners in each class will receive a special plaque. The FSOC has been invited to attend by member Dave Moss. The rally will take place on hard standing concurrently with the fete and vehicle "crews" will be admitted to the fete free of charge. A free tea ticket for up to two people will be available entitling them to tea or coffee and cakes! Last year's rally attracted over 120 entries and was highly acclaimed by those who took part. This year it is

intended to include an autojumble. Closing date AUG 19.

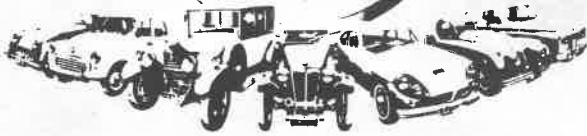
- WO2 A. Gardiner, B Branch, SEME,

OCT Sat 31 CLASSIC CAR SHOW, Brighton

NOV Sun 1

(10.00 to 18.00

both days)



This year the Classic Car Show, held at Earls Court last year, will take place at the Metropole Exhibition Centre, Brighton, on OCT 31-NOV 1, the Sunday being the date of the RAC London to Brighton Run for VCC vehicles. As usual the FSOC will be having a stand, but with three cars;- Graham Game's Model C, Friedel Erdelmann's E493A Tourer and Mike Dawes' Anglia 100E, all of which are very fine cars and a credit to the club. We would be very grateful of offers of help from people prepared to man the stand for a minimum of three hours. Please contact Bruce Palmer as soon as possible if you are prepared to assist. To encourage people to visit the show, tickets purchased through car clubs exhibiting there will be available to club members for £1 compared to £2 at the door. If you are interested send a cheque or PO (made out to the FSOC) for £1 per person to John Norris,

Club members may wish to stay the weekend in Brighton and special hotel arrangements have been made! Bookings have been reserved in the Brighton Metropole Hotel at special reduced rates. These are:

Single room, one night, b+b	£16.00
Single room, two nights, b+b	£22.50
Single room, three nights, b+b	£33.00

For rates on double rooms and to book accommodation, please contact the Metropole and state 'Classic Car Show' concessionary rate: Brighton Metropole Hotel, Kings Road, Brighton, BN1 2FU. Contact Miss Brough or Miss Sanders, Tel. 0273 775432! In addition, on the Saturday evening of

the show, the organisers have decided to hold a Supper Disco in the Metropole and the Jensen Owners' Club have very kindly agreed to take on the organisation of this event which will also be used by 'Thoroughbred & Classic Cars' for their prizegiving.

The number of car clubs that have not previously exhibited at the Classic Car Show and who are now 'in' for the first time number twenty-four. The show this year will include a much wider cross-section of cars including Porsche, Rolls-Royce, Bentley, Maserati, BMW, Alta, Morgan, Allard and Lamborghini, as well as traditional clubs and, therefore, we will need all the help we can get to 'show the flag' for the FSOC, which are much more of 'real' cars, rather than moving investments!

RALLY REPORT

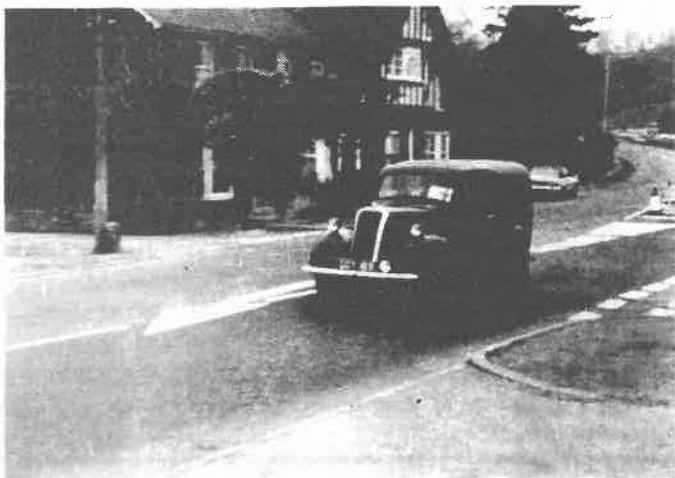
HVCV LONDON to BRIGHTON RUN 3rd May 1981



Not an entrant in the run, but following the rest of the commercials was this nicely restored E83W pickup, which is quite a common sight in the South. I don't think the owner is a club member though.



FSOC member Norman Anscombe's 1933 Model Y van, one of the best restorations around. I assume you must have got the steering-box fixed in time for the run, Norman?



The inimitable Dick Peters in his 1947 E04C 5cwt van, described in the official programme as a Model Y van! Similarly, C. Skelton's 1957 300E 7cwt was described as a Fordson 100E. (Bruce Palmer)

HORSHAM HISTORICS RALLY 16th/17th May 1981

With the freak weather conditions occurring at a time when the South was staging some of its premier events it was not surprising to find a low turnout of FSOC vehicles. At Horsham, continual rain on the Sunday morning made the site a quagmire and caused many vehicle owners to turn back. In addition to this, the slope of the site posed considerable problems to all vehicles except the Ford 'uprights' and the Austin Sevens, which seemed to excel in the appalling conditions! The weather did, however, improve later in the afternoon and owners were able to drive and present their vehicles in the arena. Nice to see Peter Denton and family in their immaculate Anglia, Tony Russell in his Prefect- a new and very enthusiastic member; we need more like him- well, maybe not quite like him! - and John Skinner, minus his usual van. (Yvon Precieux)

ENFIELD PAGEANT of MOTORING 23rd/24th/25th May 1981

At Enfield on the May Bank Holiday Weekend, conditions were similar to Horsham, but whereas at Horsham the site did eventually dry out, here intermittent showers on the Sunday and continual rain on the Monday caused insurmountable problems to the organisers, stallholders, vehicle owners and the general public alike. Turnout of club vehicles was again low compared with clubs such as the Ford V8 Pilot Club and the Y & C Register; over twenty Pilots and the Y & C Club fielded three Model C saloons, which brings me to the point that if you, the members, are not prepared to support the club, even when events are held in your area, why have you joined the club? Is it just to hoard vital spares to await the day when your vehicle appreciates in value far in excess of its purchasing cost? If so, forget it. We intend keeping as many of these small sidevalve Fords as we can on the road and for as long a period as we can, come what may, which means that those members who don't use their sidevalves have two options; either leave your vehicle in a garage to rot

away with no appreciable rise in value, or run your vehicle, meet new friends, see new places and bring back nostalgic memories to those who remember the small Fords from their earliest days of motoring. After all, in retrospect, the small sidevalve Fords were the most successful, simple vehicles the world has ever known. With everybody's support we can maintain that they still are! (Yvon Precieux)

FIRST FSOC VISIT to HOLLAND 30th/31st May 1981



Having recently enjoyed a marvellous rally and festival in Holland, I thought I'd write and tell you all how well it went and how helpful and friendly our Dutch members are.

With a good deal of help from Mike Dawes, who we'd like to thank, we set off bound for Bergen aan Zee on 29th May, sadly unaccompanied by any other fellow British FSOC members. After a pleasant crossing we had to accustom ourselves to driving on the right; no joke when you meet your first road junction! Incidentally, for those of you going in August, all you need is a red triangle and a green insurance card; no right-dipping headlamps were required (pity; I've got two orange RH dipping bulbs to spare- just the thing for your 100E!- Ed). Also, remember to take your registration documents with you.

The Dutch roads and motorways (known as A roads) are well signposted, so navigating was quite easy. We soon discovered that our Popular 100E was quite a celebrity with the Dutch motorists, who spent most of their time waving at us! Later we discovered that there are only two roadworthy 100E's in northern Holland.

After a brief tourist stop at Alkmaar, a really lovely town, we continued to the sidevalve meeting at Bergen aan Zee. About ten sidevalves were there, including a V8 Pilot, an upright Prefect, an Anglia 100E and a 7W and after due inspection of the cars, we adjourned to the meeting of Dutch FSOC members at the hotel. They would like to form a Dutch branch of the club and we gathered, from what we could understand, that the possibilities of this were discussed. English is a second language to the Dutch and since it is spoken quite well by most people, various parts of the

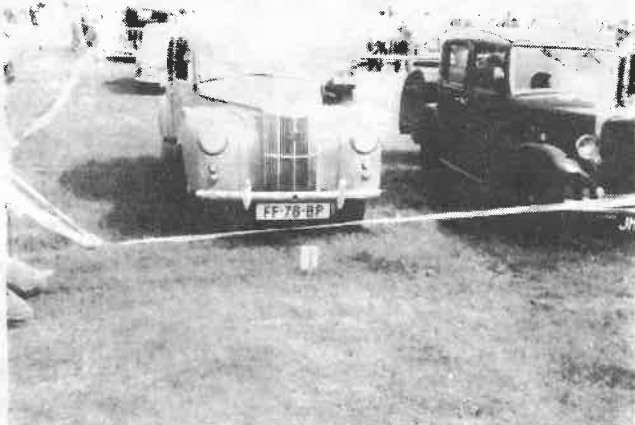
conversation were translated for us!

We moved on to another rally at St. Martin, further north, where we camped overnight. The arena was sensibly provided right round with a moat; those of you who have been bogged down in inches of British mud will appreciate the logic there! Dutch weather proved very much different to ours and Sunday rally day was hot and sunny. The arena soon began to fill with a variety of Austins, Rileys, Renaults and Fords, etc., all pre-1965. The display was very impressive, especially as this was the first rally of its kind in the north of Holland. The cars were not arranged in classes, which made for much more varied viewing. Our 100E was parked between a Chevrolet Belair and a Citroen from the Twenties!



(A very nice 1932 Model Y owned by FSOC member J. Veer from Bergen)

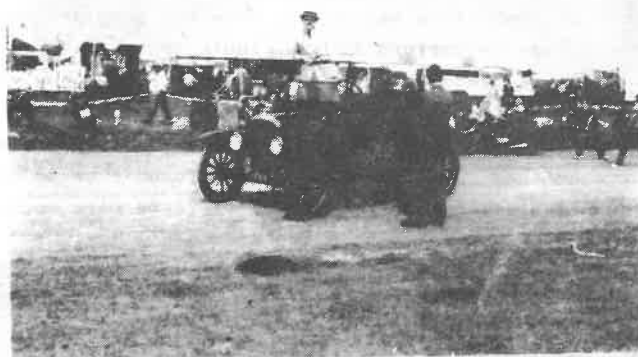
Also in action were some military vehicles, fire engines, steam rollers, vintage motorcycles and an autojumble- spares are virtually impossible to find over there and a lot of people raid British scrapyards!



