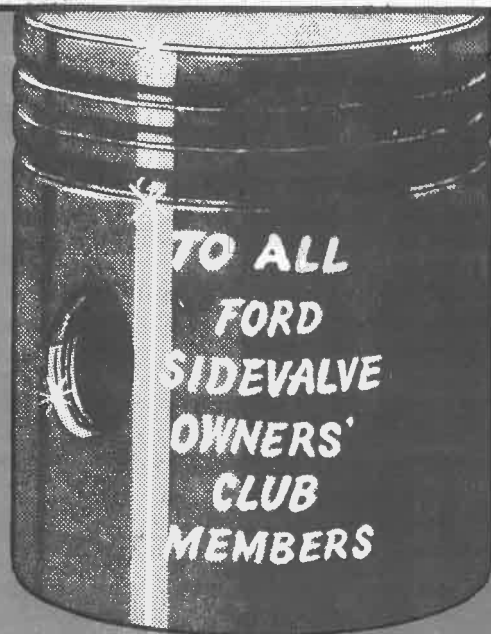




DECEMBER 1982

SIDEVALVE

# Christmas Greetings



**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.

**GENERAL SECRETARY** - Dave Laxton, [REDACTED]

**TREASURER** - Tony Young, [REDACTED] 6AH.

**MEMBERSHIP SECRETARY** - Jill Myers, [REDACTED]

**PUBLICITY OFFICER** - John Worley, [REDACTED]

**'CLUB NEWS' EDITOR** - John Skinner, [REDACTED]

**'SIDEVALVE' EDITOR** - Steve Waldenberg, [REDACTED]

**CLUB BOOKS & REGALIA** - Yvon Precieux, [REDACTED]

**TECHNICAL ADVISORS - ALL 8 & 10 hp MODELS** - John Charlton, [REDACTED]

100E & 107E MODELS - Jim Norman, [REDACTED]

**SPARES SECRETARIES - Y & C MODELS** - Graham Game, [REDACTED]

ALL 8 & 10 hp MODELS - Steve Waldenberg, [REDACTED]

Peter Lilly, [REDACTED]

100E & 107E MODELS - Steve Myers, [REDACTED] 4AH.

Tony Saunders, [REDACTED]

**MODEL REGISTERS**

Y & C - Registrar: Graham Game

POPULAR & PREFECT - Registrar: Bruce Palmer, [REDACTED]

Sales: Andy Main, [REDACTED]

100E - Registrar: Mel Smith, [REDACTED]

107E - Registrar: Dave Simpson, [REDACTED]

[REDACTED]

F83W - Registrar: Howard Stenning, [REDACTED]

[REDACTED]

When writing to the club please quote your membership number and

enclose an SAE 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 Tues., at the Snooty Fox, Theale (on B3139).

**Chilterns** - Mike Furse, [REDACTED] Tel. [REDACTED] Every 2nd Sun., 12 noon, at The Gate, King's Ash, nr. Wendover.

**Cornwall** - Tony Milton, [REDACTED] Helston. Contact for details. NEW LOCAL GROUP.

**Devon (South)** - Neil Crook, [REDACTED] Write for details or Tel. [REDACTED]

**Edinburgh** - Charles Home, [REDACTED] Write for details. NEW LOCAL GROUP.

**Essex** - Martyn Babb, [REDACTED] Every 1st Wed., 7.30 p.m., at The Plough, Hutton.

**North Essex, Suffolk & Cambridge** - Meetings 2nd Mon., at the "Greenhill" pub, A604 Cambridge Road, Linton, Cambridge. Area

Contact: Mr. I. Maddams, [REDACTED]

[REDACTED]

**N. Humberside** - FSOC members welcome at meetings of the YTCC, every 1st and 3rd Sun., 7 p.m., at The Triton, Brantingham.

**Isle of Wight** - Steve Denness, Tel. [REDACTED] Every 1st Wed., 8 p.m., at the Waverley Hotel, Carisbrooke. NEW LOCAL GROUP.

**Lancashire (S)** - Bill Ballard, Tel. [REDACTED] Every 1st Wed., 8 p.m., at the Denton Cricket Club, Denton, Manchester.

**London (Central)** - Tony Sykes, [REDACTED] Write for details or Tel. [REDACTED]

**London (SE)** - Yvon Precieux. Every last Thur., 8 p.m. at the Grove Tavern, Dulwich (on A205).

**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, Tel. [REDACTED] Every 3rd Mon., 8 p.m. at La Barbacoa, Mersey View, Waterloo, Liverpool.

**Northamptonshire** - Danny Moody, [REDACTED] Northampton, Tel. N. [REDACTED] Every 1st Thurs., at the Griffins Head, Mears Ashby.

**Norwich** - Anne Marshall, Tel. [REDACTED] Every last Mon., 7.30 p.m. at The Pineapple, Bracondale, Norwich.

**Nottingham** - Barry Draycott, [REDACTED] Every 1st Wed., 8 p.m. at the Crown Inn, Beeston.

**Surrey** - Tony Russell, Tel. [REDACTED] Every 2nd Tues., 8.30 p.m., at The Parrot Inn, Shalford (nr. A281).

**East Sussex** - John Norris, Tel. [REDACTED] Every 1st Wed., 7.30 p.m., at the White Hart, Catsfield.

**West Sussex** - John Skinner, Tel. [REDACTED] Every 3rd Wed., 8 p.m., at the Red Lion, Ashington (on A24).

**Wales (South)** - Phil Williams, [REDACTED] Write for details or Tel. [REDACTED]

**West Midlands (Coventry)** - Steve Hancock, Tel. [REDACTED] Every 2nd Thurs., 8 p.m. at the Queens Head, Meriden.

(Wolverhampton) - Keith Rose, [REDACTED] Write for details or Tel. 332380. NEW LOCAL GROUP.

**Worcester** - Dave Prosser, [REDACTED] Contact for details.

**North Yorkshire** - Martin Hatfield, [REDACTED] Every 1st Sun., 11.30 a.m. outside the Black Bull, Northallerton.

**Australia** - Gordon Cowley, [REDACTED] Contact for details.

**Dublin** - Pat Hemphill, [REDACTED] Every 3rd Tues., 8 p.m., at the Deerpark Lounge, Harlech Grove, Dublin 14.

**Canada** - Ed Ingold, [REDACTED] Contact for details.

**The Netherlands** - Roel Hoekman, [REDACTED]

[REDACTED]

See Local News page in this edition for more news.

**HAVE YOU MOVED ?**

Please notify the Membership Secretary of any change of address, quoting both your new and old addresses, and your membership number.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

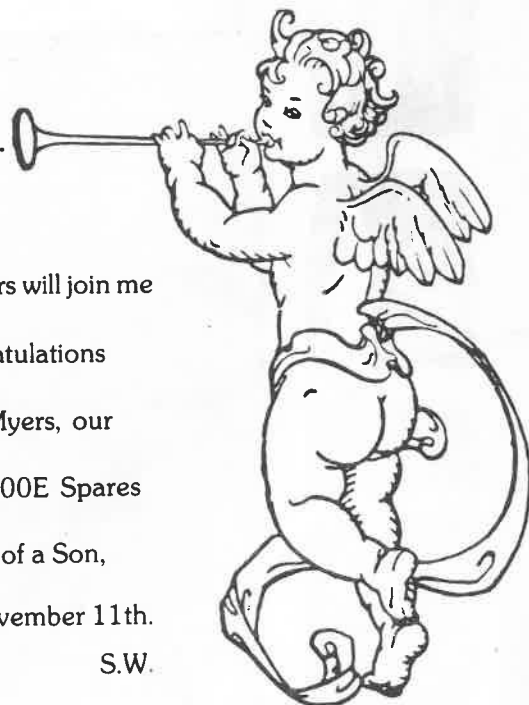
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



IT'S A BOY . . . . .

I am sure members will join me  
in sending congratulations  
to Jill & Steve Myers, our  
membership & 100E Spares  
Secs on the birth of a Son,  
on Thursday, November 11th.

S.W.

## EDITORIAL

This edition is, I am pleased to say, very well filled with contributions and photos from members. The pleas of both John Skinner (Club News editor) and myself for articles have at last been answered. Do keep it up and continue to send in your letters, articles and photos.

The club has grown even bigger in the past year. Our progress has been wonderful. We now have nearly 2000 members with a very wide selection of every model covered. The rarest type continues to be the 7W with only a handful. The most plentiful are 103E's and 100E Populars. The next rarest type is, would you believe, 100E Squires and Escorts. We only have 18 in the whole club. One lucky member actually owns a model with his name (Mike Squire) and three members are called Ford. There are a number of members with the names of well known actors - perhaps they are in fact those persons, but I won't embarrass them by mentioning them here. Also one has an anagram formed from his name "Blue Ford Van" does he/she know?

We have held some very well attended rallies during 1982. The committee work hard to keep the club running and do please remember it is all voluntary - so please help us to help you - no late-night telephone calls - visits at difficult times. We like to meet you, but think of our families. The one place you are welcome to drop in at is, of course, club stores up in Leeds. I am there Mondays - Fridays 9 till 5. But, it is my place of work, so I may be busy running a printing machine when you call, so be prepared to wonder up to the stores on your own. We are becoming quite well-known in Leeds. There are always at least 2 100e's (107E's to be exact) on the car park and ask anybody where the "Old Ford Place" is at Kirkstall and they'll probably be able to direct you.

I have now been running sidevalves as everyday transport for 6 years. I know it's no record, but I can recommend 100E/107E's for regular use. Why pay thousands for a modern rot-box when for a few hundred you can get a sturdy 100E or a sturdy - and fast - 107E. The latter type is, without doubt, the best small car money can buy. Good size, strong, and with a surreptitious engine change to 1200 or 1500, a real "wolf in sheep's clothing". Long may they soldier on - long may we and the club continue to soldier on.

Best wishes for Christmas and happy motoring in 1983.

Steve Waldenberg.

## MEMBERSHIP NEWS

The computer has produced the following list of cars in the club at November 1982. Main car codes only.

Y.	97
7Y	27
C	15
C Tourers	4
E04A	20
E04A Conv.	1
E494A	106

E494A Conv.	2
7W	6
E93A	29
E93A Conv.	3
E493A	197
E83W	55
Y Van	2
E04C	6
E494C	26
E04C Pick-up	1
E04C Utility	1
103E	410
100E (A/P&P)	644
Escort/Squire	22
300E	27
107E	82
Eifel	1
E494A/B	2
Taurus	1
Specials	65

Where members own 2 or more cars they may only appear under the first car listed against their name. Our computer records a list of members, with their cars, not the cars with their owners.

A complete car listing would consume yards of print-out. 75 members have more than 1 car, approx., 1/2 of these do list out under each car groupings, hence the overall error is about 1%.

We do not have a "Special Register" at present - Does anyone want to do this?

## FROM THE GENERAL SECRETARY

Let's look back over the last 12 months and recap what the club has achieved. Firstly we have held three good Sidevalve rallies including the celebration of the Model Y at our first National Day at Stanford Hall. I was disappointed that we did not get over 50 Model Y's present on the day especially as several local cars did not attend, it does not make sense when Michael Mitchell travelled from Northern Ireland and Moten Reimer from Germany.

I'm sure we can really excell during 1983 when we will be celebrating the 30th Anniversary of the 100E this has not been arranged yet so all you super rally organisers please get in touch with Mel Smith.

Our Spares Secretaries have really worked hard this year and have very good stocks, our Southern Spares are very healthy and have grown considerably taking the pressure off the two Steve's up North.

Our remanufacturing of obsolete spares has progressed during 1982 and we intend to carry on adding to our range of parts next year, if any members would like to see any item remanufactured please let the correct committee member know.

We exhibited at the two largest classic shows these being Bristol and Brighton which were very successful, they take alot of organising and can be very good regarding publicity for the Club. I think every member will agree that our magazine gets better and is a credit, when you compare the size of our club against bigger clubs and the magazine they produce.

We have more local groups starting up but unfortunately our members do not seem to go along, last months magazine was an indication of

2 this where the Merseyside and North Yorkshire meetings were reported as being poorly attended.  
6  
29 Our bank balance is healthy which is good because Tony Young has submitted to the VAT authority the amount of VAT which we believe we owe them from our last trading year. The final figure that we put forward was £3015.06 and we can meet this bill at the bank when they agree and are happy with the way we arrived at this figure.

1 I have nearly formed the Ltd company and we should be trading with this company in the next two or three weeks for our spare parts.

410 In reflection I think you will all agree that we have enjoyed a good year of side-valving with the membership growing towards 2000 members which will enable us to have a forward looking and active club during 1983.

644 Hopefully members will be rebuilding and completing restorations during the winter months and displaying them next year at our functions. I have just purchased a Model Y and intend to have it restored for early spring, so watch out all you pre-war trophy winners.

22 May I wish all members of the club a very happy Christmas and healthy New Year and I look forward to meeting more of you during 1983.

D. E. LAXTON

## XMAS SPECIAL REBUILT ENGINES

E93A 10 hp

£250 + VAT

New Valves Shell Bearings  
BELCHER ENGINEERING  
Stanton 50347  
December Only

## POP & PREFECT REGISTER

The Register hopes to publish in 1983 a membership list. If you have moved since you registered with us would you please contact Andy Main very soon with your new address, quoting your register number (not club number) so that the registering forms can be updated.

A large number of members have promised us photographs of their vehicles, some as far back as 1979. If you could supply one now, (if re-building, one before, during, and after would be fine,) please send it to me, Andy Main.

### Boot Lid Badges

With reference to August Club News, I have again been in contact with our manufacturer, only to be told that he as been very ill and in hospital for three months and has now ceased trading.

No money from members has been paid to the manufacturers for out-standing badges: but I have now got to start all over again to find another person to produce them.

Until further notice I will not accept any more orders. If any member no longer wishes to wait and prefers a refund of money, please write to me, Andy Main, enclosing a S.A.E.

N.B. Further details regarding the lockable T handles and Panhard Rods will be published as soon as possible.9

## SPARES REPORTS

### 93A - Steve Waldenberg:

As previously mentioned, the club has now ceased supplying King Pin sets. These can be obtained from Belcher Engineering - see their ad elsewhere in this edition.

Engine mountings (pt no Y-6038) are still not available - despite repeated letters to the maker. Just what is wrong with U.K. industry I do not know.

**E83W Radiator Hoses** - a batch of these have now been especially made up and are available at £3.50 each (« VAT of course).

**Clutch Plates**, covers and release bearings still available. Supplies of these in the future cannot be guaranteed. You ought to scour local accessory shops before it's too late.

Valves, guides and cam followers now available from Belcher Engineering. Their adjustable cam followers (tappets) are a great idea and enable the plentiful short-block valves to be used.

**Pistons** not too easy to find. We have a few sets of «20 but no rings. Cords Piston Rings Co. still do 93A rings, so the situation is not all that bleak.

Gasket sets - no problems, we get them made as we need them, similarly brake cables readily available but prices increased lately. 93A radiator hoses sold out at time of writing but should be back in stock by date of publishing.

Club stores are being re-organised and enlarged - they now occupy the whole of the top floor at Kirkstall Press. Can anyone donate some decent shelving.

**100E Steve Myers** - Most items continue to be available, but engine « gearbox mountings continue to elude us. Anybody know of a source of supply?

Good news for owners with leaky screens. Edgware Motor Accessories are producing rubber screen seals for the 100E - at last. Thanks to a prompting by Steve W, they have put this often needed and vital item onto their lists. Costs should be about £1.30 per foot for the seal and 25p per foot for the "filler". They also produce all the rubber for 93A/103E types.