(1953 Prefect owned by J.E. Meyer- not a club member!)

During the day, examples of each type of vehicle were shown in the arena and the prizes were awarded around 4pm. We couldn't understand the announcements for each class until, to round up a very enjoyable day, our name was called and we were presented with the cup for travelling the greatest distance to the show! The Dutch were really pleased that a British vehicle had

come over and thanked us heartily for coming!



(1923 Ford Model T tourer- note period costume)

Those going on the Second FSOC Visit to Holland in August should really enjoy themselves- we wish we wish we were returning. I'm sure Mike Dawes would still be interested to hear from anyone else who's had a re-think?

(Philip Jewson)

CHINGFORD RUN 14th June 1981

Fortunately, a rally not marred by bad weather. A beautiful day with three 103Es including mine, the E83W driven by Howard, with Tim, Jim and Graham in their Ys and Graham's wife in the C saloon. The road run to the rugby ground in Chingford was simply exhilarating, through beautiful countryside and crowded market towns- I even managed to recruit a couple of new members!

(Yvon Precieux)

BROMLEY PAGEANT of MOTORING 28th June 1981

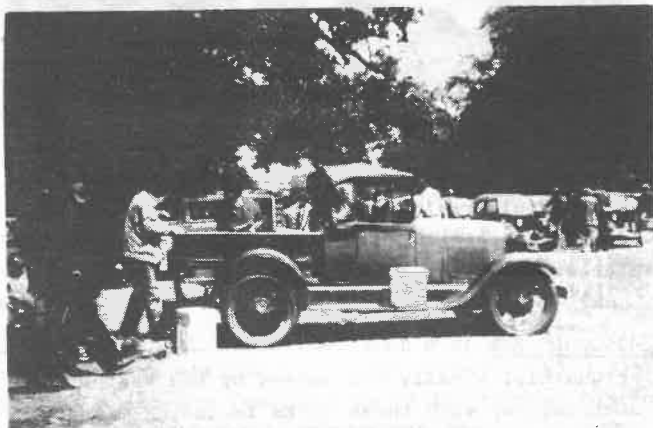
Despite the clash of dates with Southern Sidevalve Day some of our less-adventurous members attended this event which, this year, was sponsored by 'Practical Classics' magazine. Yet again, a sidevalve scooped a major prize, with Alan Bewsey's E493A winning the post-war class in the "concours". Congratulations, Alan, in doing so well against competition such as Jensens, etc..

(Bruce Palmer)

SOUTHERN SIDEVALVE DAY 28th June 1981

I am sure that those of you who went to Burford for SSD will agree with me that the Cotswold Wildlife Park was an excellent site for the club's major southern event, where we were able to display our vehicles and hold the driving tests on an arena far enough away from the other attractions at the park, so that we could be on our own, but at the same time, near enough for, dare I say it without appearing too-chauvinistic, the women and children to wander-off and take a look at the tigers, racoons and red squirrels, not forgetting being able to see the penquins at tea-time! There was no need to worry about the possibility of any damage to our vehicles, since all the animals were securely fenced-in and in any case, the couple of mangy-looking camels in the pen nearest to us were not in the slightest bit concerned with the mad antics going on in the field next to them!

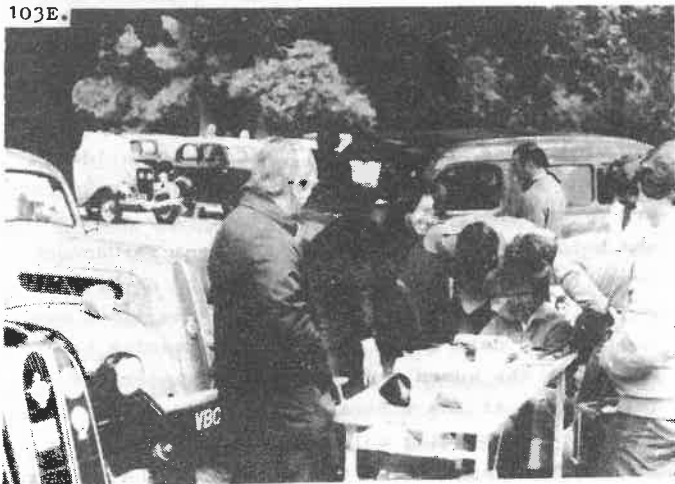
Cars began arriving early on Sunday morning and by lunchtime over 120 cars and commercials were assembled in position. Steve Waldenberg made the long journey from Leeds to Burford in the club's E83W Utilicon, now looking resplendent after its respray, loaded up with spares and Jem Bowkett arrived with more spares in his Model A truck. Both of them were kept busy all afternoon selling spares and Steve even found time to do some bargaining with Ken Tingey for some more much-needed parts to take back to Leeds!



(Jem Bowkett doing some business with Brian Malin)

After lunch, everyone had the opportunity to examine everyone else's vehicles and by examine I mean looking closely at every little detail, trying to spot the differences between similar models! Later on in the afternoon the same people could be seen comparing their cars with the prizewinners, trying to prove the judges wrong!

Andy Main set up the Popular Register sales stand and was soon doing brisk business in gear lever gaiters, bumper grommets and other remanufactured parts. Andy drove 230 return miles to get to the event in his 1956 103E.



(Andy Main and the Popular Register sales stand)

Unlike the torrential rain of last year, the weather at Burford stayed fine and bright, although the cold wind persisted until late in the day and Yvon was

able to conduct the driving tests under almost ideal conditions.

Jem Bowkett also brought along his red E93A tourer, driven by his wife- after Jem's remarks about the 100E I think we should have made him park it in the middle of them! This year there were two Model Cs- Graham Game's recent restoration and Ivor Bryant's, sound, but in need of restoration, hurriedly dragged from its shed, tyres pumped up and loaded onto the trailer for Burford! Two 7Ys turned up, but disappointingly, no 7Ws; better luck next year.

Thanks to Mike Dawes for suggesting Burford, but most of all, thanks to Bruce and Liz Palmer and everyone else who helped organise the day. (John Skinner)

The driving tests, or should I say driving test, were sufficient to cause embarrassment to some drivers and as I had hoped, the course was of no distinct advantage to any particular type of vehicle. The 100Es were very quick off the mark, but were slowed down by the first and second "garages"; with the uprights it was completely the opposite. The final stage was the most amusing from the spectators' point of view, with some drivers completely missing the balloons and having two, three and some four attempts before bursting them!



(Tim Clarke in his 1957 Anglia 100E, tries again and again to burst the balloon, much to the amusement of Sally Cantle)



(John Worley in the "garage" with his 1956 300E van)

Oddly enough, there were three winners with the same time of 1min 5sec; Alan Wesson with his 100E, Brian Butler with his E493A and the 103E driven by Nick

Place, who forgot to pick up his prize! If you would like to contact me Nick, your prize is waiting. Although only two seconds behind, a special mention must go to Alan Baker, who put in a fantastic effort in his Model Y. Finally, a big thank-you to those who helped out during the driving tests, especially to all the youngsters who blew up the balloons!

(Yvon Precieux)

Concours d'Elegance Results

Class A: Pre-War Cars

- 1st T. Brandon (1936 Model Y)
- 2nd J. Poyzer (1936 Model Y)
- 3rd B. Chipman (1933 Model Y)

*Runners-up: A. and D. Taviner (1934 Model Y)
G. Game (1933 Model Y)

Class B: Post-War E93A Types

- 1st M. Crouch (1949 Model E494A)
- 2nd F. Erdelmann (1949 Model E493A)
- 3rd D. Biddall (1952 Model E494A)

Class C: Popular 103E "Top of The Pops"

- 1st S. Svensson (1954 Model 104E)
- 2nd D. Laxton (1954 Model 103E)
- 3rd Y. Precieux (1955 Model 103E)

*Runners-up: I. Rendle (1956 Model 103E)
D. Prosser (1956 Model 103E)

Class D: 100E and 107E

- 1st D. Biggerstaff (1960 Prefect 107E)
- 2nd A. Hart (1961 Popular)
- 3rd C. Rogers (1955 Prefect)

Class E: Commercial 1932-62

- 1st O. Cope (1953 Model E494C)
- 2nd G. Chapman (1954 Model E83W)
- 3rd K. Burke (1954 Model E83W)

Class F: Specials

- 1st R.G. Collins (1959 Ginetta G2)
(only entrant)

Class G: Best Car in Daily Use

- A. Wesson (1956 Anglia 100E)

Class H: Furthest Distance Travelled to SSD

- S. Svensson (710Km overland from Nora,
Sweden)

Class I: Best Ford Visitor

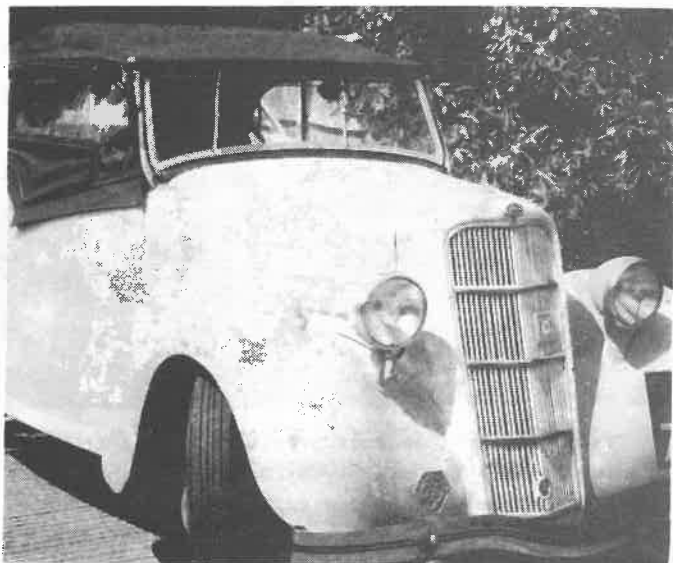
- S. Barrett (1953 Consul Mk 1)

Walter Schnell Trophy (for the best restoration by a Popular Register member)

- D. Laxton (1954 Model 103E)

Burford Burblings.....One of the cars that didn't get to Burford was the Barton's Model C tourer, which is nearly at the end of a very expensive rebuild, but just wasn't ready in time. A new black hood has been fitted and the car is about to be painted. The owners however, were at Burford and would like to know what is a correct colour for the final repaint, although I think they got some good advice from our C owners!

(BDP)



(The Barton's Model C tourer- not black paint please!)