### On-Site Report

NEW OLD STOCK LTD. - S. Waldenberg.  
Ken Howart and I made a trip down to NOS Ltd., early September. We had been told he had large stocks of parts suitable for SV models. Arriving soon after lunch we found his premises - a large former garage with yard and outbuildings. Quite a few Mk 1 & 2 Zephyrs scattered about together with a Classic or two and a Mk 2 Jag. The proprietor was not there - neither was anybody else. Luckily a chap was working on his car in an adjoining yard - he told us that Paul - the owner, lived at the end of the street. Fortune was with us, I knocked on a likely looking door "next house to pub" as we were told, and Paul himself answered. He took Ken and I back to his garage. It is very spacious, with plenty of storage and a good workshop, with hoists etc. There were rooms full of boxes of odds and ends, mostly unidentified but nothing to suit us. A large room packed with exhausts - not one SV type, and passage-ways filled with junk. He could not find the four 100E chrome lamp bezels he said he had for me - nor could he lay his hands on a 100E exhaust. He did have some perspex sun visors, supposedly 100E, but they were too small for my 107E. They would appear to be like the one on Stig Svensson's 103E on front cover of August Club News. So, if you 103E owners need a sun visor! . . . . .

After an hour or so, Ken and I concluded that there were no parts, body panels or whatever, suitable for Sidevalves of any type in stock at NOS Ltd. The owner intimated he "could" get body panels, wings etc for 100E's. We are not so sure. Also, he advised us he had access to 40 or 50 93A 10hp engines, ex-ministry for about £40 - £50 each but available to collect only by prior arrangement. He may send some of these engines to Leeds - if in fact they are available.

We leave members to draw their own conclusion.

## RENEWALS

Have you renewed your membership yet? There was a pre-printed reminder slip and an envelope in the last Club News - so NO excuses for not knowing about this.

If you have **NOT** renewed, then this is the last club magazine you will receive. So, if you have not already renewed, PLEASE DO SO NOW. Membership at only £8 is very good value indeed.

1983 membership cards will be sent out with the February Club News.

## THE FOLLOWING GARAGES HAVE BEEN RECOMMENDED BY MEMBERS

**EMBER MOTORS**, Summer Road, East Molesley, Surrey. Tel. 01-398 0951.  
(E. Molesley is by Hampton Court Station).

**Turnpike Motor Company**, 20 High Street, Homsey, London N8. Tel. 01 348 1246.

**THE BANWY GARAGE**, Llanfair Caereinion, Tel. 810877.

**QUEENS GARAGE**, Albion Road, New Milly, Nr. Stockport.

**G. H. VEHICLE REPAIRS** - Club Member - Unit 1, Spedding Road, Stoke-On-Trent, ST4 2ST. Tel. 411399.

## EVENTS IN HORSHAM

### HORSHAM HISTORICS GRAND AUTOJUMBLE

Sunday 13th February, 1983, 10.30a.m. - 3.30 p.m., Range Room, Crawley Leisure Centre, Haslett Avenue, Crawley, West Sussex. (Not far from end M23).

Tables £7 if booked by 31/12/82, £8 thereafter. Full refreshments available, plus bar.

Full advertising coverage plus Club's advertising. Nearest Station - Three Bridges (Main Line)

Bookings to:

Mrs. A. Frampton.

### HORSHAM HISTORICS MODEL EXHIBITION

Sat 26th/Sun 27th March, 1983, 11a.m. - 5p.m. Range Room, Crawley Leisure Centre, Haslett Avenue, Crawley, West Sussex. (Not far from end M23)

Full advertising coverage plus Club's advertising. Nearest Station - Three Bridges (Main Line).

Bookings to:

Mrs. A. Frampton.

### HORSHAM HISTORICS MAY RALLY

Sat 14th/Sun 15th May, 1983.

Chesworth Farm, Horsham, West Sussex.

All classes including 'Steam' invited, plus stallholders. Camping, plaques, programmes, class awards.

Entertainments, bar and full refreshment service including breakfasts!

Booking for Exhibits:

Mrs. A. Frampton.

Bookings for Stallholders:

Mr. C. Wingate.

## FEB 'CLUB NEWS'

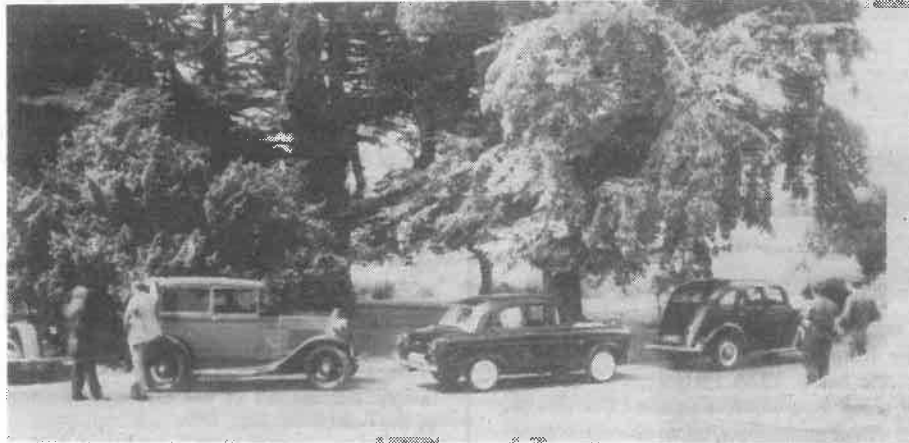
ADVERTS, LETTERS, ARTICLES, ETC TO JOHN SKINNER BEFORE JANUARY 15th.

John Skinner

## FORD SIDEVALVE CLUB (IRELAND)

### RATHGORY RUN a report by Pat Hemphill

WHAT a glorious Sunday morning we had on the 18th July to set off on our 2nd event of the season - a run to the Rathgory Transport Museum, not far from the North-South Border in the Republic. The idea was for our Northern Irish members to meet members resident in the Republic, an opportunity not often arising as our events are normally held near Dublin. Two cars from Greystones, the most 'Southern' members on the Run left in convoy and met up with Dublin Members at the Crofton Airport Hotel. By 12 noon 7 Sidevalves (sorry! 6 and a 107E) and 3 moderns had assembled ready for take-off to Dunleer, our rendezvous with N.I. members, and others from the Republic who would find it nearer than the Hotel.



We arrived at Dunleer at 1.40, 10 minutes behind schedule, to find masses of nobody waiting for us, except Kevin Sherry from Monaghan who arrived shortly afterwards. It must be said that although all the entry forms were posted together, not one was returned by a N.I. member, so I suspect that either the post was to blame, or else they had a more interesting event on that day. A pity about that wasted expense on printing and postage for such lack of response, especially as a couple of N.I. members had previously expressed an interest in the proposed outing!

However, I would be delighted if someone would let me know whether or not they did actually receive entry forms, and if not I will try to put things right for the future!

Not downhearted (are we ever?), at about 2.15 p.m. we set off down the road to the Museum, which is a bit hidden unless you know where it is, where we were warmly greeted by Jim and Liam Byrne, the proprietors. Together they have built up a formidable collection of cars from nothing, in most cases restoring them themselves, and improving

We had our packed lunches in their Tea Room, and afterwards studied the exhibits, which included a Model T which at one time had been turned into a crude farm tractor and subsequently rescued a few years ago; a Y model, and virtually one of each subsequent model up to a 100E Popular, some of them undergoing restoration.

Other cars included a lovely pre-war Standard, a Rolls specially built for transporting pedigree dogs, an early Volvo P 1800, and many others interesting in one way or another.

There were also motor bikes, some models, and petrol pump signs and associated automobilia - I won't spoil it for anyone who is going there!



At this point another visitor to the Museum turned up with a shining black 1951 Prefect - and was promptly enrolled as a new member, and another member from Co. Meath appeared, really to see what was going on!

This was a family outing, as I feel our events should be, and the very well behaved youngsters were a joy to have about (anyone else share that opinion?! ) and they showed a certain amount of interest. Admittedly and understandably some parents opted to leave a little earlier than the rest of us fanatics.

We were also delighted to enrol the Museum as a very worthy member of our Club, and I only hope we can make its membership worthwhile by assisting as much as possible with spare parts and help where necessary,

and may I thank them again through this article for their welcome on this Run, and their standing invitation to visit when we like! I would also like to thank Jim Murtagh for organising the Run and liaising with the Museum - great stuff Jim!

And so ended a successful Outing, with weather that improved every minute; many members must have covered nearly 90 miles round trip, the two Greystones cars managing 123, which proves that the interest IS there, and the enjoyment which can be derived from it, and let's hope to see even more cars at our next Run in September to Donard Commercial Transport Museum, details of which will be published soon, and a BIG autojumble on Sunday 19th September, on which we hope to have a Stand.

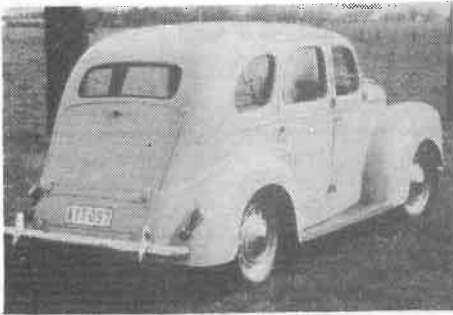
P.S. Don't forget our monthly Deerpark meetings!

PAT HEMPHILL



## NEWS FROM OVERSEAS MEMBERS

Wilfred de Mont from Belgium sends these photos of his recently restored 1950 Prefect. The colour appears to be cream on the photos.



Note the export spec, rear lights.  
Anssi Heikkila wrote from the far north - Finland to be exact. He has a 493A Prefect (and also a Jowett of some sort) which is now nearing completion. This photo was taken last year.

Anssi needs a new bumper bar and as we have a contact in the timber trade in London, getting one over there is no problem. If anyone can spare a bumper, please write to Anssi at [REDACTED]



## AN ATTEMPT TO RESCUE 263 EXB OR WITH FRIENDS LIKE TED HACKETT WHO NEEDS ENEMIES

It all began the week after National Sidevalve Day, I was on the phone to Ted Hackett twisting his arm to attend the next local group meeting and he told me about a 100E Pop he had bought in Southampton on behalf of a workmate of his, the car was tested and legal with a new engine and just needed 'tidying up' to make a decent car, it all sounded very rosy, a new local member, another 100E in the area so like a fool I agreed to go with Ted to Southampton in September when he had to go there on business and drive the car home, after all 330 miles isn't far and 100E's are reliable and .....

We set off on Monday 20th September loaded my suitcase and toolbox into Teds Cortina and off we went, it took seven hours to get there, I wondered how long it would take me the following day in 263 EXB, we called to see the car stood on a garage forecourt it looked a bit rough in its faded light green paintwork, inside it was filthy but it started well with its "new" engine so I blew up the tyres, filled up with petrol and left the car until the next morning.

Next morning brought rain like I thought we only got in the north, it was chucking it down. Ted warned me off at 9.30, I had 330 miles to do in the rain and he had a nice warm office to sit in all day.

I had only done 6 miles when the oil light came on, so I stopped on the side of the A34, found the wire had rubbed through got soaked and decided to move on.

Another six miles and it was boiling so I stopped at a garage, filled up with water - got wet and off again. Still on the A34 twenty miles out of Southampton and throwing down with rain I noticed a white cloud following me so I stopped to get wet again and a lorry even stopped because he thought I was on fire - I was too wet! The top hose had burst and I even had a spare so I changed it and set off to look for water, 2 miles before I found a farm, absolutely soaked and off we went again. I was confident this time, all went well until 55 miles out and all of a sudden it went RATTLE RATTLE BANG, locked the rear wheels and stopped, I knew what had happened, a con rod through the side of the block and it was still raining!

I had to walk a mile to a telephone and decided to take my suitcase with me and leave the tools in the car. Off I went up the side of the motorway and my suitcase decided to spring open, clothes and everything soaked and all over the road, I picked the up and made for the phone, Ted answered in his nice warm, dry office and said haven't the police caught you yet? WHAT? The garage owner had seen us remove the car and thought we were stealing it.

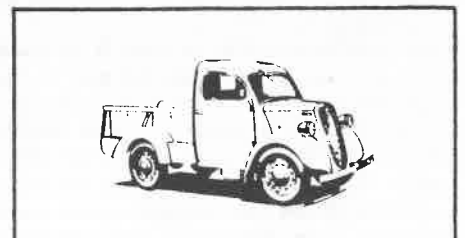
There I was 275 miles from home cold, wet, hungry, suitcase full of wet clothes and wanted by the police!

Ted sat in his dry office and just had his dinner called off the police and sent me a breakdown truck, so off I flew back to the car to wait, and wait and wait. 5 HOURS before he arrived he had only broken down 4 times on the way there.

Two hours later it was dark and I walked into Ted's office, cold, still wet, dirty and hadn't had a bite to eat all day, the car was still in Southampton and all that prat could do was laugh!

If anyone sees either 263 EXB or Ted Hackett in the near future think of me and give them a big kick - thanks!!!

From Martin Hatfield.



## MABEL'S DIARY

- submitted by a well-known member.

Dear Diary, each year I write up your pages until the middle of January - and then nothing. Well this time I'm going to do better because it's going to be a busy year. Bert said he's going to do conkers exhibitions and make lots and lots of money by selling his car when he's won prizes. I don't know what conkers exhibitions are but Bert's brother says it's something to do with old cars - and he should know as he's an expert (he told me so).

I'd better tell you about Bert's new hobby. Last summer he decided to get interested in old cars so he sold the Cortina the day before we went on holiday and bought something really old - 1 1973 Austin 1100. It was a bargain at £750 and the man said that it had had one careful owner (I think the other owners were just careless, but never mind). Bert's brother said that the tyres were bald but Bert says they're special for racing like on T.V.!

T.V. I mean you don't hear Murray Walker say 'look he's got bald tyres!' do you? And he knows lots about racing.

So we put the luggage in the boot and drove off to Bognor. Minnie next door frantically waved goodbye to us - and then we noticed our cases all over the road. Funny, but the boot lid was still locked shut. What spoilt the holiday was a man at the hotel with a funny little car with its lights on top of the wings and no roof. It must have been very old as it didn't have a CB radio. Anyway he said that 10 years is not old enough so Bert sold the 1100 when we got home. It was a funny business I can tell you, Bert gave the man the car and some money. Next day we had Bert's boss round to ask what had happened to the Cortina - well we didn't know that it was a company car, did we?

A week after the court case Bert came home with another Austin. It was a really old car called an A30. We found out why it had such a daft name when we had to abandon it one night on the A30 just outside Basingstoke. Bert was having a race with a milk float when suddenly there was a big bang and the engine fell to pieces. It was sad especially as it was a clever little car.

Did you know that it has a little light on the panel with the word 'oil'? Bert says the light stays on all the time to show that there's oil in the engine so you don't need to check it.

We then had a Reliant Regal for a week until Bert decided to do some work on it (he did mention something about converting it to a four wheeler). Anyway, his brother has got an inspection pit in his garage so round went Bert. After they'd spent three hours getting the front of the car out of the pit he decided to stick to four wheels.

In November we at last bought a real conkers car. It's called a Ford Popular and it must be at least pre-war, if not older, as its lights are on top of the wings. Mind you, this one's got a roof. The man in the pub who sold it to us said that ours is a very rare model with the optional V8 engine. It's yellow - and gold - and red and its got three wide wheels. The other wheel is smaller: apparently this was a special modifi-

cation because previously it kept pulling to the right. It was only £1000 because the back axle was broken so we fitted on from Bert's brother's old Pop. It works ok but is a bit noisy. The steering shakes at above 20 mph but at 80 everything shakes and after a while you become so numb that you don't notice anything.

One day we parked next to another Popular: this one was all black, didn't have much chrome and only very large, thin wheels. I think ours is nicer. When we returned we saw a little card under the wiper of the black car. We took it and joined the club. You never know when people are out so we always phone the club between 11 and midnight - except Sundays when 7 a.m. is a good time. We think that the club could be more helpful though they are kind - for instance they always enquire do you know what b.... time it is? The lack of help is really with spares. I was amazed to find that they don't have twin choke carbs or CB radios in stock. And you wouldn't believe the trouble we had in getting a boot spoiler.