(The proud owner of a very smart E04A Anglia?)



(Oliver Cope's gleaming E494C 5cwt van from Weston)

Photographs by: Bruce Palmer
Dick Peters
John Skinner

(Over the page- more photographs from Burford)



7Ys are rarer than most people think, so it was nice to have two of them at Burford, seen here with their owners, Brian Walker (left) and Chris Maneylaws.



Jem Bowkett's E93A tourer, driven to Burford by Mrs. Bowkett.



There were fifteen pre-war cars present, including Arthur and Daphne Taviner's 1934 Y (left) and Tim Brandon's 1936 Y.



Ivor Bryant's Model C gets ready for the return journey, watched closely by Arthur Taviner! Graham Game's C made it from Essex under its own power!

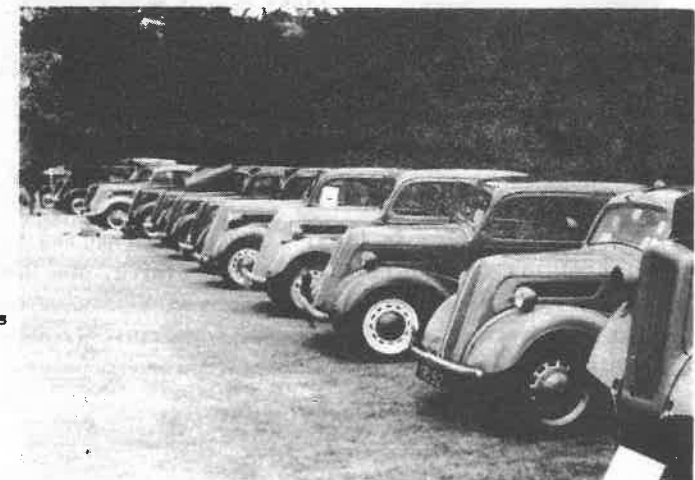


Stig Svensson attended the rally all the way from Nora, Sweden and won both the "Top of The Pops" award and the "Furthest Distance Travelled to SSD" award, here watched by John Skinner during the driving tests. Note the fine line-up of Prefects.



A good turnout of E83Ws plus one of the 5cwt vans

This must have been the longest line of Populars since production finished at Doncaster!



ARDINGLY HISTORIC VEHICLES RALLY 11th/12th July 1981

This major rally and steam fair again attracted a good representation of sidevalves, all of a very high standard and mostly FSOC members. Three Model Ys and Alan Cresswell's 7Y, out for the first time after a superb restoration- this car is a potential concours winner anywhere.



(Alan Cresswell's 7Y from Tonbridge, Kent)

There were also two E494A Anglias, three E493A Prefects and four 103E Populars. In the commercial classes were three E83Ws and Dave Moss' "Castrol" Thames 5cwt van which, yet again, won the Hugh Charles Memorial Cup as the best commercial in the Light Commercial Class.

At the Sotheby's vintage vehicle auction on the Saturday morning, a sound and restorable "short rad" 1933 Y Tudor went under the hammer for as little as £200, but each of the FSOC members present felt that with more than two sidevalves each already, their wives were not likely to agree to another restoration job and so it went to a non-member! (Bruce Palmer)

FORD FESTIVAL at KNEBORTH HOUSE 12th July 1981

Yet again, members turned out in considerable numbers to support the club at the first ever Ford Festival, held at Knebworth by the Ford one-make owners' clubs. We had well over forty cars present which certainly

equalled the Mk II Club's turnout and combined with our friends the Y & C Register (14 cars), the V8 Pilot Club (17 cars) and three pre-war V8s, kept the sidevalve flag flying against the ranks of the Mk I, Mk III and Classic 315 clubs, not to mention custom cars (how were they allowed in?)- about 220 vehicles in total.

Despite the informal nature of the event, basically a chat and a picnic, we all thought it was a great success and having proved that there is interest in a joint meeting, there will certainly be a very much bigger and more elaborate Ford Festival next year, with all Ford clubs participating.

Our thanks for the hard work put in to organise the festival go to Trevor and Vaughan Millard of the V8 Pilot Club, together with Dave Debenham, his wife and Dick Smith of the Mk II Club. Thanks also to Steve Waldenberg for providing commemorative plaques at very short notice, to all the entrants and to some FSOC members for driving such a long way to support us. The gentleman who drove his 100E all the way from Canterbury, only to find no FSOC spares on sale and the E83W owners who came from Litchfield deserve a special mention. John Skinner, Yvon Precieux and myself represented the FSOC Committee and Tony Russell proved an excellent guide around Hyde Park Corner for those returning in convoy to south of the Thames after the event! (Bruce Palmer)

BOOK REVIEWS

Ford in The Thirties by Paul R. Woudenberg
(Petersen, 144pp, £1.95)

The Thirties was the decade that saw the greatest technological change in the development of the American Automobile, during which time it was gradually improved in terms of performance, durability, quality and reliability. It saw the almost universal use in the mass-produced car of the synchromesh gearbox, hydraulic brakes and, except by Ford, independent front suspension. Other refinements such as automatic ignition advance and generator regulators were also introduced.

Paul Woudenberg, a leading car historian and a lecturer on the finer points of car restoration at the University College of California at Los Angeles, covers, in the greatest of detail, the changes the Ford Motor Company had to undergo in order to keep its vehicles competitive both at home and abroad. Beginning with the introduction of the Model A following the decline of the Model T, the story is told of how Ford attempted to regain market leadership in the USA from Chevrolet, which outsold Ford throughout the decade in every year except two.

Ford's European operations are described in somewhat less detail, but it does include some interesting facts on the development of the Model Y prototype, with pic-

tures of both prototype and production versions for comparison. There is also a photograph of the Model Y based Tug towing a trailer. Sidevalve club members will be intrigued by the photograph of a 1938 2-door E93A Prefect with "dipped" front bumper (p94 Bruce).

Once accustomed to the American style of English, you will find this book most interesting reading and is excellent value for money at the cover price of £1.95.

Ford Trucks and Transport Since 1945 by Arthur Ingram (MRP, 128pp, 250 illus., £5.50)

Another pictorial history book, but this time concerned with the development of Ford commercial vehicles since 1945. Only the first chapter, which deals with the E04C, E494C, E83W, 300E and Escort and Squire, will be of any great interest to FSOC members and it should be noted that the same chapter also includes the later ohv-engined vans.

There are plenty of contemporary photographs of the E04C and E494C models in their usual van, pick-up and estate car bodies, similar pictures of the E83W also shown in ambulance, box van, dropside truck, laundry van, "woodie" estate and mobile refreshment bar bodywork, not forgetting the Utilecon conversion by Martin Walter. One amusing publicity shot shows three RAC patrolmen on sign-fixing duties with a 300E 5cwt van; I hope they didn't all have to travel in the same van!

The other chapters cover the very unusual V8 Pilot commercials, progressing through the famous Thames Trader and Transit ranges to the latest Transcontinental trucks. A rather expensive book, but one which will be very useful to anyone restoring a sidevalve commercial! (John Skinner)

A Guide on How to Re-trim Your Car (Edgware Motor Accessories, £1.00)

This sixteen page booklet describes all the basic jobs to re-trim a classic car. As a practical, if rather brief outline, this is an excellent little book, although one must say that more and better detail on specific operations can often be found in the 1950s' car magazines- if you can find them. Nevertheless, essential reading for anyone who is going to re-trim their car the hard way!

Available from Edgware Motor Accessories, 94 High St., Edgware, Middlesex. (Bruce Palmer)

Preserved Lorries by Keith A. Jenkinson (Ian Allan, £5.50)

This book is basically a comprehensive catalogue of vehicles owned by members of the Historic Commercial Vehicle Club, illustrated by a single photograph of each model. In the Ford section is a Y van owned by a Mr. Norton of Worthing (a FSOC member?) and on p169, Dick Peters' E04C. E83Ws are represented by a nice example from a Mr. Scott of Hungerford and a long list of others owned by HCVC members, none of which I can

ever recall seeing at FSOC events. A 1939 milk float is shown as belonging to the Seamer Dairy, near Scarborough, which must make it the oldest E83W still on the road- I expect Howard Stenning can prove otherwise- and a 1942 van, apparently belonging to the Bristol Co-op. This book is certainly worth getting from your local library. (Bruce Palmer)

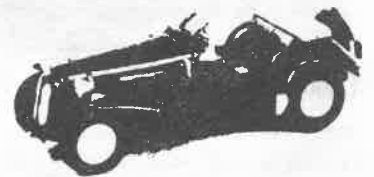
CLUB BOOKS & REGALIA

I've had two firm orders for club sweaters to date and in view of the limited response, have decided to shelve this idea for the time being and concentrate on other new items such as cloth badges and window stickers, which I hope to have in the near future. The stock of Sidevalve History books is now very low and therefore, any member who hasn't purchased his or her copy should do so without delay, to avoid disappointment when we actually do run out. The book is, as you should all know by now, superbly illustrated and expertly examines the history and development of these reliable and simple, yet versatile vehicles. Price now £2.95 per copy.

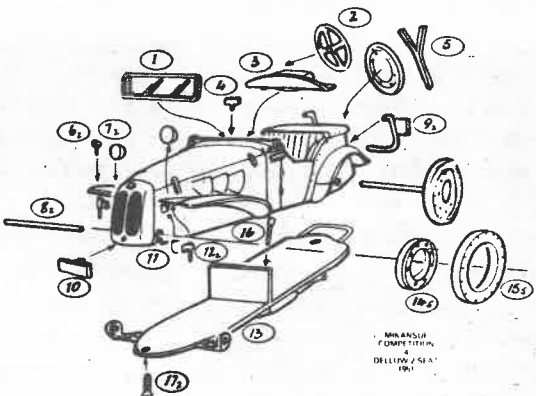
T-shirts are now available again in all sizes, but in white only for £3.50. A few copies of "Super Tune Your 100E" are left at the special price of £1.70. For a short period only, until the end of September, in celebration of the birth of the 100E Register, I am reducing the price of the Pearsons 100E handbooks from £1 to 85p; in addition, the first fifty orders will each receive a free sidevalve sticker. (Yvon Precieux)

The following two model kits are available from:- Mikansue, 15 Bell Lane, Eton Wick, Windsor, Berks.

MIKANSUE
COMPETITION
DELLOW



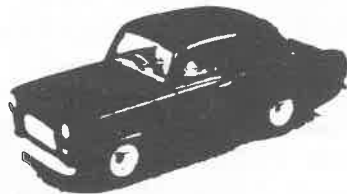
Mikansue Competition 4. Dellow. 1/43 kit



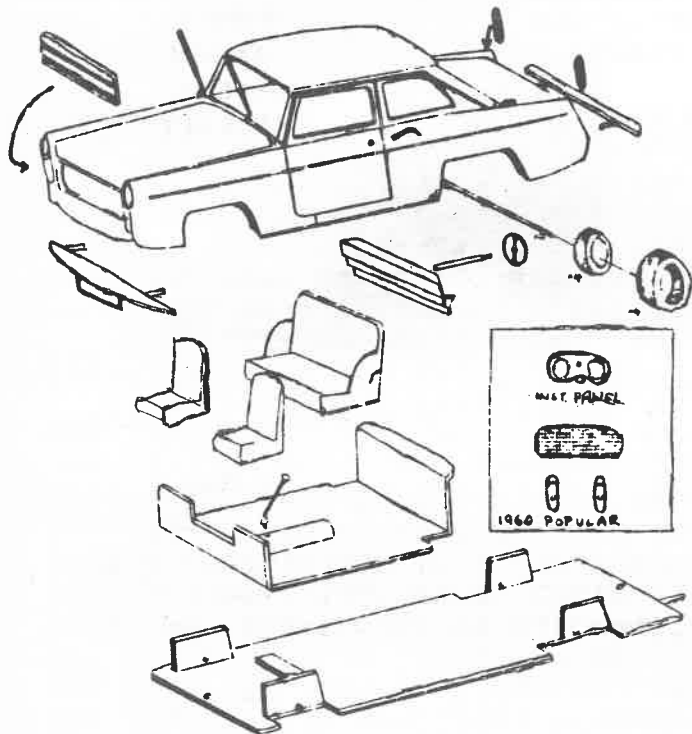
MIKANSUE
COMPETITION
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MIKANUSIE

KIT No 25
FORD 100E SALOON



Mikansue 25 Ford Popular 1/43 kit



This kit is based on the 1964 to 1961 Ford 100E 2-door saloons. There are two basic versions, the '54 - '59 Anglia (as shown in the exploded view) and the '59 - '61 Popular (using the alternative grille, lights and instrument panel shown in the insert). Suggested colours: black, dark or light blue, fawn or grey. Note: the Mikansue daily transport is a dark blue 1959 Popular!

POPULAR REGISTER



At Southern Sidevalve Day.....

First of all, congratulations to David Laxton, from Market Harborough, for winning the Walter Schnell trophy for the best restoration by a Popular Register member. David spent over 1200 hours on his Pop. It was also nice to meet Stig Svensson, who came over from Sweden in his LHD Popular 104E. The Register stand was well-attended and as well as selling out of the small rubber items, we managed to sign up some new members for the club. Enclosed with this issue is our fourth Order Form.

Locking Petrol Caps

Once again, we are pleased to announce another new item. We have been offered by a leading manufacturer a small quantity of locking petrol caps which are suitable for all sidevalves 1935-62 and also the following models:- 105E Anglia, Consul Mk II, Cortina Mk I, Zephyr Mk III, Hillman Imp, Sunbeam Stiletto

and DKW. These are old-style caps and, therefore, look very original, but once they are gone, no more will be available. Cost is £2.50 including p+p. Shop price must be around four pounds.

103E Interior Trim Panels

Samples are now with the manufacturer and the first sets will soon be available at about £35 per set of six panels. If you are interested, please send an SAE (but no money) indicating colour of trim and whether opening or non-opening vent and we will send you details when the production run has been sorted out. To purchase these to order in batches of the same colour will save the club (and you) money, so could we have your provisional orders now please.

Seat Covers

The firm making the trim panels is also quoting for PVC heavy-duty seat covers for 103Es, similar to those originally offered as accessories. No idea of price yet, but if you are interested please let us know.

The further fifty register badges and gear lever gaiters mentioned in June 'Sidevalve' are now in stock. Now temporarily out of stock are the track rod end/drag link covers and the front radius rod bushes, so no orders for these please.

Can you help?.....This month I require your spare clutch and brake pedal rubbers. If any member can donate a set of pedals, I can get them reconditioned with new rubbers and then be able to offer them on an exchange "by return of post" basis. Until then, send any pedals you require to be reconditioned to me, in accordance with the terms stated on p13 of June 'Sidevalve'.

To order any of the above please write to Andy Main, 52 Windermere Drive, Gillingham, Kent, ME8 9DX.

Yes. We Can Help!....Some weeks ago, an elderly owner of a 103E contacted me having been told by the F--- main dealer in Croydon that her custom was no longer required. She found out about the PSOC from Newford Parts in Chorley, whom the garage now trying to repair her car had contacted, looking for a pair of track rod ends for her old Popular. I wonder how many more owners of Ford sidevalves are in the same situation? Maybe we should send a circular to every Ford dealer and retailer in the country, telling them of the club's existence and the services it has to offer? I suspect that we would gain a lot of new members this way.

Have you ever seen the film, "The Pinch", which tells the story about the "theft" of the Stone of Scone from Westminster Abbey in 1950? A Model Y is featured extensively throughout the film as well as what appears to be a Popular 103E, which should really be an F494A Anglia, for some of the London scenes. Newsreels are also used, with lots of E83Ws all over the place! (BDP)

E83W REGISTER



News

Registrar: **HOWARD STENNING**

CHALK PITS MUSEUM

**Houghton Bridge
Amberley
Arundel
West Sussex
BN18 9LT**

WELCOME to the first page in a new chapter of the Sidevalve Club story!

OUR TALE begins with a friendly debate one evening as to just how many E83Ws

there are left. The club vehicle record cards show 18 - but this figure obviously represents no more than a fraction of the survivors. Next, as yours truly battled with his tatty Utilecon, he wondered how best to get in touch with owners of similar vehicles. Finally came the realisation that the E83W is the only model produced after the war not already catered for by the existing Popular and 100E registers. When this was pointed out to B.D.P., he immediately suggested the inevitable: start an E83W Register!

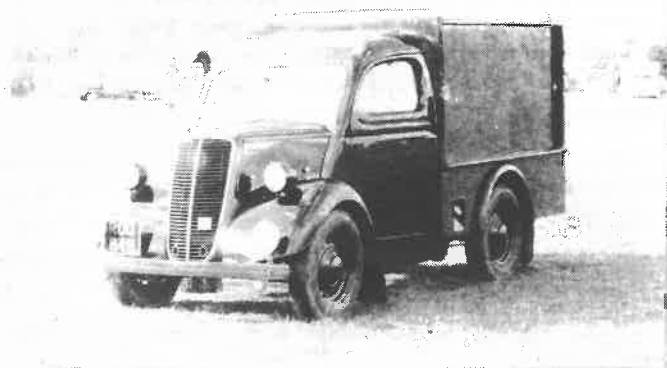
SO WHAT is the register all about? Well, first I will be building up the register itself - a list of as many surviving E83Ws as we can trace. The score at the moment is approaching 100, but I would guess that at least 3 times that number could still be around. Few of these of course are in the hands of F.S.O.C. members at the moment, and part of the task will naturally be to change this situation. Second, is the appearance of this column in 'Sidevalve' and 'Club News', carrying E83W news, a featured vehicle, and some technical, restoration or historical notes. Through these items E83W owners will be able to keep in touch with fellow enthusiasts, share their interest, and maybe find some answers to the problems involved with rebuilding, maintaining and running their vehicles.

THE REGISTER ITSELF, in the form of a list of surviving vehicles, is already under way, but there is still much work to be done. If you do own an E83W yourself then I would be pleased to hear from you, especially if you haven't filled in one of the club vehicle record cards, in which case I would be grateful for details of your machine: registration number, body style, year, chassis number, history etc. A photo would also be appreciated, but is not essential. If you would like your E83W featured in this column (see below), then drop me a line with as many details as possible and a good black-and-white photograph. I look forward to hearing from you.



(Graham Appleby's van, originally used by a cycle dealer in Wolverhampton and, right, an E83W ice-cream van still in use in Chorley, Lancashire)

E83W OWNER OR NOT, please also let me know of any of these vehicles still around in your area. Your help in this will be much appreciated and in the end will mean that the Club will be able to provide a better service. You may like to know that among the vehicles so far recorded we have not only the well-known delivery vans, pick-ups and Utilecons, but also examples of 'woody' shooting brakes, ice-cream and hot-dog vans, milk floats, special display vans, and even a fire engine!! The mind boggles at what we may unearth in the future.....



OUR FIRST FEATURED VEHICLE is something of a rarity, and belongs to one Greg Chapman from Romford, Essex. It was just before Easter 1980 when a friend told Greg about an E83W van that he'd just been to see. The vehicle was in fair condition, he said, but he didn't like the body style, which in his opinion seemed a bit odd. Greg went to have a look for himself, and immediately knew he had to have it. A little haggling, and on Easter Saturday he towed it home.

THE BODY did look a little out of the ordinary as you will see from the photos. It comprises a large and very perpendicular box, with sliding shutters on each side, and a pair of conventional doors to the rear. The roof panel is translucent. The origins of this body remained a mystery for a few weeks, until yours truly was able to show Greg a picture of the very same vehicle, taken when new, in Arthur Ingram's book, 'Ford trucks & transport since 1945'. It appears that the van first saw light of day in the autumn of 1954, possibly in chassis/cab form, and was retained as a works hack by Fords at Dagenham. At some stage the distinctive body was added, but the vehicle remained unregistered until 1962 when Fords donated it to the Hornchurch Old Peoples Welfare Association, who used it on their meals-on-wheels round. Then followed a series of private owners, and eventually - Greg.

MEANWHILE back at the Chapman residence, a couple of new tyres, an oil change and a few hours work on the electrics, and lo and behold! the van sailed through its M.O.T. However, the fact that the gearbox was practically useless became apparent during this test, and having replaced it, it wasn't long before the big ends went! In the meantime Greg was pressing ahead with work on the body, which basically only needed stripping down and painting, apart from some attention to the wings, and the replacement of the doors, which he built up himself. All the while the van remained in constant use as 'firms van' for Greg's one-man motor repair business.

AT THE TIME OF WRITING the van is looking very smart indeed in a livery of maroon and black, and will doubtless be providing Greg with practical transport for quite a few more years yet. In the meantime its unusual body and nice presentation ensures that R00 849 is a popular exhibit at rallies and shows throughout the South-East.