Still, everything is going well. I bought Bert a 56 lb drum of body filler for Christmas and he made two new wings. Anybody who can curve a wing from a solid block of filler must be really clever! We're now all set to go to our first old car rally - except that I must get round to replacing the fur on the dashboard where the driving test examiner took ill last time I took the test.

Stand by for the next episode.

MABEL

## AN INVITATION FROM THE ISLE OF WIGHT

Dear Steve,

My wife and I are both members of the F.S.O.C. (membership no.s 1836/37) and we own two 8 berth holiday caravans at Whitecliff Bay on the south coast of the Isle of Wight. These caravans are hired out by us during the summer months and we were wondering if any club members would be interested in an 'overseas' holiday with us. We will give a 10% discount from our normal price to any club member which would mean that the price for up to 6 persons would range from £45.00 per week at Easter up to £103.50 at the height of the season. These prices are inclusive of electricity etc. and the caravans are fully equipped with fridges, T.V.'s etc. Mains water to the sink and flush toilets. If you could mention this offer in future editions of Sidevalve we would be grateful and it would be nice to meet some other members of the club. On the Island we have monthly meetings at the Waverly Hotel in Carisbrooke which is normally attended by all known Island members and wives and is developing into a nice social evening to be looked forward to and should any members visit us they will be more than welcome to join us for a couple of drinks.

Yours faithfully,

Ian & Jean White,

## LETTERS

### HOLLAND '83

Dear Steve,

A few of us have decided to go to Holland for a few days and will incorporate this trip with a Dutch Show this is held over the Spring Bank Holiday weekend.

We have still got to settle final details but if anyone is interested in this idea please give either Peter Denton a ring on [redacted] or Tony Russell on [redacted]

Thank You  
Yours Truly,  
S.M. Denton.

Dear Steve,

In January of this year I emigrated to Canada with my family and "Arthur" my Ford Prefect. As you can imagine finding parts has been a tremendous problem and I am writing to thank yourself, Peter Lilly and Belcher Engineering for your fantastic help in supplying much needed information and parts to my parents who visited in September.

I despatched the list of parts to my parents just 4 weeks before they were due to fly and had fully convinced myself that I had left it too late. Imagine my surprise and delight when they arrived clutching a bag full of goodies, including some parts I did not believe were available.

Once again, many thanks F.S.O.C. for the incredible service, long may the Club prosper.

Yours in Gratitude,  
J. A. STEGGLES.

Dear Steve,

I just wanted to write and say what a wonderful day my brother and I had at Stanford Hall on Sunday, and I want to thank you, and all the organisers and helpers, for all the hard work and time you have put in to make the day such a tremendous success.

I thought it was very well put on and Stanford Hall was a perfect location - **and** it didn't rain! - unusual for you!

May I also thank you for all your help, and the tremendous help of the FSOC in general, over the last four years, in the restoration of JEJ 813. We really couldn't have done it without the FSOC - in fact, we couldn't really have **started** it without the FSOC! And it all paid off on Sunday - a memorable day.

Please don't think from the sound of all this that this is the end - i.e. the restorations finished so I don't need the club - far from it. For a start I **do** need the club (for spares etc.) and also I'd like to put something back into the club for all I've taken out of it.

Thanks once again, Steve.  
Yours sincerely,  
HUGH KENT

## A TALE OF WOE/JOY from Peter Seabrook

With the certain knowledge that spare parts get more expensive/difficult to locate as each year passes, I decided to search for a really good 100E

None of the usual sources came up with anything suitable though I did see a 100E in the Exchange & Mart. which was advertised.

I agree with Mel Smith's article in club news about 100E prices and the car offered was less than £50.

Though rusting was due to storage its paint was very sound and all the suspension/steering was new.

The engine had been the subject of much tweaking - camshaft, twin carbs, exhaust manifold and boasted several new parts.

As a Dellow owner I was only interested in the engine and, with considerable reluctance I decided she was too good to break and deserved a better fate. The car has been sold now and I hope it has gone to a good home.

It was with much irony that a cursory glance at the post-cards in a corner shop revealed a card urgently stating "Ford Popular parts for sale".

The advertiser had a true tale of woe to tell!

Having owned the car for some fifteen years he decided to put some money back into her to see him through the next 15 years.

A replacement engine was deemed necessary and duly supplied by Newfords. This had been barely run in when it was decided to proceed with repairs to the underside of the vehicle.

During the course of this work the interior was entirely gutted by a spark from the welding gear.

Thankfully the tank had been removed prior to this work otherwise I think it would have been goodbye engine as well.

The insurance compensation received by the previous owner was less than half the cost of the new engine as he had not negotiated an agreed value - a point for some members to take note of!

This story does underline the dangers of welding equipment even in responsible hands. Another incident I recall was when a friend tried to do some work on a petrol tank.

Despite vigorous washing out with a hose a flash back occurred writing off one tank and almost the member himself.

So please do take the most careful precautions and ensure that suitable fire-fighting equipment is at hand.

## NEWS FROM DOWN-UNDER

The new owner of a Dellow is Australian was delighted to learn from a fellow airport worker that several spares existed for the Ford 10 engine.

Apparently mobile staircases were once powered by our Sidevalves.

This information came to light when he asked an engineer to fix an ignition switch - the one which incorporates the lights.

The engineer produced from stock an identical replacement and revealed its normal application!

## DELLOW DOINGS

My trials activity was abruptly interrupted by a duff rear axle earlier this year.

I'm back on the road now and will be competing again soon with my Mk I Dellow.

## CAB 282

I am very fortunate to own another Dellow - an early prototype being the third made.

It remains the oldest known Dellow in its original specification.

This historic car was based on an Austin 7 bread Van (whose chassis was longer than the saloon) and dates back to 1938.

Shortly after the war, as petrol became available trials resumed though it was found that the Austin 7 running gear was not coping with the demands of trials work.

A dire shortage of rear-axles prompted a change to Ford Ten running gear which transformed the handling of "7" chassis.

CAB 282 became a familiar sight both on tarmac and off-roads events, and boasting a blown side-valve engine it was extremely competitive.

When I bought her, she was complete but derelict and had been stored for several years in a workshop.

At some stage an engine swap was attempted but, abandoned, and she was minus most instruments and wiring.

Most importantly she retained all the difficult parts i.e. body, petrol tank, windscreen chassis. All mechanical parts can be obtained from a sit up 'n' beg Ford 10 thus providing an unusual sports car with easy spares availability.

I am now observed with the task of restoring her back to original condition - and trialling her.

When I say "original" I don't intend to turn her out like a factory fresh dinky car.

In the case of this car her original condition was functional rather than luxurious and emphasis will be placed on reproducing the car as she once was.

A final plea is that I desperately need a supercharger to complete the parts required for my rebuild to complete the Willment OHIV conversion just acquired.

I am one of those Dellow owners who will not be converting to 1600 OHIV or Renault turbo in an attempt to remain competitive!

Being realistic though I cannot expect much success unless I fit a blower.

So please if you have a spare blower or know someone who can help, please give me a ring!

## QUOTE OF THE WEEK!

..... And on the eighth day, God created the Ford 10 Sidevalve engine.

Dear Editor,

One evening in July I went down to St. Peter Port, the island's "Capital", parked my car near the Marina and went to my favourite cafe for coffee. When I returned to my 103E Popular for my journey home the starter was dead, switching on the headlamps seemed to show the battery was OK and anyway I had used the starter when I bought some petrol on the way in.

Thanks to the starting handle I was soon on my way home. I use my car for pleasure only and as I was rather busy I continued using the handle for a few weeks.

When I finally got down to looking for the trouble I found I could not remove the switch from the starter as it was secured by round headed screws two of which refused to move in spite of plenty of WD40 so I had to get the starter off. With it on the bench I soon had the starter switch off and the trouble came to light, there between the contacts was a squashed earwig. The only place it could get in was through the small hole made by the turned up tab to which the return spring is secured.

I have filled this opening with a small piece of wood so that no earwig or other intruder will crawl in again.

Living away from the centre of things I look forward to receiving Sidevalve and Club News very much.

Yours faithfully,

Basil de la Mare

I am in the process of writing a history of the Elva Co. and I would like to ask the help of fellow FSOC members.

I urgently need information on the LRG and ELVA O.H.I.V. heads, the 100E powered C.S.M. and ELVA Race Cars, and the Ford Saloons and Vans with the conversion head raced by Peter Gammon & Co. in the fifties. Any help would be greatly appreciated.

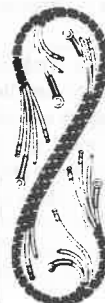
Best regards,

Lee Brenneison.

## SIDEVALVE SPARES

Mercury Motors in Strawberry Vale Twickenham have a reasonable selection of spare parts e.g. clutches etc.

This advert is from a 1957 car magazine. The firm is still there and does full wiring harnesses for about £30.



## RE-WIRING?

Easy to Fit electric cable Harnesses FOR CARS, COMMERCIAL VEHICLES, TRACTORS STANDARD CABLE COLOURS COMPLETE WITH CHART 1932 MODELS ONWARDS RETURN SERVICE  
Prices from 60/- Catalogue

**AUTO SPARKS LTD**  
Electric Cable Manufacturers  
LIME STREET, HULL.



## LOCAL GROUP MEETINGS

### WEST YORKSHIRE

Due to complete lack of support for the Leeds meetings these are now cancelled. No further West Yorkshire meetings are envisaged apart from the Annual Northern Sidevalve Day, which in 1983 will be held, hopefully, in conjunction with Kirkstall Festival in June. Date not yet fixed.

### CHILTERN LOCAL GROUP

Another letter highlighting members' apathy comes from Mike Furse. Seems no-one bothers to support his local meetings either. This group will therefore cease to meet on a regular basis. Any member living in this area is asked to contact Mike, on [redacted] to see if a different venue/idea could be arranged.

### BETTER NEWS FROM BOURNEMOUTH.

Dear Steve,

I am pleased to announce the start of another local group and this one is to serve the Bournemouth and surrounding areas. Since writing to John about the prospect of a new local group being started, we have had our first official meeting, held on the 4th November and (without and publicity) was attended by 8 enthusiasts, only 4 of whom are already club members (by North Yorkshire standards we have had an unofficial group meeting for nearly two years with attendances swelling to 3 persons on occasions).

The first meeting was enjoyed by all at a very informal level and it was satisfying to see 4 upright Fords arrive, two '52 Prefects, one '49 Prefect (R.H.D. British Export Model) and one '59 Popular. Other members' cars not present included a 5cwt 'Pop' Van, used daily for the past 10 years but now requiring attention to the rear axle, a 1937 Model C, requiring only an exhaust before the owner will be tempted to use it again, a '54 (103E) 'Pop' usually used daily but at present having minor engine rebuild, and another 103E Pop ('56) and a '52 Prefect (E493A) both being restored by their owners and finally an interesting E493A Prefect Pick-up also to be restored soon (hopefully!). We hope to provide further details of our local cars, as they may be worthy of articles of their own, at a later date for future club magazines.

Although very pleased by this first attendance we are seeking to form a substantial local group and hope to maintain the high level of interest and enthusiasm shown. Club runs and interaction with other local historical vehicle clubs should be possible if support continues.

The next two meetings will again be at the Horse and Jockey on Wimborne Road, Redhill, Bournemouth on 3rd December and 7th January. Any members requiring further information could con-

tact Roger Hide on Bournemouth 528499 or write to me, Martin Moons at 17, Saxonhurst Road, Bournemouth, BH10 6SD.

Many thanks and keep up your good work.

Yours sincerely,  
Martin Moons.

### WEST SUSSEX LOCAL GROUP

The West Sussex local group still meets at the Red Lion, Ashington (on A24) on the 3rd Wednesday of every month at 8 p.m., but for some reason or other, not many of you bother to attend!

At the beginning of the year I circulated to try and find out why this should be so, a newsletter to each of you and again the response was very poor. I only received two replies, one from a senior member who, quite rightly, doesn't feel able to venture out to local meeting and have to drive home after dark, and the other from one of our younger members who was studying for his school examinations. As had been said many time before, it is impossible to organise anything unless sufficient people attend local group meetings on a regular basis, so please try and come along to the Red Lion on December 15th.

John Skinner

Dear Steve,

I was talking to John Skinner at the Classic Car Show at Brighton the other weekend about setting up a local group in Hampshire.

He suggested I wrote to you giving the details so it could be inserted in the next magazine. If any local members would like to contact me at the address below or telephone me in the evenings (except Thursdays) I will be pleased to arrange some form of meetings in the New Year.

Having read John's comments in the last Club News regarding the poor support for local groups I felt a little dismayed. I only hope we can have more success down here in Hampshire.

Yours sincerely,

Mick Crouch, [redacted]

Mr. & Mrs. Adams of the Green Hill Public House, Cambridge Road, Linton are starting a local group. Mrs. Adams owns a 107E which her husband has restored. They have recently joined the club, and the Register. They are keen to see members on the **Second Monday of each month** at 8 p.m. onwards. **The Green Hill Pub** is midway between Cambridge and Haverhill on the **Cambridge Road (A604)**. They are planning local publicity to ensure a good turn out of Ford Sidevalves (& 107Es!).

Yours truly,

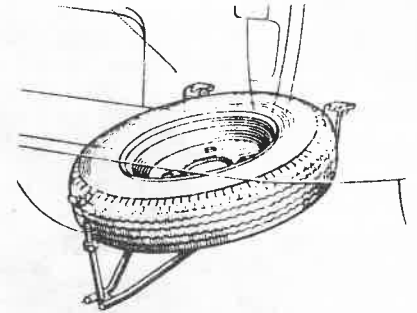
Dave Simpson, [redacted]

#### EDITORIAL COMMENT:

Would **ALL** local area reps please let John Skinner have some feedback for the February Club News. There is little point publishing lists of local meetings if attendance is so poor that the organiser no longer wishes to carry on. Social gatherings are just as useful as large rallies. Other clubs seem to have quite successful get-togethers, why not F.S.O.C. Can we look forward to brighter news in February.

David Green would like to hear from N.Z. members. David Green, 7 Okato Place, Masterton, New Zealand.

### SPARE WHEEL CARRIER



These may soon be available again. At time of publishing the final costs have not been worked out. If you would like one, write to us now, enclosing a S.A.E.

**ROUNDHAY MOTORS**

**39 Winding Way, Leeds LS17 7RG.**

### YVON PRECIEUX

My article on the Ford 'Cheetah', recently purchased, prompted quite a response from members and it is a pity that the Club's 'Special Register' hasn't really seemed to have got off the ground, although the last two magazines have at last shown some response in this field.

I would therefore like the magazine editors, John Skinner and Steve Waldenberg, to retain a 'Specials' page so that a worthy mention can be given to these totally unique vehicles and for members who have owned, driven, built or even crashed in Ford powered specials, to write or just send me snippets of information. I on the other hand with fellow member Martin Shaw, will on a provisional basis, providing we are not stepping on anyone's toes, push specials to a point, whereby these vehicles will be on par with the other registers within the club and on that basis be equally able to operate a spares section dealing with tuned parts, and technical advice. Hopefully by the time the Sidevalve days are due next year, the club will be obliged to recognise us by actually giving the specials section 1st, 2nd and 3rd class of their own

The Cheetah now has cable brakes with far superior stopping power, the only problem is that in an emergency stop, the vehicle behind could go over the top of me, this was also noted by J. C. Orpin of the Buckler Car Register who wrote a very interesting letter to me in which a mention was made in fitting 100E brakes to the E93A tyre axles. When one considers the number of specials built during the late fifties and sixties, the survival rate does appear to be low, maybe the drivers and the vehicles ended up as a lorry-fibre-glass sandwich. However only you the special owners can indicate whether this is so, so let's have plenty of letters etc.