PREFECT 107E REGISTER



My story is of a somewhat unusual nature. It began in 1974 when aged nineteen; I was looking for my first car which had to be a) built in the Fifties or early Sixties, b) reasonably cheap to run and c) most important of all, easily maintained. So I had a choice!

I spent several weeks touring scrapyards, not, as one would assume for parts, but for rust! Yes rust, that brings premature failure of unit construction bodies. My task was to find a particular old car that due to quality, design or some other feature, was less likely to contract this horrible failing. After looking at cars of various makes, long discussions with elderly owners of old cars, a definite and simple answer came about; a two-door car made in large quantities in the Fifties or early Sixties with a sidevalve engine. The car was of course the 100E! Luck was not on my side although I now knew what car to buy; a 100E Anglia, Prefect, Popular or even the Escort or Squire estate cars.

The search was now on and with my savings in my pocket I took to the road in the hunt for a 100E. I must have talked to well over 250 owners of various types of 100E, but not one of them was willing to sell me their car. The only one I was offered was one that had done over 240000 miles and still looked good! This made me even more determined to get one.

My work used to involve me calling at houses where sometimes, if lucky, I would see a 100E. Then, in the spring of 1976, only a short distance from my home, there it was! The owner, like all the previous ones, was very interesting to talk to, friendly, but still would not sell me his car. This is why. A Corfe-grey Prefect was in his driveway; on the speedo 15000. On discussion it was found to be 100% genuine, but the car wasn't 100% 100E- it was a Prefect 107E, fitted with the ohv 997cc engine, but in all other respects was a 100E. This was it.

A number of nerve-racking questions remained unanswered. How much would it be? Would he agree to sell it? Never had an MoT test? Unused since 1963? Still on 1960 cross-ply tyres? Well, eventually I did get it, not at a bargain price to be used as a runabout, but to be a show car.

Since 1977 I have attended various rallies, joined the FSOC, toured the country and had offers for the car. Sorry, no sale! The speedo now reads 34000 and the car is virtually as good as new. She really is a superb little motor and I only wish Ford's policy had been to continue this lovely model!

Well, that is my story about how I became a confirmed 107E owner and is the reason why I am about to open a register for this model. If you would like to join the Prefect 107E Register, please write to me for details and a registration form. Please enclose an SAE.

Dave Simpson

SPARE PARTS NEWS

First of all, thanks to Steve Waldenberg for getting the club out of a difficult situation when the Club Spares were evicted from their garage. The club stocks of spares now reside on the top floor of his firm's building in Leeds and are now available during working hours. Similarly, the now renovated club van resides at Steve's home in Leeds, but we do need another garage for it in the Leeds area. Any offers?

8 & 10hp SPARES REPORT

Valve guides- regretfully, only eight members wanted to order a set. As we need 125 sets ordered before being able to go ahead, we have had to cancel this project. Perhaps there are stocks of these which I do not know about? No further attempt by the club to produce these items will be made.

Clutches- genuine E93A types. We have a few of the unsprung ones left, but we have been offered a further 100. If you would like to order one for stock they will be bought if we receive at least fifty orders. Price £7.00 each. Send post-dated (Sept. 10th) cheque if you want to pre-order one.

Sump gaskets- new supply arrived at £4.25 a set. Now made from neoprene so they won't shrink. The crankshaft seals are in short supply; has anyone any ideas as to who might be able to supply or manufacture these asbestos-based items?

Piston rings- I shall be going to Liverpool in August to collect some 300 10hp rings. Sizes available: +.030 +.040 and +.060 (top two rings only) and +.040 and

+060 (compression ring only). Regret no +030 comp. rings. They will have to be made up into sets of 8 and 4 so don't order until September. Price £9.00 full set.

De-coke sets- good stocks of 10hp sets, specially made for the club, at £12.00. We have a few 8hp head gaskets in stock so we can remove the 10hp gasket and substitute the 8hp gasket for 933cc de-coke sets.

Valves- a few correct length valves in stock at £2.50 each. A few good second-hand ones too at £1.25 each.

Track rod ends- have been promised a few pairs but do not know if they are the correct male-threaded long/short sets until my trip to Liverpool.

Front-brake dust covers- out of stock at the moment, but new delivery expected in September.

Radiator hoses, now in stock @ £2.75 each

E83W front wings- have been offered three new front wings, no price known at present, nor for which sides they are.

Brake cables- still available, usually ex-stock Leeds.

Main bearing shells- please look out for main bearing shells (not standard sizes) at autojumbles. Make sure that they are 8 & 10hp types- we have plenty of 100E types.

Pistons- no regular supplies, so again, look out for these, but beware of the early types; refer to June 'Sidevalve' for full details of the correct part numbers.

Engine mountings- temporarily out of stock, but new supply on order. Still trying for the gearbox mounting.

ORDERING SPARES- the club stock of 8 & 10hp spares is available for your inspection during working hours, Monday to Friday at, 71 Commercial Road, Leeds. To order by post please send your order to, [REDACTED] Please enclose an SAE with any enquiries.

10hp engines- the club may be able to purchase a batch of ex-Ministry of Defence 10hp engines in the near future. The last batch we had were all in very good good order, except for two. At this stage we do not know the price we will have to pay, but as cash is always tight for the club towards the latter half of the year, we will probably find that we cannot afford to buy them at all! However, there is a way. If you would like to purchase one of the engines, at a price not exceeding £70 plus carriage, please let me know, enclosing a returnable deposit of £20. We should know by October/November if our efforts to obtain them have been successful. As far as I am aware, there are only 15 to 20 engines available. (Steve Waldenberg)

6 and 12v light bulbs- obtainable either in bulk or in small quantities from Miniature Lamps Ltd., 193

Chapelton Road, Leeds, LS7 3DU. Tel. 628596

POPULAR SPARES

1 new n/s door, 103E/E494A£25.00
1 front cowl, small dent, 103E/E494A.....£10.00
Top and bottom hoses.....£2.50
Oil filters.....£3.50
Fan belts.....£3.00
Front exhaust pipe and box.....£7.50
Valve springs (8).....£4.50
1 pair road springs, new, for 7Y.....£30.00
1 steering column for 8hp van.....£6.00
1 petrol tank for 8hp van.....£6.00
4.50-17 inner tubes, used.....£1.50
4.50-17 tyres, used (phone for details).....
Rear light bulbs, 6v, most types.....£0.40
Front sidelight bulbs, 6v.....£0.25
E83W front and rear axles (phone for details).....
Kingpin sets.....£6.25

All the above parts available from Roy Hull, [REDACTED]

(Roy will continue to dispatch your orders until a replacement Spares Secretary can be found)

100E SPARES

100E valves- this is your last chance to order a set of inlet and or exhaust valves through the club. The club cannot afford to hold large stocks of these items and any unordered sets will probably be exported by the seller. Send your order at once to Steve Myers. We don't want to be faced with the same problems that the 8 & 10hp owners are having, do we? Price £5.50 per set of 4 valves (inlet or exhaust). Other items in stock;-

Drag links.....£6.50
Thermostats.....£2.50
Water pumps.....£12.50
Clutch plates.....£12.50
Handbrake cables (special offer).....£6.50
Front suspension bush kits, QSK 40.....£9.50
Rear shackle bushes, uppers (per set).....£2.00

Front suspension mountings (E55-DB-1)- are now available. Price £22.50 plus £1.20 p+p, or £45 per pair plus £1.50 p+p.

Carpets- for 100E and 103E models, choice of colours. Price £35 per set plus £3 p+p.

All the above parts available from Steve Myers, [REDACTED]

N.B. Unless otherwise stated, none of the above prices include posting and packing. Therefore, please include extra with your order to cover these costs.

100E gearboxes- off the shelf from Exchange Gearboxes, 8 Chapel Road, London SE27. Tel. 01-761 5895. Price £40 (approx.). Discount possible if you mention the FSOC. Exchange Gearboxes also have branches at Heath-

row, Clapham, Brixton and Wycombe.

One-off components- such as half-shafts, kingpins, stub axles and gearbox shafts and gears, can be manufactured to your requirement by Aberystwyth Engineering Ltd., 105 Maes Ceiriog, Waun Fawr, Aberystwyth, Dyfed. For details contact John Armitage, Tel. (0970) 611532.

Body repairer- offer of help from member regarding body repairs. P.G. Blackwell, 11 Chapel Lane, Littlemore, Oxford, OX4 4QB.

Welding and repairs to MoT standard- contact FSOC member D. Pine, Tel. Tavistock 832987.

Servicing, repairs, overhauls and welding- Jim Hearn, Rear of 3 & 5 Amherst Road, Bexhill-on-Sea, E. Sussex. Tel. 222750.

Sidevalve repairs- your 100E Technical Adviser is now available to carry out work on your sidevalve. Contact Jim Norman, [REDACTED]

Welding repairs- at competitive rates. G.J. Taylor, Tel. Burntwood (0456) 2163.

MORE 100E SPARES

The Southern Area 100E Spares Secretary, Mark Wooster, has a lot of spares in his garage in Slough. For a comprehensive list send an SAE to, [REDACTED]

TECHNICAL ADVICE

Requests for technical advice tend to come in either floods or famine and at the moment you all seem to be getting along with your 100Es reasonably well, giving me a fairly quiet life!

The most common request so far is, predictably, "How do I fit an ohv engine in my 100E?" This is not really the idea; we like sidevalve-powered sidevalves!

The article in February 'Club News' about 100E sidelamps brought suggestions from G. Rogers and Martin Hatfield. One uses the side/indicator lamp assembly from a late Sixties Hillman (model not stated) while Martin uses the bulb-holder from Marina brake/tail lamp units (Avenger type is the same). The former idea gives you an amber indicator light, whereas the latter keeps the original white 100E lens, but some bending of the lugs of the new bulb-holder is required.

A few 100Es lately (mine included) have developed an appetite for speedo cables. If your 100E needs a new cable, then use a complete (inner and outer) cable from the Viva HB.

Brake parts are still easy to obtain and a worthwhile job is to replace all the wheel cylinders (to replace just the seals is false economy), especially if yours have not seen the light of day for some years. While

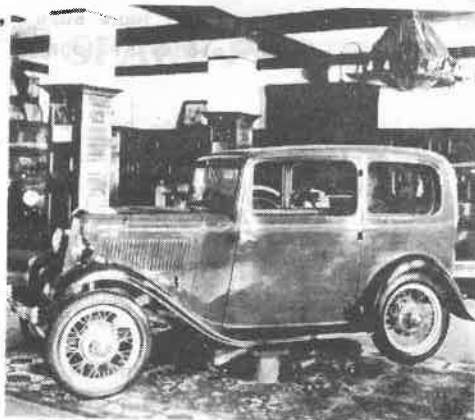
you are at it, how much life is there left in those linings and when was the last time you greased the wheel bearings? Have you ever changed the brake fluid? It should be changed every three years or 36000 miles. Total brake failure is a sickening experience even if you don't hit anything, so get out there and take the brake drums off. Your 100E will do without a polish for one week-end!