**RAYMOND  
G. MACDONALD**

## practical CLASSICS

THE  
DO-IT-YOURSELF  
MAGAZINE FOR  
THE OLDER-CAR  
OWNER AND  
ENTHUSIAST

Available from newsagents at 80p.

Or on subscription from: PPG Publishing Ltd.,  
5 Rectory Road, Beckenham, Kent, at £11.50 UK,  
£12.50 overseas surface mail. Back Nos. £1.20.

Dear Editor,

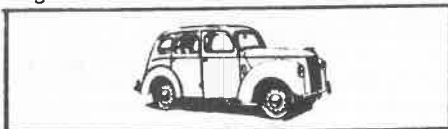
I bought my 1953 Ford Prefect E493A last August. It has had seven previous owners and originated in Blair Atholl near Perth.

I saw it for sale in a local car show room and, as I told my wife later, couldn't resist it! It had a new MOT ticket but was in pretty rough condition really although basically sound. I started work on it as soon as I got it home. I followed the salesman's advice and did a complete "body-off" restoration. As you can imagine this took some considerable time and money. The end result was well worth it. I put the car on the road on the first of June '82. By the way her name is "Bertha".

Being completely new to the rally scene. I have been to all the local events throughout the Summer. My wife and I have thoroughly enjoyed ourselves. We picked up two second prizes, the first at the Alford Cavalcade, the second at the Speyside Vintage Rally. I have enclosed a photograph of "Bertha", at one of the rallies. Perhaps you will be able to use it in one of your issues.

Would the readers be interested to know of an Export Model E493A I discovered in the course of my hunt for spare parts? It is situated on a deserted hillside farm. I'm afraid there is very little left on it, apart from the left hand drive steering rack, and the frame of the front bench seat. A mechanic friend can remember running about in it in his youth. He also said he had it on two wheels more often than four!

I would like to take this opportunity to thank the Club for an excellent magazine. Keep up the good work.



## REG READ

As this Anglia will not tell me much of its history if it was in prison or hibernated I cannot tell.

I found it in 1979 in the yard of horse riding stables, amid straw bales and bags of oats. The owner says he found it in a shed at Berkhamstead school and he was hoping to use it for shopping. By the registration book it had a new engine in 1967 but has not been taxed since. When I drove it to Hemel Hempstead on trade plates the exhaust was leaking so I had a new one fitted. On the ramps we could not find much wrong, so we decided to take it in for an M.O.T. The passed it ok but stated as

one tyre had a small cut on it that would have to be changed later on. This I did for £15. A year later one of my sons was using it while his car was in a garage. The leighton Buzzard MOT said it would be better to have an Indicator light on it so he put one on. In some places there were some marks and dents, these were filled in and sprayed over. In a Workshop we checked all brake linings and clutch, all were fine. So what it has been doing no clue Mileage 33,000. My wife complained about the passenger seat moving up when I braked so I fitted a seat lock for safety if we did hit anything. On the rear indicators the bulbs are double contact single filament. These are hard to obtain so I changed them to single contact type.

ISSUED SEPTEMBER 1953

100E CAR : COMPARISON FIGURES

ACCELERATION TIMES, FULL THROTTLE, TOP GEAR

Type of Car	Speed Range m.p.h.				Weight as Tested
	10-30 mph	20-40 mph	30-50 mph	10-50 mph	
ANGLIA	17.3 secs	20.2 secs	32.9 secs	50.2 secs	2280 lbs
PREFECT	13.9 "	14.9 "	21.4 "	45.3 "	2476 "
MORRIS MINOR	22.9 "	26.3 "	38.5 "	61.4 "	2336 "
AUSTIN A30	15.7 "	15.7 "	18.4 "	34.1 "	2175 "
100E	13.6 "	13.4 "	15.0 "	28.6 "	2200 "

FUEL CONSUMPTION : 100 MILE CIRCUIT

Type of Car	Open Convoy		Close Convoy	
	Speed	MPG	Speed	MPG
ANGLIA	32.4	33.3	30.6	36.4
PREFECT	34.7	32.7	30.6	36.0
MORRIS MINOR	34.7	37.3	30.6	42.5
AUSTIN A30	34.7	38.1	30.6	39.2
100E	34.9	38.5	30.6	38.5

FUEL ECONOMY : MPG

Type of Car	20	Speed MPH			Max Speed (Matching Green)
		30	40	50	
ANGLIA	53.7	47.9	44.2	34.4	29.6 @ 52.3 mph
PREFECT	50.5	49.8	43.5	34.1	25.9 @ 57.3 mph
MORRIS MINOR	63.1	57.8	50.9	41.4	34.0 @ 53.9 mph
AUSTIN A30	53.5	52.3	45.5	38.1	27.3 @ 57.1 mph
100E	54.5	49.7	46.3	38.6	23.0 @ 64.2 mph

Engineering Group figures as at July 15, 1953.

From: MEL SMITH

COPY OF ORIGINAL FORD MOTOR CO. DOCUMENT SHOWING COMPARISONS OF THE NEW 100E ("1600" in FMC nomenclature) WITH COMPETITIVE MODELS

# SIDEVALVES "DOWN UNDER"

Dave Barry sent a Catalogue on the Popular Utility. A vehicle non-existent over here, but quite widely made in Australia.

**SMART PLAY-MATE AS WELL AS WILLING WORK-MATE!**



The Ford Popular means dual-purpose transport at a low cost. When you're off the job, its smart design makes your leisure far more enjoyable. Ample room and carefully tailored upholstery, windows, screen wiper, sun visors, and shelves on dash and behind seat make the way the Ford Popular.

**COSTS LESS!  
WORKS MORE!**

**FORD popular 10 H.P. UTILITY**

Lowest running cost. Its fuel economy makes more from each day's work and the easy parking and rumpy loading and unloading performance it is easily the biggest value in 10 h.p. 1-tonners. In every way it is a more round economy saver for a busy man.

For anyone who is part of his livelihood and transporter, the Ford Popular is a smart choice. Its low running cost, ample room and carefully tailored upholstery, windows, screen wiper, sun visors, and shelves on dash and behind seat make the way the Ford Popular.

**REINFORCED LOAD SPACE**  
Load area is strengthened by double all-steel welded paneling. Steel tied strips on the floor width across all-way opening and low-level floor save lifting.

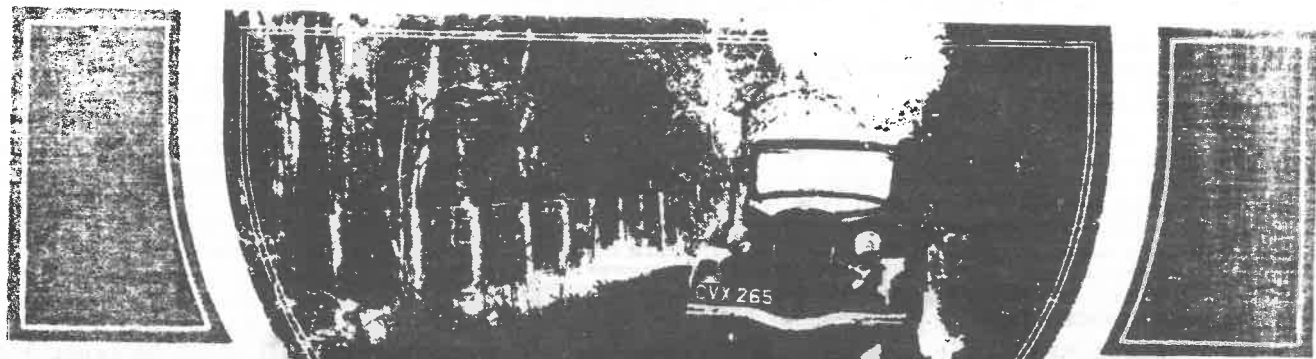
**PACKAGE TAx 385 TONNERS 427**



- Easy to load and unload.
- Easy to manoeuvre in traffic.
- Bedrock operating economy.
- Comfort of a passenger coupe.
- Easy to park in restricted places.
- Specialised service from Ford Dealers.
- Easy term arrangements.
- Low purchase price.
- Special commercial chassis.



Here's a Pop Ute still in daily use - note the tin roof ! The FSOC has a good following in Australia, even though there is a locally based club, The Anglia & Prefect Car Club. The photo is of Phil Handel's Anglia Tourer, with body by Martin & King of Melbourne.



# THE AUTOCAR ROAD TESTS

No. 1,005 (Post-War Series)

On a rutted, muddy section during the test of the small Ford.

SEVERAL attempts have been made in the past to sell a utility type of car at the round figure of £100. These have nearly always been fresh enterprises by hitherto unknown concerns, and such have failed for the reason that to turn out a car of this description successfully there must be behind it the resources of a big organisation able to manufacture and distribute cars economically.

The version of the 8 h.p. Popular model Ford which now sells at this magic figure is in entirely another category. The small Ford as such has already gained a considerable hold on the market, as our roads bear witness, and it is simply a case of the price of the two-door saloon having been reduced to £100 for 1936, as was announced last autumn. The Ford Company have, as a matter of fact, been at pains to emphasise that it is in no way a different model made specially to be offered at this figure, but the normal 8 h.p. car reduced to this attractive price. A sliding roof and leather instead of leather-cloth upholstery can be provided at an extra charge of £10.

Reactions to a car such as this make quite an interesting special study. At first, one feels, provided that a car at this price can afford transport, almost irrespective of the actual performance, then it has thoroughly justified itself. However, as acquaintance with this car is gained, it is soon realised that not only does it give motoring in an economical and easily attained form, but that actually it performs exceedingly well as a car with an 8 h.p. engine, and is in every way a serious vehicle for all-round motoring use.

As anyone can see who follows performance—and that of small cars in particular—the figures in the table show up well. Indeed, there is an inclination to suggest that for this car to be capable of as much as 62 m.p.h., as was achieved at Brooklands with the assistance of a favourable wind, is more than is necessary. How-

## 8 h.p. FORD POPULAR SALOON

*Economical Motoring in the Latest Edition of a Thoroughly Practical Small Car Offered at £100*

ever, these higher speeds are there for anyone who may want to use them. For quiet and smooth running the engine is at its best up to 40 or 45 m.p.h., thus fully covering the requirements of the great majority of drivers. Even much

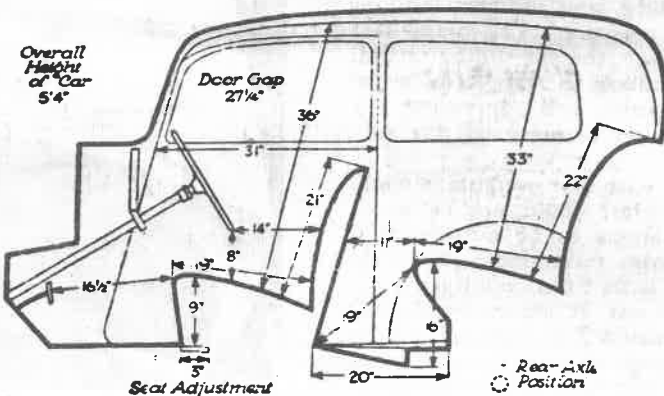
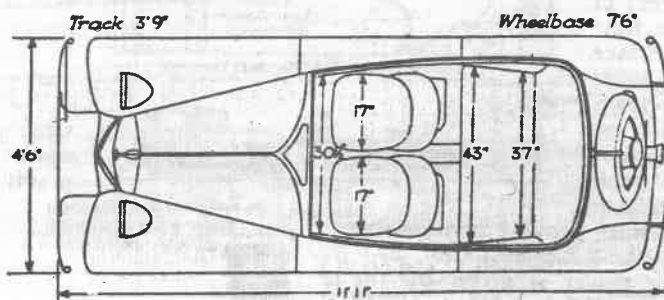
bigger cars are often not driven faster.

Within this range the small Ford takes itself along exceedingly well, and a most noticeable point during the course of a comprehensive test was that passenger load, even up to full capacity, does not make the difference to the performance that might be anticipated. In fairness it should be emphasised that the performance figures were taken in exactly the same conditions as apply to any other car, with weights on board to represent an 11-stone passenger, in place of an actual passenger on this occasion.

The acceleration and climbing abilities belong almost to a larger category of vehicle, due to a lively engine and low total weight. The responsive little engine is not at all easily pulled off top gear, but in any case so good is the synchromesh change between top and second that there is not the slightest difficulty for anyone in engaging the lower gear when necessary, or when it is desired to improve the performance. Second gear is not noisy, either.

It is only if driven almost to its limit that the engine becomes really noticeable, there being apparent above 50 m.p.h. a regular, rhythmic kind of beat; whilst at the lower end of the scale there is some slight evidence of the flexible engine mounting employed, in the shape of "flutter" when the throttle is opened up. The latter, however, passes off quickly, and actually as low a speed as 10 to 11 m.p.h. on top gear can be maintained steadily.

Full marks go to this car—indeed, in *The Autocar's* experience for Ford cars generally—for a speedometer close to accuracy, and one steady in its readings, too. On this Popular model the



**"The Autocar" Road Tests**

DATA FOR THE DRIVER			
<b>8 H.P. FORD POPULAR SALOON.</b>			
PRICE, with two-door saloon body, £100. Tax, £6.			
RATING : 7.96 h.p., four cylinders, s.v., 56.6 x 92.5 mm., 933 c.c.			
WEIGHT, without passengers, 14 cwt. 2 qr. 16 lb.			
TYRE SIZE : 4.50 x 17in. on bolt-on welded-spoke wire wheels.			
LIGHTING SET : 6-volt ; 10 amps. at 30 m.p.h.			
TANK CAPACITY : 6½ gallons ; fuel consumption, 39-40 m.p.g. (approx.).			
TURNING CIRCLE : (R.) 29ft. 8in. ; (L.) 31ft. 5in.			
GROUND CLEARANCE : 8in.			
<b>ACCELERATION</b>		<b>SPEED</b>	
Overall gear ratios.	From steady m.p.h. of	Mean maximum timed speed over ¼ mile ...	m.p.h.
5.50 to 1	10 to 30 20 to 40 30 to 50	Best timed speed over ¼ mile ...	57.69
9.71 to 1	15½ sec. 18½ sec. 26½ sec.	Speeds attainable on indirect gears :—	62.07
16.89 to 1	8 sec. 12½ sec. —	1st ... ..	16-25
From rest to 50 m.p.h. through gears, 34½ sec.		2nd ... ..	33-44
25 yards of 1 in 5 gradient from rest, 9 sec.		Speed from rest up 1 in 5 Test Hill (on 1st gear) ...	13.96
Performance figures of acceleration and maximum speed are the means of several runs in opposite directions.			

speedometer was very slightly slow at 30, and less than 0.75 m.p.h. fast at a reading of 50, whilst at no time during the best timed run did it exceed 64.5 as a reading. There is a red reminder line at the 30 mark.

General handling is good. The controls are light, particularly the clutch and gear lever action and the steering. The steering has some caster return action and is not very low geared, barely two turns of the wheel giving full right lock from left lock, and rather less the other way ; yet it is effortless steering, and even when manoeuvring is very easy to turn, and does not give back road shocks.

The suspension system consists of the Ford layout of a transversely placed half-elliptic spring at both front and rear. The general effect of this springing is happy. At no time except over an extremely bad surface approaching freak character is there any excessive amount of up-and-down motion. In ordinary quiet driving no marked side roll arises when cornering, and the suspension has a good ability to take the sting out of surfaces of a definitely inferior nature, whilst proving comfortable for everyday travel on main roads.

Excellent, confidence-inspiring power is given by the brakes. The driver has the feeling that he can cope with emergencies more than adequately, and ordinary braking does not call for heavy pedal pressure. The brake test had to be made on a damp surface, the car sliding several feet in a straight line before coming to rest. The brake lever is placed fairly conveniently, and, operating the rear-wheel shoes, will hold the car securely on a 1 in 4 gradient.

It is of interest that whilst with the weights already mentioned on board a clear restart could not be made on 1 in 4—a gradient so severe as to be outside most people's experience as regards restarting—when the "passenger" was dropped the little Ford could get away on this acclivity. As a small car it shines in dealing with the steeper kind of by-way hills, romping up on second or first gear, largely irrespective of the nature of the surface. It is so handy a car, too, in narrow lanes.

The gear lever comes well to hand, and the steering wheel is mounted quite low down, being thin and comfortable in the rim, and the driving position as a whole

is satisfactory. It is of comparatively slight importance with a car of this size whether or not the wings can be seen from the driving seat. However, the off-side wing is visible. The view given in the driving mirror is useful, but not complete.

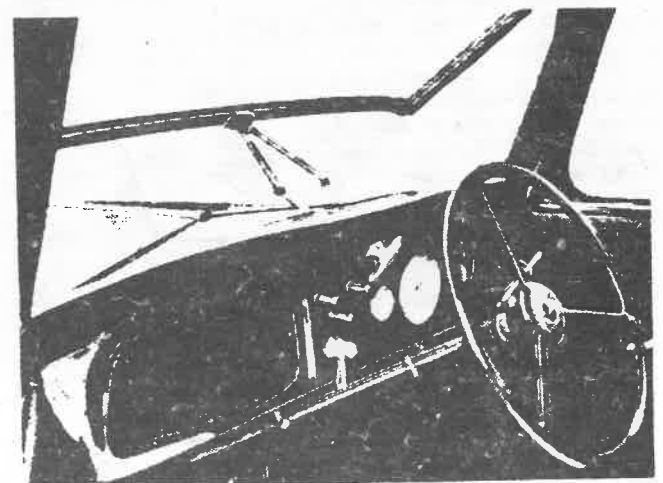
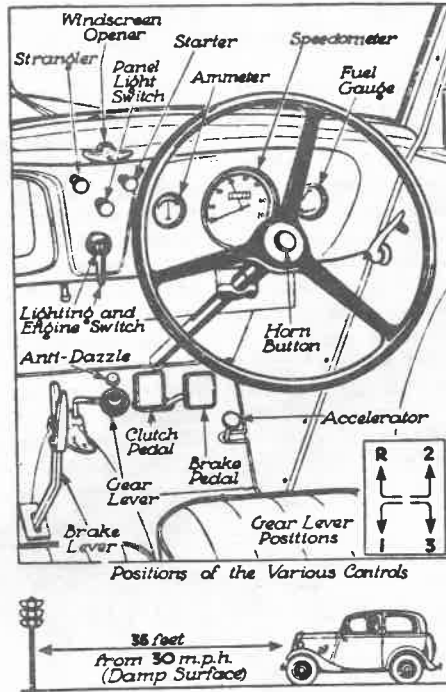
The front seats are separate, that for the driver being adjustable over a useful range, and they have curved back-rests, which hold the occupants in position very well. The near-side front seat is not adjustable, being hinged to the floor so that it can be swung over to give access to the rear compartment, but it is set well back and allows comfortable leg room even for an unusually tall passenger, leaving room on the back seat for two passengers if need be.

A single-blade suction-operated windscreen wiper is fitted, and this works well up to 40 m.p.h., or at higher speeds provided the throttle be let back periodically to obtain the suction effect, which lessens or disappears otherwise at full-throttle openings. The rear window blind is not controllable from the driving seat, and traffic signals can hardly be expected as a standard feature.

The head lamp beam is quite useful, the anti-dazzle position being controlled by a foot switch. The instruments, which comprise speedometer, ammeter and fuel gauge, are grouped right in front of the driver and well illuminated at night. The two doors can be locked.

The engine is neat and looks straightforward from the general maintenance point of view. The sparking plugs are easily accessible, as also the ignition distributor and the dynamo brush gear. The oil filler and dipstick are well arranged, and the tools and battery are carried under the bonnet. The engine starts instantly and quickly warms up from cold. There is no special accommodation for luggage ; the spare wheel is mounted vertically at the rear, secured to the body by a metal strap and a nut.

The more this Ford is driven in a variety of conditions the more it grows upon one as providing thoroughly practical motoring at low cost.



How the windscreen opens : the useful locker and simple controls will be noticed.

# KNOW YOUR ELECTRICS - MODEL Y

To assist members restoring this model, here is a useful view of the wiring and a schematic diagram. Reproduced from an original handbook.

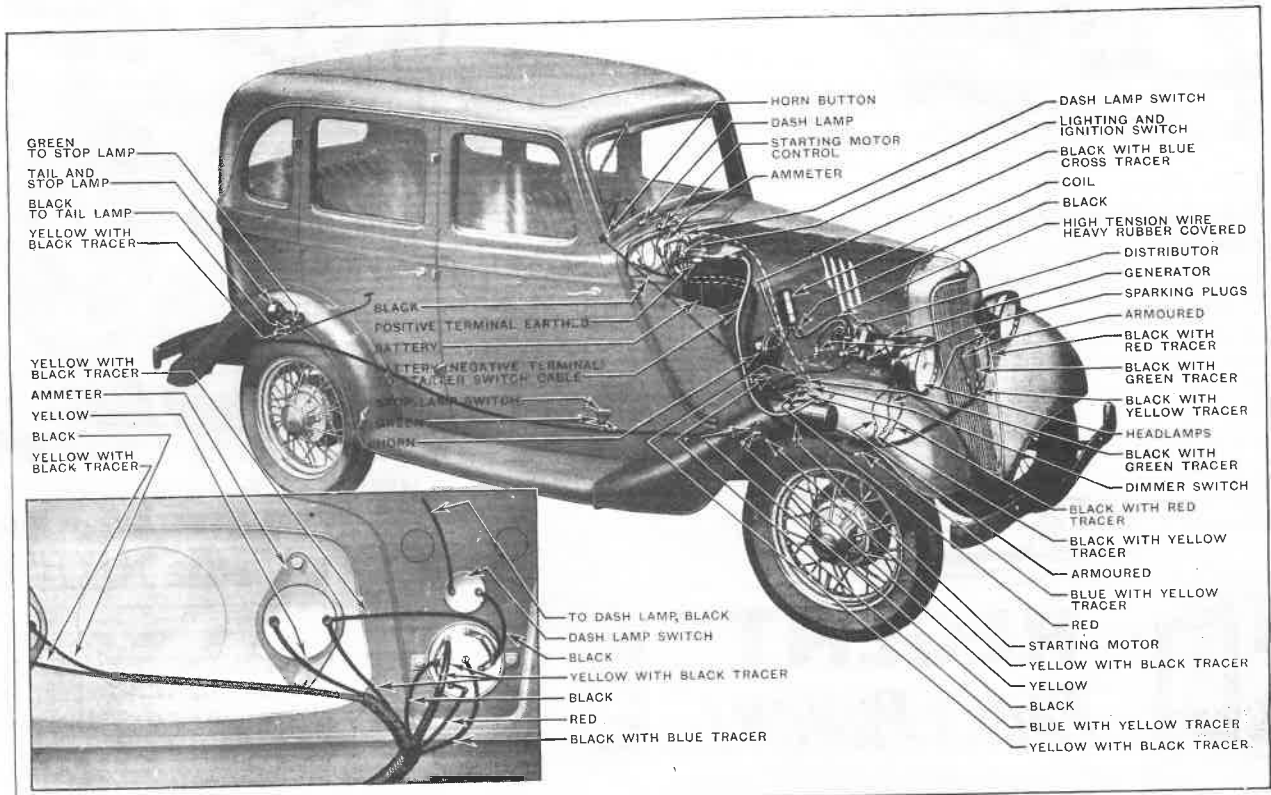


Figure 22  
Electrical System

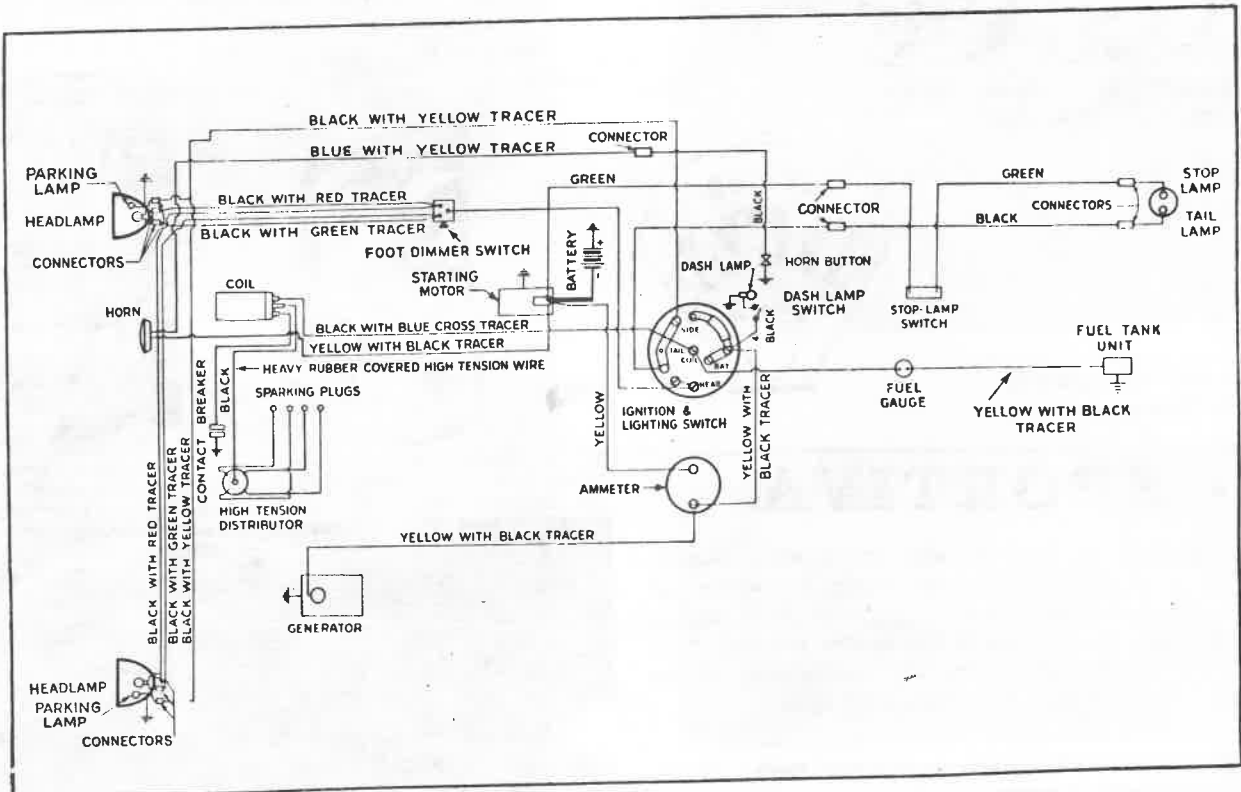


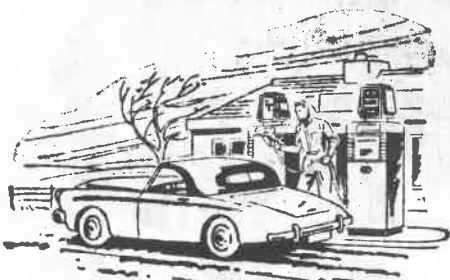
Figure 23  
Wiring Diagram

If anyone would like the handbook, which is complete and in decent condition with only Fig. 22 temporarily removed for repro. purposes (it is replaceable with sellotape) send a SAE (min 8½ x 6½) to Steve Waldenberg.

Remember when petrol pumps  
had glass globes ? . . . . .



These are now a thing of the past and in fact the globes have become collectors items.



**REGENT**  
*PACKS PUNCH!*



Don't write - they probably moved 20 years ago. . . . .

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THE QUICKEST STARTING · THE MOST MILES PER GALLON  
**NATIONAL BENZOLE MIXTURES**  
*The most modern of all motor spirits*

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Any body recall others.



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# FORD SIDEVALVE OWNERS' CLUB

## E83W REGISTER

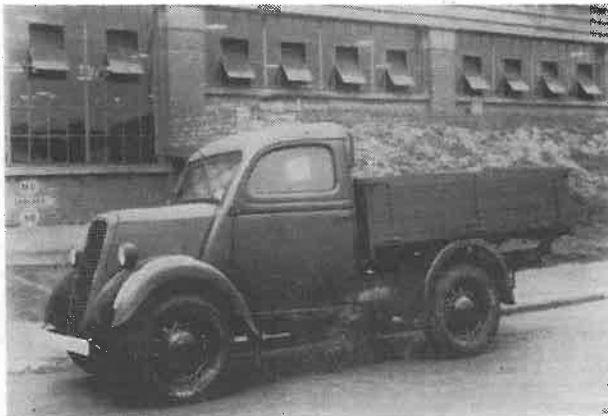


Registrar: **HOWARD STENNING**  
**CHALK PITS MUSEUM**



### E83W REGISTER

GREETINGS ONCE MORE from the Chalk Pits! If there is one thing you learn from writing the odd note on old vehicles, it is that you only have to suggest that a particular model is rare these days, and low and behold! you will hear from owners of dozens of the damn things! Since writing about the steel-bodied pick-ups a couple of issues back they have been turning up all over the place - I'll try and assemble some notes on these at a later date. IN THE MEANTIME I thought we'd take a look at the development of the wooden-bodied dropside truck that is so well-known today. Although the E83W was first produced in 1938 in van form only, it is fairly obvious that the Ford Motor Co., were thinking about a truck version from quite early on. Our first photograph is a heavily re-touched publicity shot, and as you can see it is of a pretty early vehicle. The headlights, for example, are of the long type fitted from 1938 to 1942 only. The truck has obviously been built up from a chassis/scuttle, and there has been no attempt to conceal the roof joint just above the windscreen. The roof-line then runs up at a much steeper angle than we are used to. Note too the clumsy fabricated door - not a pretty sight! A real vehicle, or an artist's dream?



OUR SECOND PICTURE is of a vehicle which, to judge by the white-painted bumper, and the 'shelter' sign in the background, is of the wartime period, or very shortly thereafter. There is no doubt that this one certainly did exist. It is very utilitarian in appearance - even the door handle is painted rather than chromed. Note the small 1942-47 style headlights, and the quaintly mounted external trafficators.

FORDS' POST-WAR LEAFLETS list this body style as a "builder's truck" built by Messrs Sully, Blackford & Hawkey Ltd., Ford-approved special body builders, who must have knocked them out by the thousand. The same company, incidentally, were also responsible for a high-topped square-rigged laundry van on the same chassis - more on this one another time. Anyway, to illustrate the post-war style I've rummaged through the archives to produce this shot of the Duplock's 1955 truck, based in Surrey, and carrying sign-boards for their excellent 'Model Road & Rail' establishment. There are still an awful lot of these useful little trucks around of course, many of them still working for a living. And there are still a few 'new' ones appearing, as some restorers find the rear section of their vans too far gone to rebuild, and decide to convert to truck form.

FINALLY, I heard of a rather interesting E83W the other day, and it's up for sale. It's an ambulance, and features a Martin Walter body, with rear and side doors. It had only had two owners from new (it dates from 1952) and as it was originally a works ambulance, it has only covered 14,000 miles. It has been fully restored, although the stretcher has been replaced by a wooden bench. Interested parties should contact Mr. Hall on [redacted] during working hours, or [redacted] at weekends or evenings.