(Jim Norman)

I have just fitted a pair of the Wipac pre-focus headlamps to my E494C; at least now I will be able to venture outside of streetlight areas after dark! Although of course, I have fitted non-standard items, they do give an acceptable light intensity for night driving, but one point to bear in mind when wiring up the sidelights is, to change the wire supplied with the Wipac sidelight bulb-holder for 14/.012 wire, which is suitable for 6v systems, whereas the wire supplied with the bulb-holder is intended for use on 12v systems. Alternatively, a visit to the local car breakers might produce an instrument panel bulb-holder, already fitted with 14/.012 wire.

(John Skinner)

THE FIRST SMALL SIDEVALVE



One of the fourteen prototype Model Ys, much more upright than the production version. Shown here at the Portuguese Motor Show of 1932. One of the prototypes is reported still to exist at the Ford Museum in Detroit. More information please?

An unusual vehicle seen last year at Blenheim, is based on a Prefect E493A, with an extended chassis and when finished will have several detachable bodies such as, ambulance, hearse, estate car or van and it will be possible to remove one and fit another in five minutes for TV work. Owned by R.D. Rymell of [REDACTED]



THE ANGLIA COUPÉ!



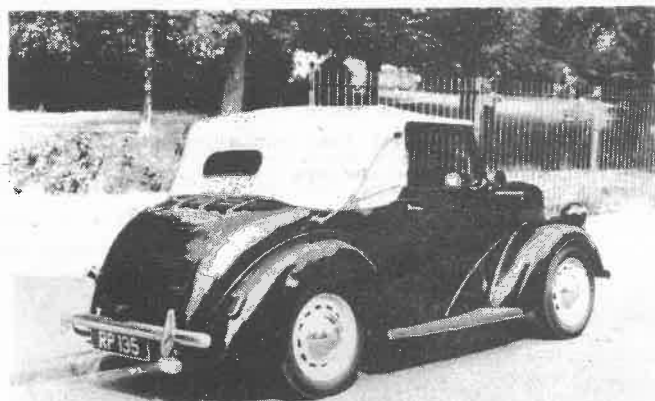
Having seen a photograph of my E04A Anglia convertible registration no. RP 135 in the June 'Sidevalve' together with a short article which stated that the vehicle is owned by a non-member who will not reply to letters, I thought I had better write to explain that I am a member of the FSOC and I am definitely not the person to whom the letters have been sent!! (This information was given to us in good faith by a club member - the person contacted was perhaps a previous owner? - Ed.)

Having cleared that up, I thought you might like to know the history of the car. RP 135 is unique in being a prototype E04A Anglia prophead convertible based on the deluxe version E04A, ie opening windscreen, running boards, chrome hub caps, etc., but in addition polished wood capping strips to the doors and chrome window surrounds. Also, as can be seen from the photographs, the back of the car is unusual in that it is well rounded and not at all Ford-like. The front suspension is a real Ford gem with two longitudinal semi-elliptic springs and a central idler system using two idlers, four track rod ends, etc., etc., but it really works!! The car is very stable on the road and displays none of the usual rolling or rocking motion normally associated with transverse sprung Fords.

Built in 1939 for the 1940 motor show, which was cancelled due to the war, RP 135 was one of two prototypes, the other was never completed and subse-

quently dismantled. This model was not put into production, presumably because there was very little demand for such an up-market model after the war, although prototype RP 135 is fully-finished right down to the Anglia coupé badge on the grill.

This prototype was purchased by a director of the Ford Motor Co. and registered in 1947 as MPU 499. In 1957 the car was purchased by a Ford dealer in Surrey, and it was he who transferred his registration number to the car which is the registration it bears today. RP 135 has now covered 48,000 miles, is in very original and beautiful condition inside and out, is still topped by the original grey hood complete with rear window glass and in spite of its age is still a real pleasure to drive, being both draught and rattle free with near faultless mechanics and everything is in full working condition, including the electric clock. Accessories fitted include a Smith's heater with water pump, a pair of Lucas fog and spot lamps and a Lucas reversing lamp.



I am hoping to attend at least one of the club meetings this year with the car, in the meantime whilst not for sale, RP 135 is on display in my motor showroom, and any club member who finds himself in Cardiff is more than welcome to call in at any time to see it. The showroom is open 7 days a week and is at Merlin Motors, 149-151 City Road, Cardiff.

Jim Merlini

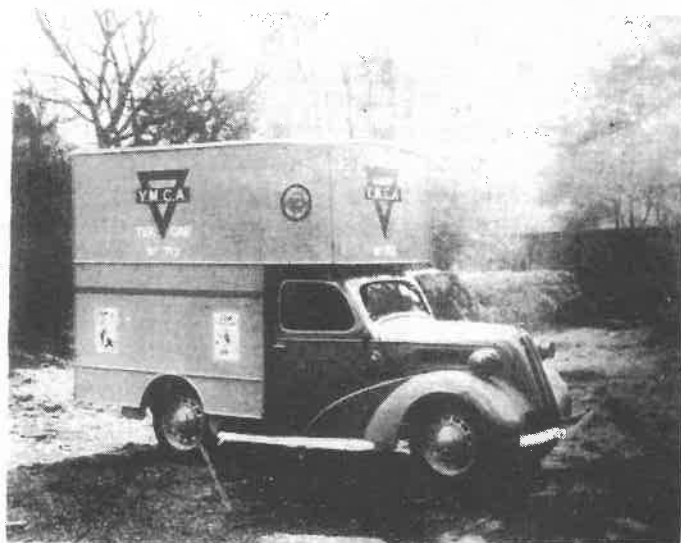


SIDEVALVES in the USA!

Well, this is what it must have been like on the freeway in New York in 1949, in your nice new 10hp Anglia- being passed by everything in sight, I expect! The grille from the 7W was a feature of the 1949 export model; they must have found some left-over parts somewhere. Only 3000 were sold between 1949 and 1953, but they seem to have survived in fair numbers to be "hot-rodged"- the humble Ford seems just as, if not more than, the car to put that V8 engine into and hot-rod in the USA, than in Britain. This photo is part of a series taken prior to the UK Export Exhibition of 1949 and included a 5cwt van as well as Prefects and Anglias.

YMCA TEA CAR

"Possibly the most unstable small Ford ever!" That's the claim to fame of the YMCA Tea Car. Based on a 10hp 7W 7ft 10in chassis, this was the only car chassis produced in the UK after 1941 (the Germans were still building the G73A 1172cc sidevalve until 1942, but that's another story!) and was not available either pre or post-war. The purpose-built body contained a full kitchen and was apparently a common sight both on airfields and in civil relief use (operated by the Salvation Army). This example has "Allied Relief Fund, USA to Great Britain" on the side. Similar E83W versions existed but I am told by someone who drove one of the 7W versions that with a full load and all that weight high-up, the machine was lethal at anything over 20mph!



FILM STARS

Considering how common Fords are, surprisingly few have played any part in well-known films. The only feature film I can think of is "Pulp", a 1971 Michael Caine gangster-type story set for the most part in Malta. As usual the end is a car chase, but in this case along a beach with the vehicle eventually getting shot-up, "Bonnie and Clyde" style. However, this time it's an E83W pick-up of all things! This photo (courtesy National Film Archive and United Artists) shows the start of the chase.

SHO 826 OR BREEDING ALBATROSSES!

Earlier this year, whilst visiting some friends in a village near where I live, one of their off-spring asked me whether I had seen the old car next door. "Next door" was an old colonial-style wood and corrugated iron bungalow set in about an acre and a half of ground, the owner of which had died about a year ago and my friends had been asked to keep an eye on the place.

Well, after circumnavigating the somewhat overgrown garden we found under some old canvas a quite well-preserved 103E Popular and a quick inspection proved that the vehicle was really quite sound, apart from a rear mudguard which promptly fell off! My friends asked was I interested in "the old car"- well, even I would grab a glass of Grotney's if I was dying of thirst- well maybe not! Anyway, they promised to get in contact with the executors of the estate for me.

Time passed and then one day I received a message to phone a certain number, at the end of which I would find the son of the previous owner. This I did and was told by him to phone back in a week's time, to give him time to think about the deal. When next I phoned I heard the dreaded words, "I have been reading a book about old cars", but when the price of about £75 was mentioned I had no other choice but to accept the offer!

A couple of weeks later I met with this gentleman and in exchange for seventy-five pounds cash I received three keys, a log book and one Ford Popular. That same evening we pushed the car into my friend's driveway until I could collect it the following weekend.

With a couple of willing, if not gullible colleagues, a borrowed trailer and a quantity of ropes, we collected the Popular to move it the six or so miles to my home in Andover. On unloading the car the exhaust pipe decided enough was enough and fell off and apart from that there were no further incidents, although large quantities of hairy spiders seemed to resent their home being moved!

When I had more of a chance to take stock of things, the car was found to be in very good condition, apart from the exhaust pipe and one rear mudguard, although the boot lid had rusted through and the floor was quite rotten! The engine was free and the gearbox and back axle seemed OK, but the joints in the steering... you turned the steering wheel and the joints jumped about a quarter of an inch, then decided to get on with the business of steering the car! Any offers on this point? (buy a new draglink and track rod ends from the FSOCI- Ed).

I must confess, this will be my first attempt at restoring an old car, having previously been involved

with stationary engines (and still am); I wonder what other horrors await me and what mistakes I am bound to make?

But whatever happens, my plans are to strip it right down to ground level and rebuild it from there and in the end SHO 826 should emerge resplendent again- or maybe I'll take up breeding albatrosses!

John Bruce

SIDEVALVE SIGHTING

SIDEVALVES in MALTA....There are vast numbers of post war British cars in Malta, mostly Fords and of these one model, the 100E, stands out in great numbers. The Maltese are great innovators and because most of them are quite poor, they have managed to keep their cars running using non-standard parts.



(I wonder what engine is under the bonnet of this 100E?)