All of which gives me an excuse to include another photo! This is **not** Mr. Hall's vehicle, but a rather nice special-bodied ambulance supplied to Slough Industrial Health Service. Sorry, but no further details known. OH YES, and before I close, a Very Merry Christmas and Trouble-Free New Year to all E83W folk, everywhere!

Howard Stenning.

## 107E NEWS

If you have not informed me that you may require new wing motifs (or single) please do.

I have a company who will undertake to remake these in alloy - which will be as the originals.

List not as yet known, the more required, the lower the price. I hope, if this takes place I will be able to have them done early in '83 - so if required please write to me.

NEW FRONT WINGS, this is still under investigation, however, it seems we may have a company who can undertake this task, again I must know demand, please tell me as soon as possible if you are needing one or pair. 107E register badges still available @ £5 inc. post. Have you yours yet - if not please write to me.

Your Registrar has now gone Sidevalve, I have got a '59 100E standard Pop, which should keep me busy for a while!

However, having said this, all our 107E's must take priority, after a year as registrar I must admit it is both rewarding and fully engrossing to say the least. Anyway enough of me, I am going to make a prediction for 1983, I feel that next year will be even better, the vintage rally event is increasing in all counties, therefore this year I have seen more 107E's in the rally fields than on the road!

So it looks like 1983 is going to prove more than ever interesting with the grand efforts by our fellows (and not forgetting the wives).

So anything you need to know drop me a line. All that remains is to wish you all a merry christmas and all the best for 1983 - Don't forget don't despair repair!

Dave Simpson

## MEMBER DENNIS HOWARD YLA 808 RESTORATION

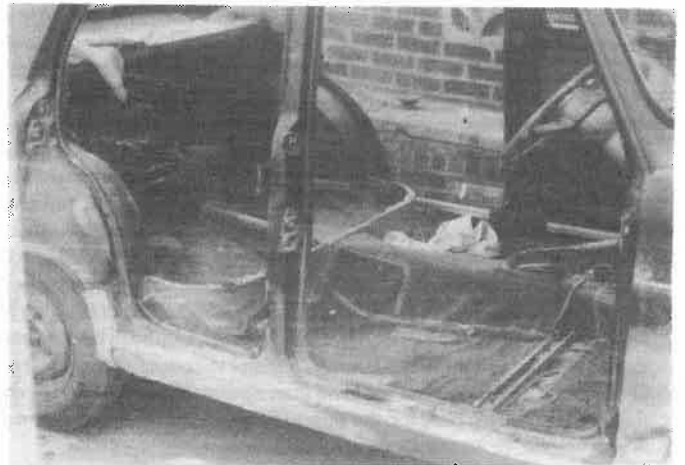
I have recently joined the F.S.O.C. with my restored Prefect 107E (Reg. No. YLA 808) and I was surprised when Dave Simpson, the 107E Registrar asked me to write about the car and how and why I bought it. As I had recently left school, and would get fed up with doing nothing apart from a part-time job in Tesco's for about four months I decided to buy a car. I had no idea what I was going to get at this time. Anyway, it just happened that when my father was building a garage for someone, the person who lived next door just happened to be selling the car. At this time I thought it was a 100E Pop and it wasn't until a couple of days later that I found out exactly what it was.

The first time I saw the car, drove it round for a little while I bought it. Work on the car was started immediately. (Photograph one shows the car almost as I bought it). I started the easy bits of work first and then worked up to the harder parts such as attempting to repair the two back doors. I left the two back doors until last as I thought I may find another pair somewhere in a car breaks yard. I had just started work on one door after giving up hope of getting better one's. As it happened I saw a 100E Prefect in a car breakers in Southend. Unfortunately it was not being

broken as they said it was "too good" and it was running when they got it in. I carried on repairing my doors. Just before I had finished one door I came across a 100E Prefect in a breakers yard in Rayleigh with nothing on it at all, except for two back doors. I immediately bought them. A few weeks later I went back to the breakers in Southend to see if I could convince them to break to 100E Prefect. They had already started breaking it as someone had broken in and stolen parts off the engine. I brought the grille because I never had the correct one.

When I had finished repairing the bodywork, I resprayed it starting with red oxide primer and rustproof, then grey undercoat and finally the top coat, black, its original colour.

While I was doing the spraying, all of the chrome work was being re-chrome plated. Also at the same time I had to get some new seats. The rear seat was burnt by the sun coming through the back windows, it was also badly torn. I got a Prefect rear seat from a car breakers in Rayleigh and I got two front seats from a yard in Shoebury. Unfortunately they were the wrong colour, but I considered myself "lucky" for ever being able to find some seats in fair condition. I hope to be able to get the seats recovered to the Ford original specification at a later date.



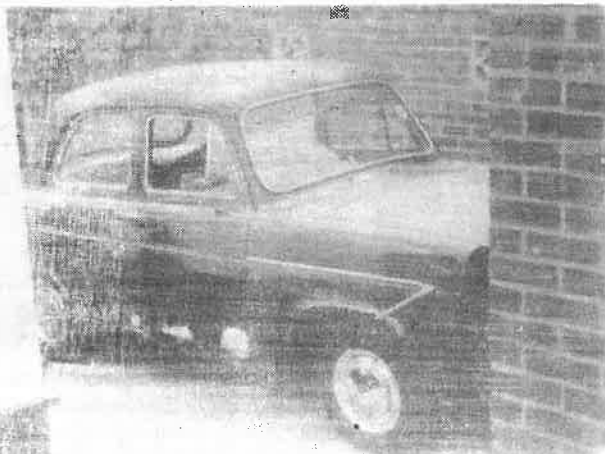
The engine or its compartment has hardly been touched yet apart from a bit of "tidying up" and putting in the correct radiator for the car. Hopefully the engine will not need too much work done on it as it was reconditioned about 8000 miles ago.

So far I think I have been lucky finding the spare parts, especially two grilles and the bonnet "Prefect" badge.

However, there is one thing for the car which I cannot get anywhere, that is the "Prefect" boot badge, and also a sunvisor. If anyone can help me on either of these items, I would be grateful if they would contact me. Photograph two shows the car in the middle of restoration.

Photograph three shows the finished product apart from wing mirrors and registration plate.

Yours truly,  
Dennis Howard.



## OUR EXPERTS ADVISE

It has been pleasing to see the many mentions in the motoring press over the last 12 months but where do they get the engine life of 20,000 miles from? My E493A Prefect engine has done nearly 40,000 miles since it was fitted and it was a used ex R.A.F. one at that. With regular oil changes in the region of 2,000 miles apart you will get a good 40,000 between re-ringing the pistons.

A reminder regarding the king pin bush reamering service. It is a free offer apart from postage costs, so let me have them now, don't let us have a last minute rush where you will want them done yesterday.

Some members have been having problems with their exhausts sagging in the middle. Don't forget they must have a semi-flexible mounting where the tail pipe joins the silencer outlet. When fitting the manifold joint it is a good tip to lightly smear the bell mouth of the down pipe with either fire clay or gun-gum and fit the clamp initially with the joint facing the side of the car. Remember to pair the clamp correctly as the Vee shape is offset. The clamp is assembled so that the longer side of the Vee points downward. Support the down joint so it is being pressed onto the manifold and tighten the clamp lightly. Then tap the entire clamp gently until the joint is facing the front of the nuts facing the side and thoroughly tighten. It is good practice to use brass nuts here to facilitate future dismantling. If they are already in use check the threads have not been stretched or you will never get a gas tight joint.

A tip to pass on to new members regarding the clutch parts 100E clutches will fit 8 & 10 hp. as a complete assembly (i.e. driven plate and pressure plate). The advantage is a smoother take up of the drive due to the sprung centre.

Passing on another tip given to me by Peter Fawcett - the rubber bush for the front radius arms where they meet under the gearbox is the same size as a squash ball. Could this mean we shall soon be seeing Sidevalves being driven up the wall?!!!

The paint colour identification service seems to be working well all I need is a chip of paint stuck down with cellotape.

If you are doing a full re-build it is worth considering replacing the side windows with safety glass - the standard equipment is 1/4" plate glass which can be nasty in a smash. The way to check is to look for the toughened mark etched in a corner of each window.

John Charlton

## IMPROVE YOUR ROADHOLDING:

100E's generally are run on cross-ply tyres (5.20 to 5.60 x 13) My Squire, fitted with 5.60's was not the best performer, the roadholding being pretty erratic, and the ride pretty hard due to it being built with harder (van) springs.

I had a spare set of 145 radials, removed from my newly completed 107E, which, being over-engined has been fitted with 155 radial tyres for extra grip. These 145 x 13's were put on the Squire. The

difference in handling and ride is phenomenal. It now corners much better and goes where I want it to. These are textile Firestone F7 radials. No doubt steel braced (Michelin ZX) types would be even better.

I can thoroughly recommend radials on 100E's. But - you have to fit the whole set at one go - that does mean 5 tyres to buy. There are some Rumanian make radials on the market called Victoria which are quite cheap (about £13 for 145 X 13) and offer decent value for money. They don't last as long as Michelin ZX though. Another low price British tyre is the Lee Conquest (made by Goodyear). At about £15 - £17 each they are also very good. If you live near to a branch of "Motorway Tyres" a division of Avon Tyres, mention membership of FSOC and they will give you 40% discount off the retail prices of Avon Tyres. I bought 155 x 13 Avon radials for my 107E and with the discount they were only £16 each « VAT which meant I got 1st-line tyres at the same price as 2nd-line cheapies.

Note Avon still produce 4.50 x 17 and 5.25 x 16 tyres so this discount could bring the price of these tyres down to manageable proportions.

Steve Waldenberg

### JIM NORMAN WRITES . . . .

Just for a change, I am going to ask you for some advice. It all started on the way back from Southern SV Day at Barford (June 1981).

I had just made the M5 when there was a loud bang, two cylinders ceased to function, and a lot of back firing through the carb began, which was strong enough to blow the hose for the wipers off the manifold connector. To my shame, I didn't have any tools aboard whatever, so had to struggle on like that. After a while, the back firing ceased, and the engine settled down on the two and a bit cylinders, and thus powered, we continued for about 150 miles, and successfully reached home.

What had happened? Number three plug had fouled up so thickly that the deposits began to glow red, thus igniting the mixture long before the spark and while the inlet valve was still open - hence the explosions through the carb. This red glowing mass immediately above the valves had burnt out the exhaust valve, so as there was no compression, no mixture was drawn in, so the backfiring ceased.

Now you could simply say this was all due to faulty maintenance and the plugs should not have been allowed to reach that stage anyway.

In fact, the plugs were new only about 1000 miles previously, and the car has done this regularly ever since. This is despite two replacement engines, heads and gaskets, manifolds and carburettor distributor, coil and plugs. In fact, everything has been changed, yet the problem persists. It occurs when the car is being driven hard - say trying to hold 50 mph against a hill, but not necessarily using full throttle. I have given up trying to cure it - I just clean the plugs every week and always carry a spare set and plug spanner.

But I would still like to know why it happens. Any ideas, or does anyone else have the problem?

In April 82 Club News, I wrote about my problems in obtaining an engine from TW Motor Factors. By the time the magazine reached you the engine was in fact in (first week April) and running. By the first week of November it has covered 11500 miles (Yes!) so I can give my report with some experience. It was necessary to check every nut and bolt on the engine as some were found loose while every stud (manifold, fuel pump etc.) had been inserted cross-threaded, though fortunately, only one had been tightened and damaged the block. As I was fitting the head, I noticed daylight

showing under both no's 2 and 3 exhaust valves so the tappets had not been set (how did they grind the valves in?). The engine was fitted but when the time came to start it, it was so tight the starter could not turn it over, and eventually, two batteries coupled together to give 24 volts had to be used.

Now, 11500 miles later, I have an engine with rattling rings and oil consumption of 150 miles per pint. I intend letting things develop a bit further before returning it under its 2-year warranty!

As you can imagine, I am not over-impressed.

## SOMETHING SPECIAL

Recently I received an interesting letter from Club member Sheila Mackenzie which caused me to wonder whether we have found a 1937 Model C Tudor Saloon.

At the time no photographs were available but now Sheila has sent some splendid colour photographs of believe it or not a 1937 model 7W two door saloon. This vehicle registered GPL 216 is identical to that once owned by me and now owned by Donald Firth. This car is in regular use and has remained in the family since 1938. The letter is as follows:-

"My car was bought at Moores of Weybridge in 1938 and is most likely a "C" model having been made in 1937. We have kept the car in the family for 44 years. It was bought as a present for my brother, who being in the Royal Air Force, chose the Air Force Blue colour. He was a Squadron Leader and became a Pathfinder leading the way in the raids over Germany in the last war. He was killed on returning home after a raid, due to thick fog, there being no radar or fido in those days to show up the airfield at Bassingbourne near Cambridge.

The foreman at Moores, Weybridge kindly went to Bassingbourne and brought the car home. It was laid up during the war and since then has been in constant use by my parents and myself. I took it over in the sixties. My nephew had the car resprayed to a deeper blue and had the bumps taken out of the wings.

Compared with my nephew's and sisters modern cars, it hardly ever goes wrong. Hoping this information will enable you to write about it in the magazine.

Yours sincerely,  
Sheila Mackenzie.

I wonder how many Sidevalve members can boast the ownership of their car in the family from new. Perhaps you will let me know.

G. A. Game.

## POPS IN TRIALS

Dear Ed,

After reading about other members Sidevalve Trial Cars I thought that I had better write a bit about my car.

Having competed in Production Car Trials for a few seasons (in a Citroen 2CV6) I have constantly been amazed by two particular 103Es (non members). They always seem to be either winning or at least doing very well in West Country trials. In February this year I was given the chance to own a Pop of my very own. Having never even sat in a Pop let alone drive one you can guess what sort of problems I had getting it home especially when I stalled the engine on the busy main road only to find



that the battery was not being charged (I prodded the car with that funny bent rod under the bonnet and it burred into life).

March came so I entered a Holsworthy M/C P.C.T. in the first english vehicle that I have ever owned. By the end of the day I wandered what ever possessed me to buy British. It was the first time I have come last in a trial. The 103E was put up for sale as soon as I got home but after waiting two months I did not get even one enquiry so I entered another trial, but this time the Kangaroo pedal was modified to cable operation the seat springs were fitted with dampers and this time the car was magic. I was still last but I enjoyed every minute of it.

The Pop is now in a restoration cum development situation the modifications so far are

1. 4.5J steel VW Transporter rims have been welded to 103E wheel centres.

2. 155 by 15" radial tyres have been fitted all around plus two spares one on the boot lid.

3. The shock absorbers have been moved to a position in front of the axle.

4. The steering drop arm has been extended by 20mm. This mod « 1 & 3 allow for a 21 foot turning circle (3ft smaller than a Triumph Herald).

5. A spherical joint has been placed between the front road spring and its cross member (lifting a front wheel doesn't take any weight from either of the back wheels now.

If any of you have any other bright ideas that I can experiment with I would be pleased to here from you on the other hand if you want anymore info on my mods please give me a ring.

Dave Pickard.

P.S. Please look for my wanted advert to see if you have got what I want.



I enclose photo of me and my 103E Pop at Stanford Hall on National Sidevalve Day.

This was the first meeting I had taken my car to, as I had only got it on the road and through the M.O.T. the previous week. Nevertheless it completed the round trip from my home of 60 miles with no problems at all.

I thought the Stanford Hall event was really good and well organised. On September 12th I went to the Coombe Abbey event

which I thought was poorly attended from the number of cars which turned up, but nonetheless I had a very enjoyable day.

This trip was about 75 miles and the old car again made it O.K.

I have now garaged it for the Winter and will be doing 1001 little jobs to bring it up to scratch for next year.

**D. W. MANGER**

## ALAN HART

I entered my 100E '62 Popular DeLuxe in the I.B.C.A.M. Motoring Festival at the Royal Showground.

STONELEIGH Nr. KENILWORTH, WARKS  
28th/29th/30th AUGUST.

The event is held over 3 days and vehicles entered cannot be moved off the site for this duration, which probably puts many owners off, the standard is extremely high for entries in the Concours.

The event, which is part of the Town & Country Festival is itself a mammoth undertaking with all the Classic Car Clubs taking part. 34 Clubs competed for not only the trophies but a cash award of £1000 to the winner.

Individual owners can enter and in the case of the Popular 100E my own entry was in Class 8 (1961-70) Saloons.



There were 55 entries in the Class with the top ten cars going forward in each Class to be judged again.

The Pop just failed to make the final by 10 points and it was judged 11th o/a in the Class.

This year the organisers had the results computed so we all had the final results in the post a few days after the event.

One pleasing feature for me was that the Pop scored maximum points for originality.

Apart from the cars the Festival has so many attractions during the 3 days including continuous displays in the Main Ring in fact something for all the family, this must be one **not** to avoid.

Anyone wanting to enter in '83, get in touch with me early in the year for details.

Telephone [REDACTED]

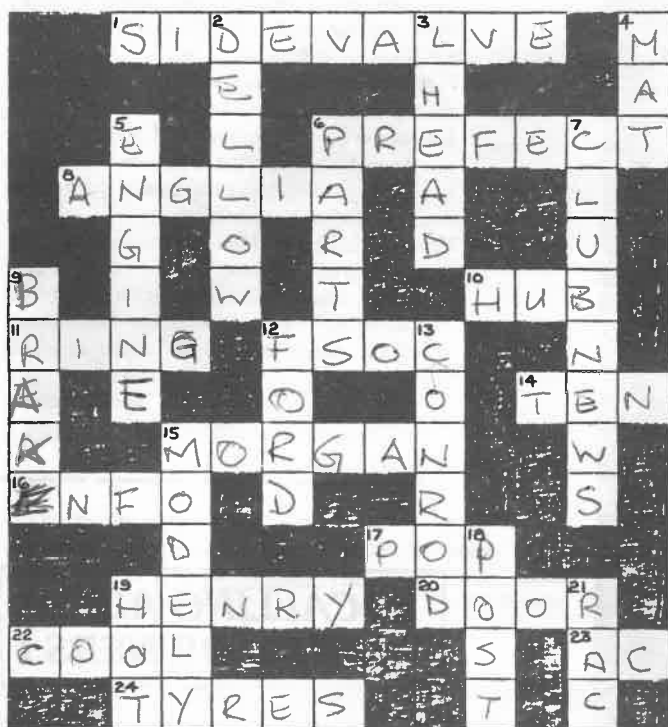
**NORTH HANTS TYRE & REMOULding CO. LTD.**

12-18 & 30 FLEET ROAD,  
FLEET, HAMPSHIRE.

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### QUIZ-CROSSWORD PUZZLE



Solutions on Back Page

#### Across:

1. Our motor, called a Flat-head by some. (9)
6. Head of classroom is a 107E or an E93A. (7)
8. Parts of acute of obtuse for the T.V. Company of Eastern England. (6)
10. Centre of wheel found in search U-boat. (3)
11. Circle around piston is the sound of a bell. (4)
12. Initially the club is a Ford Single Over-Head Camshaft. (1.1.1.1.)
14. Horse power rating stops kids going to cinema. (3)
15. Most of South Wales county gives sports car from Malvern. (6)
16. A genuine spare is hard to find in amen forever. (4)
17. Well known, abbreviation is fizzy or half of maize snack. (3)
19. Across & 12 Down. He said; 'you can have any colour you like as long as its Black.' (5,4)
20. The way in at the side. (4)
22. Loco mixed up kept temperature low. (4)
23. A fuel pump, filter or sports car. (1,1)
24. Sounds like drowsiness on all four comers. (5)

#### Down:

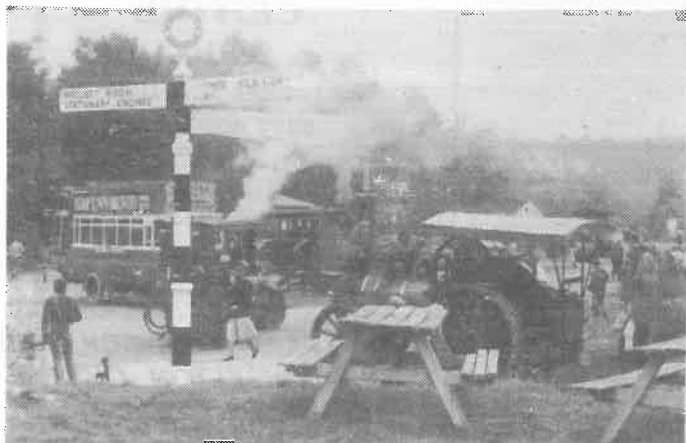
2. Ford Based Special. (6)
3. Apprentice principal is at top of the Engine. (1,4)
4. Sounds like a dull finish under the feet. (3)
5. To power your way down the road you will need one of these. (6)
7. Traps apart should give much needed spares. (5)
7. A basher joined with information has John Skinner as Ed. (4,4)
9. Sounds like a broken break to put on your anchors. (5)
12. See 19 Across.
13. Fool Mr. Stewart between big and small end. (3,3)
15. Twiggy and question give vehicle code A. (Look it up ! ) (5,1)
18. « & - on a battery gives a job or mixed up spot. (4)
19. A Tuned engine is said to be this. (3)
21. Monarchy might join this to get home in reverse vehicle. (1,1,1)

## AMBERLEY CHALK PITS MUSEUM (10th October)

There was, yet again, another fine display of cars, motorcycles, commercials, buses, stationary engines, tractors and steam vehicles at this year's Open Day at the Chalk Pits Museum, and it was pleasing to see a good selection of Sidevalves present at the show.

The show was organised by our Club's very own E83W Registrar, Howard Stenning, who is to be congratulated for achieving a well-balanced selection of entries (numbering almost 200 vehicles and all listed in the programme !), which ensured that, here at least, Sidevalves, were not out-numbered by swarms of Austin Sevens, Morris Eights & Austin A30/A35's ! The club members who entered were Yvon Precieux with his Popular 103E, MALBY VISICK, MARTIN SHORE, BOB KNIGHT & BRIAN BUTLER with their E494A Anglias, KEVIN BURKE, who only just managed to arrive in his E83W, and by "Special Invitation", the 'Club News' Editor who made a very rare appearance with his E494C Scwt Van !

Letting - off steam at the Chalk Pits.

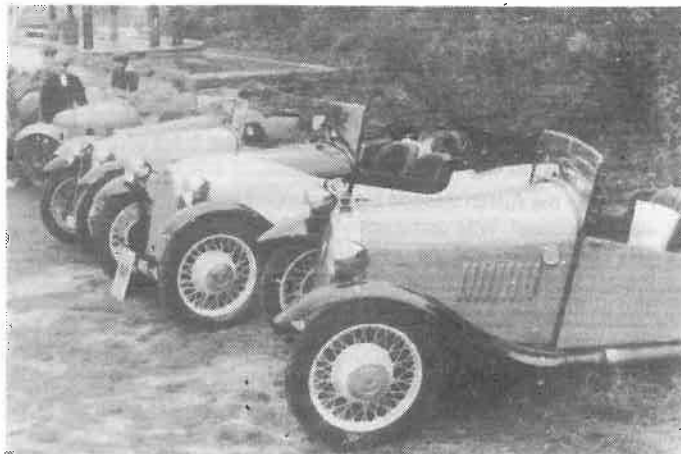


The weather was dry and sunny for most of the day, until the middle of the afternoon when the rain returned once more to spoil an otherwise enjoyable day at the Chalk Pits. No doubt we will return again next Easter Monday ... (JS).



John Skinner's E494C next to a well preserved 300E 5 cwt Van.

Three Sidevalve-powered Morgan 3-wheelers.





Young Jonathan Skinner\* now 10 months old, sitting on the bonnet of Dad's van.  
\* 1 year old on DEC 20th.

## WHATEVER HAPPENED TO TPD 761

**Steve Waldenberg**

My "affair" with sidevalves began in 1974. I wanted something to take my mind off politics I had been a very active ?«\*oo\*!! for some years and had stood as a parliamentary candidate in the 74 general election. No prizes for runners up and I'd had enough - so had my wife! So - an old car was the therapy suggested.

Seeing an ad in the evening paper "1936 Austin 12, MOT £140" I went to a nearby town and bought this large, tatty Austin. "By the way" said the vendor "that old Ford is yours too" "That heap of junk" said I. Well, in fact the Ford went with the Austin or no deal. So, I drove the Austin home and returned with a friend to tow the Prefect home.

Problem - the Austin was too big for the garage - was I in a mess! Wife going potty etc. Answer - flog the Austin and do something with the Prefect. I got £100 for the 12 (friends brother!) and pushed the SV into the garage and started removing rusty bits. I spent a year restoring that E493A - rebuilt engine, re-chrome, hundreds of hours spent rubbing down, filling and repainting. It wasn't a bad old bus in the end. 12v electrics and electric wipers too. I used that car as daily transport for 18 months. She never let me down.

Then I bought a 100E Prefect (NFU 52) That also needed lots of work to fully rebuild. But when completed I used that instead of the E493A. Then in 1978 along came a Jowett Javelin - I'd always fancied one, and they were built not 10 miles from home. So, poor old TPD 761 was laid up in a garage. I don't like to see cars left unused for long periods. It is much better that they get a little - regular use. So, an ad in Sidevalve and a member from London area brought a friend up to buy her. I can't remember either of their names and worse, TPD 761 doesn't seem to have appeared on Club records ever since. Are you still alive? No, I don't want you back, I've enough on with a Squire, a 107E and that Javelin, not to mention the wife's VW Beetle. I would just like to know if that sturdy old Prefect is still around - or was she customised.



## BOOKS/REGALIA

I am now taking orders for new styled 'T' Shirts, these will have either 100E, E494A/103E, or E493A vehicle depicted on the front. Further models will be eventually included, provided there is a demand. The stock of 100E and 103E handbooks have nearly been sold, and these have now been deleted from the order form. Drop me a line before sending the money if you require one of the few handbooks remaining. Finally to celebrate, about a bit belated, the 50th Anniversary of the Model Y. "The Popular Ford" handbook, which will include a section of the Ford Y specials will be made available soon, priced £4.00. All orders including 'T' Shirts at £4.05 accepted now.

Yvon Precieux.

## CALLING ALL ASHLEY OWNERS!

It has come to my attention that there may be lurking within the F.S.O.C. several Ashley Owners. As an owner of a 1957 Ashley I have started a register within the Fairthorpe Sports Car Club. The club has Fairthorpes, Turners, Rochdales and Tomadoes under its wing. Having had dealings with Ashley's I know that we cannot have much more in common than the fibreglass bodywork, but, it can be no bad thing to get together if only to get a bit more respect for these bybirds.

I have at present almost a dozen Ashley owners but not enough mobile motors to have an extravaganza! So could any Ashley owners whatsoever send a SAE for further details to the address below. Could you also give details of your vehicle please and possible a photo.

Yours faithfully,  
**Richard Disbrow**

P.S. Please don't think I am poaching.

## NEWFORD PARTS CENTRE

**Huge stocks 93A/100E etc  
parts and spares**

Now in Stock:  
**Ring gear 93A**  
**Ex. Valves 93A long length**  
**now being made £6.00 each**

**TRIGGS FARM, FISHWICK LANE,  
HIGHER WHEELTON, CHORLEY  
PR6 8HT. Tel. 0254-830343**



### 100E/107E ENTRIES SHIRE HILL "CRANK-UP" 1982.

#### LEFT TO RIGHT

484 PPH, 107E Prefect, 1960, David Simpson, Southend. - 532 HVW, 100E Prefect, 1956, Barry Smith, Sible Hedingham. - RHV 960, 107E Prefect, 1960, Martin Coles, Romford. - 797 YPU, 100E Popular, 1961, David Hanson, Stansted Mountfichet. - 5042 VX, 107E Prefect, 1960, Hugh Maddams, Saffron Walden. - XFW 445, 100E Popular, 1961, David Milton, Harlow. - 403 WEV, 100E Popular, 1961, Robert Macmillan, Hawkwell. - YUN 187, 100E Popular, 1961, Ron Thom, Saffron Walden.

Photo kindly sent in by Ian Maddams



In convoy to the Shire Hill "Crank-Up"

In the June issue of Sidevalve, Mel Smith asked how many 1954 and '55 100E's survive. During July, my youngest brother Andrew acquired an early '55 Prefect from a USAF airman, stationed at a nearby airbase. The vehicle is in totally original condition, not even wing mirrors have been fitted to it. The log book states the date of registration as 6th April 1955, this seems quite correct as the car has several features different from the down-graded standard Prefect introduced with the new De Luxe model in the summer of 1955, and has the early, single lens, rear lights. OCR 999, or Bert as it is known in the family, had to be towed home due to having a damaged engine. A colleague from work towed the car home with his 1950 Ferguson Tractor. To avoid damaging the car, we removed the front bumper, and fitted a length of angle iron with a tongue welded in the centre. A hole in this tongue allowed it to be shackled to the tractor push-pole, and the car could be towed rigidly, as a trailer. My other brother, Hugh, acted as back-up crew and tool runner, with his 107E.

Ian R. Maddams

## Ever popular Ford



■ WO2 Terry Vowles has recently driven his 1954 103E Ford Popular from Aldershot to Supply Depot Hohne via AF-CENT.

■ The journey took 20 actual hours at about 40-45 miles per hour in some of the worst rain we have had in months. The only bad news came in the form of a puncture which was quickly rectified, otherwise the Ford did not miss a beat or a bump.

■ The car was purchased in 1976 for the grand sum of 175

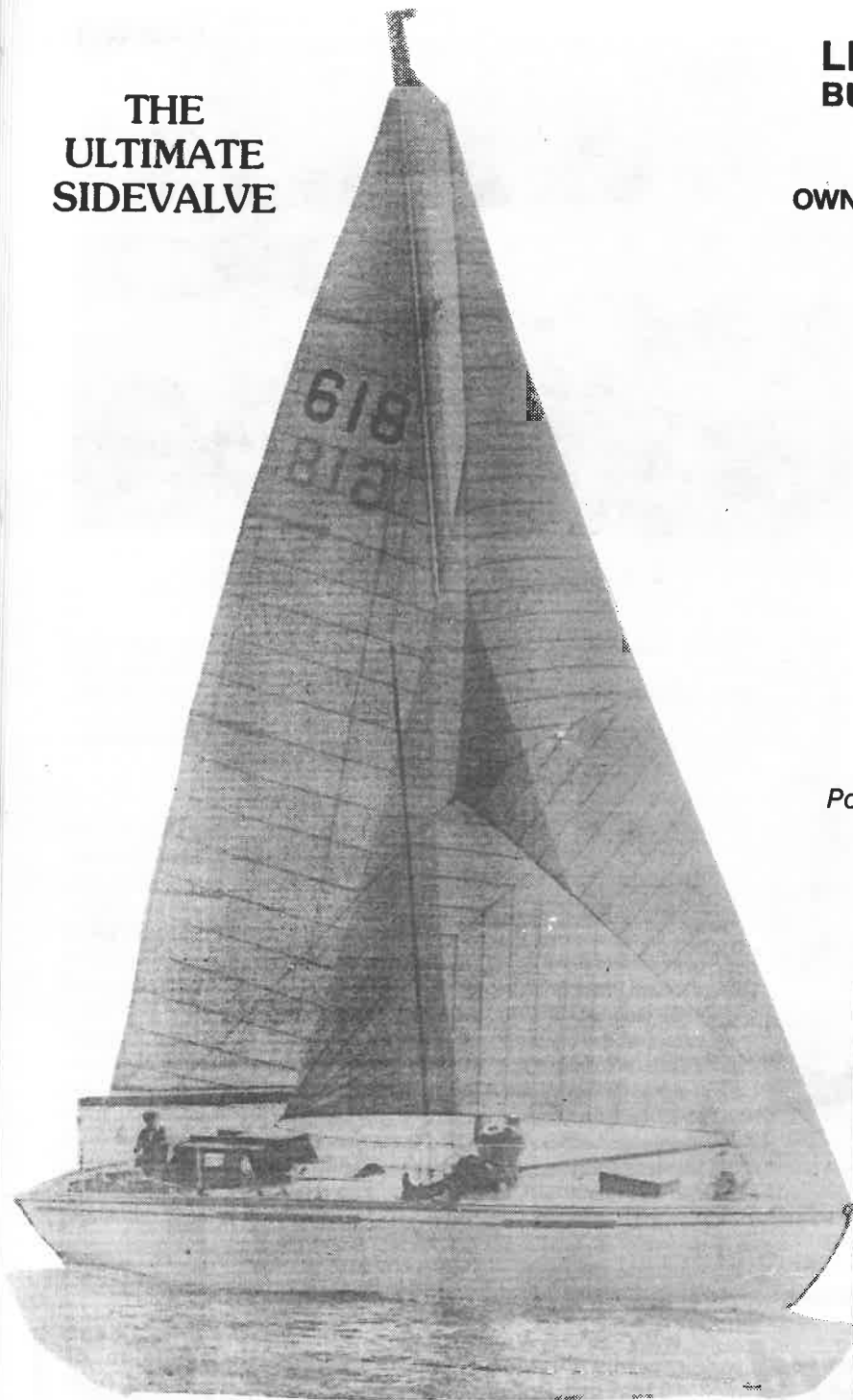
pounds in a little village garage just outside of Taunton. Its brand new price in 1954 was a staggering 391 pounds making it the cheapest car on the market.