I did find a nice Fordson 5cwt van which the owner estimated to be worth about £80, but before you get any ideas, the Maltese government keeps strict control on what goes in and what comes out of the island! Anyway, as he explained to me, what would £80 buy him?



(A smart 5cwt van- note the flamboyant paintwork!)

Tony Sykes

SIDEVALVES in SCANDINAVIA.....2500 miles in ten days- this was the objective of my recent trip to Sweden- not by car, but by a special steam train. However, in the event the trip proved to be very rewarding in the number of "sidevalve sightings" and in information about continental sidevalves.

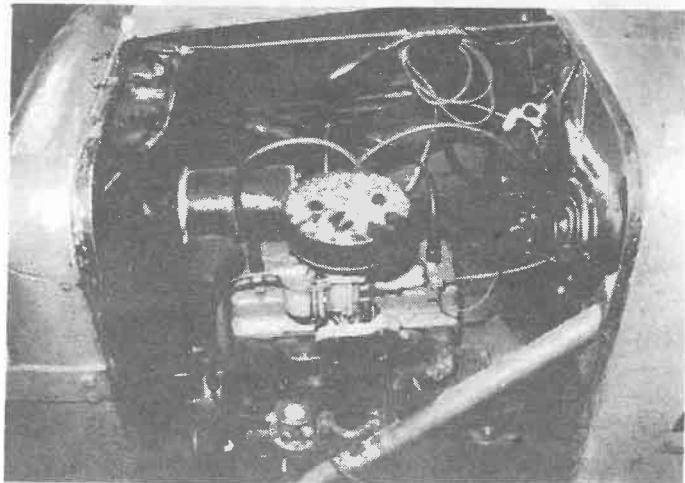
Interest in old cars in Scandinavia seems even greater than in the UK and a morning's walk around Copenhagen found a '39 Mercedes still in daily use parked outside a government office; a chat with the owner found him to be a member of the local classic vehicle club. Lots of Fifties' American cars about and a restored 103E was seen in a garage just outside Copenhagen, together with a couple of Morris Minors.

Sweden was even better! Malmo town centre provided an immaculate Borgward Isabella as well as semi-customised American cars. The Swedes have a particular affinity of US cars and many were assembled locally until the late Fifties. In Denmark, the Ford plant in Copenhagen finally closed in 1966, after assembling both the British and German, as well as American Ford ranges for many years. Malmo Technical Museum had a few Ford V8s in their collection, as well as a Model

A.



First surprise of the trip was at the Railway Museum at Kristanstad, where a preserved industrial road tractor (Swedish-built), turned out to be powered by



an E93A engine, complete with "BW" governor between the carburettor and manifold. Apparently, Swedish Railways had a large stock of such vehicles used for towing mail trollies on platforms, but their large stock of sidevalve spares was cleared out by an auto-jumbler a couple of years ago.

At another railway preservation site I found a 100E engine coupled to a fire pump and used to fill the steam locos with water. Sidevalves were commonly used as industrial engines and are still in use for many applications, without anybody thinking that they are something special!

Two days in Stockholm meant I was able to visit FSOC member Bjorge Jernheim at his home in Sollentuna. Bjorge has a 1938 Eifel cabriolet, although at the moment it is in numerous small pieces being totally rebuilt.



(Bjorge Jernheim says, "It's in there somewhere!")

Bjorge has a tremendous amount of information on the Eifels and is currently writing an article for one of the Swedish car clubs' magazines. He is a member of both of the Swedish Historic Car Clubs and we had a look at one of the club's computerised membership lists, which contained almost one hundred sidevalves - some 100Es. This is probably all there are, as I gather that most old-car enthusiasts belong to one or other of the national clubs; however, even this is very much more than I had expected.

In one of the Swedish magazines there was even a mention of an informal Swedish sidevalve group. The address might be useful for our Scandinavian members:-

c/o David Møllergårdh



One of the last stops on my trip was at Nora, where by prior arrangement, Stig Svensson turned out to meet me at the station in his 104E and then drove me round this beautiful and quiet lakeside town. Two weeks later, I had to lead Stig in his 104E back from Burford and through London to Croydon, to stay with

me for a couple of days, which must be about as different driving conditions as you can get!

Last of all, at Gothenberg, a tram tour of the city revealed an immaculately-restored 100E standing outside a block of flats- exact location unknown, but it is somewhere on tram route 51

On the way home, a few hours stopover in Cologne enabled me to glimpse Ford's German headquarters and the rather fine Rhine Bridge, rebuilt in 1947 and pictured in the photograph of the prototype Taunus G73A printed in the last 'Club News'.

German car magazines provided a lot of sidevalve interest with an article in the June issue of 'Auto Motor Sport' on convertibles, illustrated with official photographs of Eifel tourers and also a convertible version of the 100E-type 12M Taunus of the Fifties! Best of all, another magazine had an article written by Ford-Freunde eV, which is the German "classic" enthusiasts' club and was illustrated by a line-up of no less than five Eifel tourers. This answers the question posed about the possibility of any sidevalve enthusiasm in Germany! We hope to keep in touch with this club, especially given the possibility of some sort of event to celebrate, in 1982, fifty years of small car production at the Ford factories in Cologne and Dagenham.

The trip showed that on the continent there is much enthusiasm for small sidevalve Fords and obviously, if you were actually looking for the cars there would be much more to be seen.

Bruce Palmer



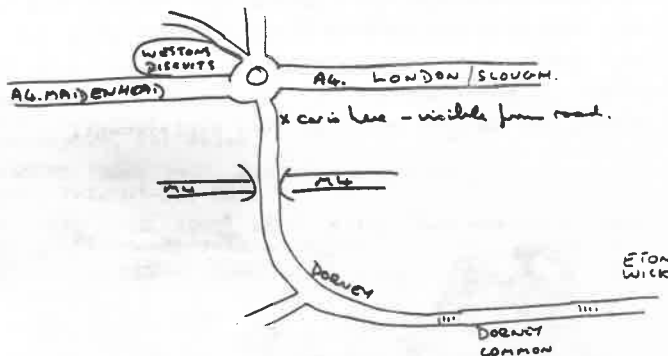
(This Eifel tourer was seen last year at a rally in Sweden. Photo: Leif Lundberg)

SIDEVALVES in ZIMBABWE.....Dr. John Mackenzie reports lots of 100Es in Bulawayo, Zimbabwe! All appear to be in fair condition, but I wonder if they need any spare parts?

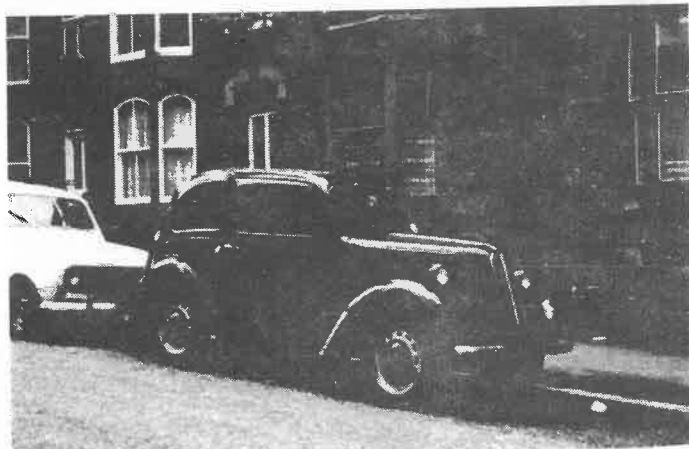
SIDEVALVES on THE ISLE of MAN.....With reference to the article in June 'Sidevalve', "Sidevalve on the

Rails", M.W. Hartley has written to say that the pier tramway is on Ramsey pier and not Peel, as stated.

SIDEVALVES in ENGLAND!.....Below is a sketch map drawn by Mike Richardson, the "Mik" of Mikansue Models, giving the location of an E93A Prefect at Taplow. It has been there for about eight years, but is said to be complete and worthy of restoration.



Who owns this shiny Popular, photographed by my brother in Bath Road, Buxton, at the end of last May? No club badge was being displayed, so it might be a good idea for you to get a badge for your car if you don't want it pictured in the next 'Club News'. On the other hand, if you all took your badges off.....!



(Popular URY 623 seen in Derbyshire this year)

I wonder if the Popular or Anglia I saw last April in the Cotswold village of Tresham, near Wotton-under-Edge, is back on the road? This black, old "upright" was parked beside a cottage in the village, almost covered by a tarpaulin and so was impossible to see. What sort of condition the car was in. Maybe Ivor Bryant could go and take a look please.



THE ELVA OWNERS' CLUB

124 Marine Crescent
Goring-by-Sea
WORTHING
West Sussex BN12 4HR
Tel: Worthing (0903) 42874

Do you know anything about the Elva IOE Cylinder Head Conversion for the 100E? If so, please write to Roger Dunbar at the above address.

JS

LOCAL GROUP NEWS

EDINBURGH

The club's new contact north of the border is Charles Horne, who is the proud owner of an immaculate 1938 7Y de luxe and a partially-restored Model Y. The 7Y has only had one previous owner from new and the car only needed a clean and a polish for the last MoT test, which it passed with ease! Charles' wife has a 1947 Commer commercial, which took first prize at the Melerstain House Rally in Peebles recently. Needless to say, she is very proud of that achievement!



(Charles Horne's 1938 7Y- with Lorraine)

Since the Scottish Association of Vehicle Enthusiasts already meet in Edinburgh, it might not be a good idea to start holding meetings of the FSOC here? I hope as many Scottish members as possible contact Charles- and prove me wrong! Charles' telephone number is [REDACTED]

NORTH YORKSHIRE

Martin Hatfield writes.....After our meeting on June 7th we attended a local rally of old cars, bikes and tractors in Northallerton.

We travelled in convoy to Halifax for Northern Side-

valve Day, where Ted Hackett won a first prize with his Tornado Typhoon special, so we didn't go home empty handed.

Ted also entered The Beamish Rally- 140 miles through the Yorkshire Dales; he was well in the lead when he broke a half-shaft and had to be towed home! We were interested to see that a Prefect tourer was also entered for the rally. The programme said that there were only four still in existence, as far as was known. This one was driven by a girl from Whickham, but unfortunately we didn't find out whether she is a club member or not- we will have to keep on looking!



Martin Hatfield's 100E Popular and below, at the show in Northallerton:- r to 1, a Model A truck, Bill Jolly with his Popular and Richard Myres' Popular, in front of Martin's 100E!



Copy deadlines

All copy (including advertisements) must be received by the 15th day of the month preceding the month of publication. The FSOC normally publishes 'Club News' on the 15th of FEBRUARY, APRIL, AUGUST and OCTOBER.

('Sidevalve' is normally published on the 15th of JUNE and DECEMBER)

ADVERTISING RATES: Members: Free
(For Sale/Wanted) Non-members & Trade: £2

FOR SALE

REAR WHEEL BEARING, new, for a Model Y, £3; early 100E Anglia bonnet, £5; front panel, £2; n/s door, £3; windscreen, £3; rear window, £2; wiper motor, £1; late 100E Anglia/Prefect rear light lenses, £1 each; 107E speedo cable, £2. All items unsold by end of September will be scrapped. J. Skinner, Tel. [REDACTED]

FRONT & REAR WINGS, one set, for E493A Prefect, solid, offers or exchange for good set of 103E wings. Also good 100E engine. Roy Hull, Tel. [REDACTED]

ROCHDALE GT SPECIAL, glass-fibre open body, Ford 10 chassis, 100E engine, Ballamy wheels and front suspension, close-ratio gearbox, 4.4:1 back axle, incomplete restoration, owner going abroad. Also C, Y & 7W new and secondhand spares. £20 for spares and offers for car Tel. [REDACTED]

PREFECT E493A, 1952, one-family ownership until purchased in 1978, 56000 miles, original condition, with tools and some spares, £900. T. Moore, Tel. [REDACTED]

PREFECT 100E, 1958, taxed & MoT, reg. DMP 777, two owners, rebuilt by second owner, excellent runner and body, full history, best offer secures. Tel. [REDACTED]

ANGLIA, 1953, black, good condition, good tyres, paint work and trim, MoT Sept. 1981, collectors' item, £850 ono. Tel. [REDACTED]

POPULAR 100E, 1962, de-luxe model, light blue, MoT & taxed Nov. 1981, body and interior very good, engine reconditioned 1980, new TRES, original and new log books, 5 good tyres, rev. light, £450 ono. Tel. [REDACTED]

POPULAR 103E, 1956, taxed & MoT, regularly serviced & maintained, 4 new wings, new tyres and exhaust, new brakes and TRES, used daily, mountain of spares, £600 Tel. [REDACTED]

PREFECT E493A, 1953, owned by my family for many years and so must go to a good home, lots of spares as well. David Smith, [REDACTED] Tel. [REDACTED] Glos., [REDACTED]

PREFECT E93A, 1938 (one of the first), 71000 miles, good throughout, full MoT, was in daily use until last owner's death. Car in Swansea, but contact Jim Norman Tel. [REDACTED] for details

POPULAR 103E for spares. Offers to E.G. Crossley, Tel. [REDACTED]

ASHLEY SPECIAL GT. Aquaplane head, Ballamy ifs, £900 ono. Tel. [REDACTED]

MODEL Y, 1936, MoT, restored, new chrome and upholstery, £1500 and

MODEL Y VAN, 1936, MoT, restored, new chrome and tyres, £2000 and

PREFECT E493A, 1952, very sound condition, not restored, £250 and

POPULAR 103E, 1956, again very sound but not restored, £150, plus spares. For details of all four vehicles contact Fred Eley, [REDACTED]

PREFECT E493A, 1952, unfinished restoration project, one owner for 23 years. £450 ono. Chris Drinkwater, [REDACTED]

POPULAR 103E, 1953, partly restored, reg. TWO 549, £150. S.H. Parker, [REDACTED]

POPULAR 103E, 1953, in need of restoration. Offers to S.J. Stirrup, Tel. [REDACTED]

300E van, 1960, good condition but no MoT, £250. James Hasler, [REDACTED]

100E, accident write-off, engine good. FREE to collector. E.A. Gildersleve, Tel. [REDACTED]

POPULAR 100E, 1960, no MoT but good condition, 40000 miles. Offers to Mrs. D. Ganderton, [REDACTED] (owned by seller's late father, who bought the car new and so must go to a good home. Car in NW London)

PREFECT 107E, 1961, good condition. Offers to B. Knight, [REDACTED] Tel. [REDACTED]

PREFECT 100E, 1959, good condition, two owners, blue, new MoT, reg. YEL 94, £400 ono. Tel. Bournemouth [REDACTED] (evenings only)

PREFECT 100E, 1958, 23000 miles from new, very good condition, reg. RKG 11, £1250 ono. P.J. Benning, [REDACTED]

ANGLIA 100E, 1955, suitable for restoration or spares. Offers to O. Griffith, [REDACTED]

PREFECT 100E, 1955, one owner to 1977, 42000 miles, MoT May 1982, taxed Oct. 1981, £250. Must be sold to a caring owner, Richard Midgley, [REDACTED]

ESCORT 100E, 1961, good running order, two owners from new. [REDACTED]

POPULAR 100E, 1960, 64000 miles, new engine at 40000. Malcolm Evered, Tel. [REDACTED] (office hours)

100E, 4780 miles only. Offers to T. Richardson, Tel. [REDACTED]

POPULAR 100E, 1959, blue, ex. condition, engine needs slight attention, MoT Aug 1981, including many spares. Offers to Mike Richardson, [REDACTED] Tel. Windsor [REDACTED] Also NEW 93A type short engine, £100 or exchange for similar 100E engine

ANGLIA 100E, 1955, moderate condition, needs work. Includes sun visor, some spares and manuals. Good reconditioned engine, £250. P. Moore, [REDACTED]

103E CHASSIS, wheels, gearbox and engine (only 30000 since overhaul), very cheap. Contact Mr. Kenefeck, [REDACTED]

PREFECT 100E, 1955, with MURRAY OVERDRIVE, new rear wings and doors fitted 1979, new bumpers and grille, recon. engine 1980, gleaming paintwork but rotten chassis, no MoT. Best offer secures. Contact Steve Waldenberg

ANGLIA 100E, beige, MoT Nov. 1981, taxed Oct. 1981, 65000 miles, very good condition. Offers to B. Wainwright, Tel. Sheffield [REDACTED] (after 6pm weekdays). Car is in Cleethorpes, S. Humberside

OHV CONVERSION 100E ENGINE, damaged here. FREE from Dr. J. Mackenzie, [REDACTED]

SPARES from customised POPULAR 103E: almost everything except body. Contact A. Salisbury, [REDACTED]

POPULAR 103E SPARES. Dave Baxter, [REDACTED] (Jackson & Edwards)

CONSOLES for steering column, two for early 100E. Complete with instruments. Offers to A.J. Green, [REDACTED]

MIDLAND RADIATOR MUFF for 100E, as new, £5.50 inc. p+p. Frank Ambrose, [REDACTED]

5 WHEELS and tyres 4.50-17, £12; E83W cab, no screen, no doors, £10, M.W. Hartley, [REDACTED]

93A ENGINE & GEARBOX, pair doors from 103E, radiator, bonnet and grille. Offers to L.G. Dicker, [REDACTED]

100E ENGINE & GEARBOX, shell-type con. rods. Offers to L. Orrill, [REDACTED]

TWO 8hp ENGINES, one good, one bad. Offers to G. Hill, [REDACTED] (after 6pm)

POPULAR 103E SPARES; speedo head, carburettor, two pairs of brake linings, dist. cap, fuel pump and other parts inc. fan belt. Offers to Derek Ager, [REDACTED]

WANTED

BRAKE LINK ARM for Model C/Eifel, Ford part CE 2236 (marked also YB). Borje Jernheim, [redacted]

REAR HUB PULLER for 100E. D. Pine, Tel. [redacted]

TUNING PARTS for E493A; Aquaplane head, manifold, etc. Also 8hp head. Dave Longmoor, Tel. [redacted] (evenings)

FOR E493A/E93A, two front door windows, also carb. and distributor. David Temple, Tel. [redacted]

REAR LIGHT UNITS, especially the rubbers, for a 103E Popular, part nos. 13404B & 5B. Hugh Kent, [redacted]

TWO BUMPERS to complete restoration of my 1948 E04A Anglia. J.W. Hardie, [redacted]

Later type 107E gearbox cross member urgently wanted by Steve Waldenberg, also two front seats for Squire or Escort estate, must be good, any colour will do.

requires spares for Triumph Renown and Vanguard.

WORKSHOP MANUAL for 103E, £8; rear hub puller, £5; two blocks, one head, sump, gearbox, two doors- nominal payment only. George Epsom, Tel. Oxted [redacted]

10hp CYL. HEAD, two carbs., starter, set of 16in wheels and tyres- 2 new, 1 good and 2 not so good. R.A. Farrow, [redacted]

£20 the lot inc. other spares

100E SPARES, white seats in good condition, engine and gearbox, petrol tank, radiator, bonnet and boot. A.N. Brown, Tel. [redacted]

103E DYNAMO, coil, battery, regulator and bulbs. G.J. Burston, [redacted]

PREFECT 100E, 1958, Richmond blue, taxed Dec. 1981, MoT Mar. 1982, reasonable condition, runs well, needs a little work. Ideal for restoration or for spares. 72000 miles. Offers around £250. K.C. Fitzgerald, Tel. [redacted]

ANGLIA 100E, less engine, for spares. W.J. Kettle, [redacted]

FORD SPECIAL, based on E493A running gear and engine, alloy body, Buckler front suspension, first class engine, high comp. head, twin SU carbs, 10000 miles since it was built, £450 or vno. Norris, Tel. [redacted]

E494A ANGLIA, 1949, complete with paint for respray, new tyres and steering box, interior original but in need of new o/s front floorboard. S. Lightbody, [redacted]

RUNNING GEAR from 1955 103E, including engine. Phone Garry (customiser) [redacted]

PREFECT E93A, May 1948, taxed and tested, original paintwork, interior good, valid reason for sale. Offers to A.W. Wakefield, [redacted]

ANGLIA 100E, June 1959, reg. 55 FAG, only two owners, dark blue, recon. engine 4000 miles, almost new tyres, £200 ono. I.B. Burgess, Tel. [redacted] (evenings only)

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Saturday 12th Sunday 13th September

Situated on the B3022 Windsor to Bracknell Road or M4 junction 6. This is a new Rally (an all corners event) organized by the London Area in co-operation with Windsor Safari Park. The Rally is separate from the wild animals. Visitors must keep to a set traffic route on arrival which will put them right through and around the large area allotted to our Rally. This should attract visitors to sales stands and exhibits. There is also a lovely African styled restaurant, a snack bar and bar on top of a hill which gives you superb views of Royal Windsor and the Castle.

COPY TYPISTS

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