■ Since it has come into the hands of Terry it has had a total mechanical rebuild and some refurbishing but it still remains virtually all original.

■ The Ford Popular has attended a few rallies in UK and Germany and will soon be seen at the Hohne SSAFA Fair on Saturday 6 November.

Sent in by Terry Vowles and printed in "Sixth Sense" a British Forces newspaper.

**THE  
ULTIMATE  
SIDEVALVE**



**LLOYDS OFF No. 186787  
BUILT BY GEO. FELTHAM 1953  
PORTSMOUTH ENGLAND.**

**OWNED BY:** SPENCER KINS OF LEAMINGTON  
SPA, 1953-1972 "ADRENA"  
WON 1956 ROYC PORTSMOUTH  
TO BELLE ILE

JERRY CARTWRIGHT  
CHAPEL HILL N.C. USA.  
1972-1977 "SCRUFFLER III"  
34th IN 1972 OSTAR

MICHAEL CAREY  
NEWPORT RI U.S.A.  
1977-1978

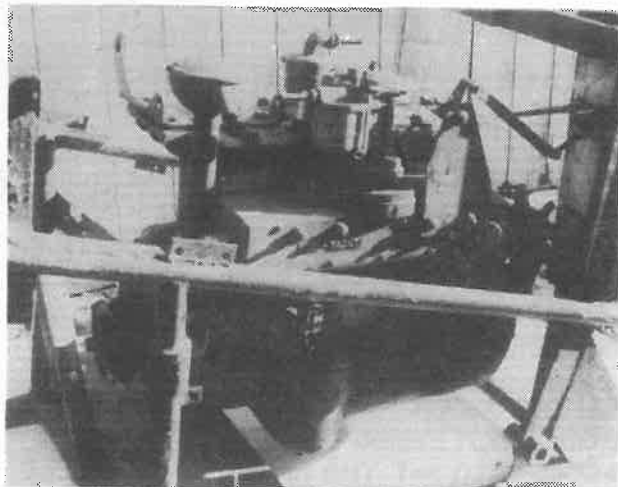
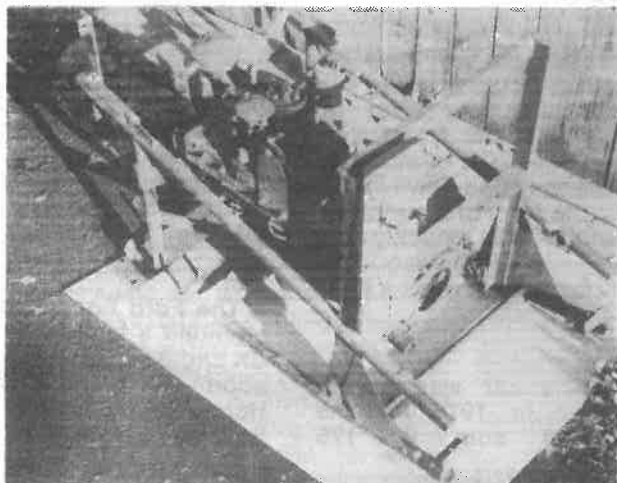
WAYNE WILBUR  
PROVIDENCE RI U.S.A.  
1978-PRESENT "WHAT CHEER"  
RESTORATION

*Powered by sail and Ford 10 hp engine*

**"SIDEVALVE BOATS !"**

Dear Sir,  
Please find enclosed a couple of photographs of a 10 h.p.  
Engine I bought recently from my friends father. The engine  
was taken from an old boat he bought. The watercooled  
inlet/exhaust manifold is made by mini-yachts of South-  
ampton, and the cradle is obviously home made.  
Apparently the engine was used as a power unit for a water  
pump which was used by the local dockyard fire service,  
before fitting it to the boat.  
Also enclosed is a quiz crossword which I hope you will find  
suitable for the Sidevalve Magazine.

Jon Lane





### **SPECIALIST SERVICES**

SHOT BLASTING, STOVE ENAMELLING & PAINTING - Blast Cleaning Services, 15 Bolney Grange, Stairbridge Lane, Bolney, Haywards Heath, West Sussex. Tel. Burgess Hill 42780/44796. Large items can be processed on site.

5-STUD 15in. WHEELS - ACE Services, 20 Penberth Road, Cafford, London SE6. Tel. John Aitkenhead on 01 697 1805. John is an FSOC member who can supply 15in wheels which can be adapted for use on Ford Specials.

**THE PLACE FOR ALL SV SPARES**

**BELCHER ENGINEERING**  
*Inc. Shepherds Grove  
Service Station*

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BURY ST. EDMUNDS  
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**G. MILLER - DISS 898668**

### **CHAPEL MOTORS**

Experts at repairing all Ford  
Sidevalve models

*Complete overhauls, chassis and body  
repairs, general servicing.*

**Chapel Motors**  
**5 Wortley Moor Road, Leeds 12**  
Telephone 794479

Why buy a new car ?

Your 100E, with the club's help will give you yeoman service for years to come, but what about the body ??? Well, Geoff Halligan and Steve Waldenberg have decided that your 100E deserves special attention. If it is starting to rot underneath, don't send it to a "bodge em up place" send it up to Leeds where Geoff can give it a thorough and long-lasting repair. Others are doing it for Morris Minors, why not let us do it to your 100E. We can get chassis sections remade to original spec and are working on proper replacement sills. We can expertly repair those rotted-out back wings with STEEL PANELS and are working on repair sections for the bottom edge of the front wings. The 100E is a sturdy little motor car, a new car now costs thousands, a used banger can cost you over £500, so why not invest in your 100E. We can also obtain original factory colours in most cases, in either cellulose or high gloss acrylic type paints, so your resprayed car will look just as good as new. Contact Geoff Halligan at Leeds 450384 or write for descriptive brochure to him at Holbeck New Mills, Braithwaite Street, Leeds LS11 9XE.

### **DAVED SANDERS ASSOCIATES**

**MOTOR INSURANCE  
REGISTERED BROKER  
FSOC MEMBER**

The Old Post House,  
Load Street,  
Bewdley,  
Worcestershire. Tel. Bewdley 401345

### **KEN, GARY & STEVE TAKE THE EASY WAY.....**

Faced with the task of removing the engine from an accident-damaged Prefect which we were dismantling and no hoist or jacks at club stores, some street lighting chaps came to the rescue.



"Got 15 minutes to spare lads" said Ken. "Sure" so back the lift truck on to the car park, find a length of tow rope and away we go.



It was the easiest, most effortless way of extracting an engine.



### **AT LAST REAL 100E HUB CAPS**



The finishing touch - genuine pattern hub caps made in the original jigs and in good quality chrome plating too. Available at £21 per set - post paid inland.

ORDER NOW FROM  
**ROUNDHAY MOTORS**  
**39 WINDING WAY, LEEDS LS17 7RG.**

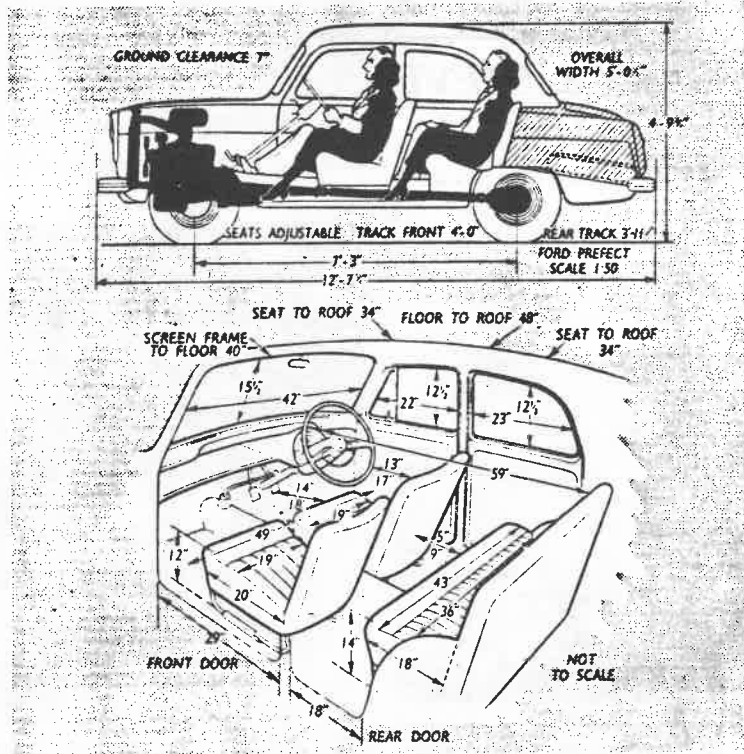
# The Motor Road Test No. 12/53

Make: Ford

Type: Prefect (Prototype)

Makers: Ford Motor Company Ltd., Dagenham, Essex

## Dimensions and Seating



## In Brief

Price £395 plus purchase tax £165 14 2 equals £560 14 2.

Capacity .. .. . 1,172 c.c.  
 Unladen kerb weight .. 15½ cwt.  
 Fuel consumption .. 29.6 m.p.g.  
 Maximum speed .. 70.7 m.p.h.  
 Maximum speed on 1 in 20 gradient .. 57 m.p.h.  
 Maximum top gear gradient .. 1 in 10.9  
 Acceleration:  
 10-30 m.p.h. in top .. 13.6 sec.  
 0-50 m.p.h. through gears .. 18.7 sec.  
 Gearing:  
 14.6 m.p.h. in top at 1,000 r.p.m.  
 60.3 m.p.h. at 2,500 ft. per min. piston speed.

## Specification

**Engine**  
 Cylinders .. .. . 4  
 Bore .. .. . 63.5 mm.  
 Stroke .. .. . 92.5 mm.  
 Cubic capacity .. .. . 1,172 c.c.  
 Piston area .. .. . 19.64 sq. in.  
 Valves .. .. . Side  
 Compression ratio .. .. . 7.0/1  
 Max Power .. .. . 36 b.h.p. at 4,400 r.p.m.  
 Piston speed at max. b.h.p. 2,670 ft. per min.  
 Carburettor .. .. . Solex downdraught  
 Ignition .. .. . 12-volt coil  
 Sparking plugs .. 14 mm. Champion L10  
 Fuel pump .. .. . AC mechanical  
 Oil filter .. .. . AC by-pass

**Transmission**  
 Clutch Single Dry Plate (Hydraulic control)  
 Top gear (s/m) .. .. . 4.429  
 2nd gear (s/m) .. .. . 8.252  
 1st gear (-) .. .. . 15.072  
 Propeller shaft .. Hardy Spicer, open  
 Final drive .. .. . Spiral bevel

**Chassis**  
 Brakes .. .. . Girling Hydraulic  
 Brake drum diameter .. 7 in.  
 Friction lining area .. 67.2 sq. in.  
 Suspension: Front I.F.S. by direct-acting coil springs  
 Rear .. .. . Semi-elliptic  
 Shock absorbers: Front Incorporated in I.F.S.  
 Rear .. .. . Telescopic  
 Tyres .. .. . 5.20-13

**Steering**  
 Steering gear .. .. . Burman worm and peg  
 Turning circle, Left and Right .. 33 feet  
 Turns of steering wheel, lock to lock .. 2

**Performance factors:** (at laden weight as tested)  
 Piston area, sq. in. per ton .. 20.4  
 Brake lining area sq. in. per ton .. 70  
 Specific displacement, litres per ton mile .. 2,510  
 Fully described in "The Motor," September 30, 1953

## Test Conditions

Cool weather with little wind. Dry tarred surface. Standard-grade pump fuel.

## Test Data

### ACCELERATION TIMES on Two Upper Ratios

	Top	2nd
10-30 m.p.h. .. .. .	13.6 sec.	6.4 sec.
20-40 m.p.h. .. .. .	13.5 sec.	7.8 sec.
30-50 m.p.h. .. .. .	15.6 sec.	—
40-60 m.p.h. .. .. .	20.2 sec.	—

### ACCELERATION TIMES Through Gears

0-30 m.p.h. .. .. .	6.5 sec.
0-40 m.p.h. .. .. .	11.1 sec.
0-50 m.p.h. .. .. .	18.7 sec.
0-60 m.p.h. .. .. .	30.0 sec.
Standing Quarter Mile .. .. .	23.5 sec.

### MAXIMUM SPEEDS

#### Flying Quarter Mile

Mean of four opposite runs ..	70.7 m.p.h.
Best time equals .. .. .	72.6 m.p.h.

#### Speed in Gears

Max. speed in 2nd gear .. .. .	48 m.p.h.
Max. speed in 1st gear .. .. .	26 m.p.h.

### FUEL CONSUMPTION

43.5 m.p.g. at constant 30 m.p.h.  
 40.5 m.p.g. at constant 40 m.p.h.  
 34.5 m.p.g. at constant 50 m.p.h.  
 28.0 m.p.g. at constant 60 m.p.h.  
 Overall consumption for 747 miles,  
 25 gallons = 29.6 m.p.g.

### WEIGHT

Unladen kerb weight .. .. .	15½ cwt.
Front/rear weight distribution ..	55/45
Weight laden as tested .. .. .	19½ cwt.

### HILL CLIMBING (At steady speeds)

Max. top gear speed on 1 in 20 ..	57 m.p.h.
Max. top gear speed on 1 in 15 ..	50 m.p.h.
Max. gradient on top gear .. .. .	1 in 10.9 (Tapley 205 lb./ton)
Max. gradient on 2nd gear .. .. .	1 in 5.5 (Tapley 400 lb./ton)

### BRAKES at 30 m.p.h.

0.95 g retardation (= 31½ ft. stopping distance) with 125 lb. pedal pressure	
0.84 g retardation (= 36 ft. stopping distance) with 100 lb. pedal pressure	
0.72 g retardation (= 42 ft. stopping distance) with 75 lb. pedal pressure	
0.45 g retardation (= 67 ft. stopping distance) with 50 lb. pedal pressure	
0.23 g retardation (= 131 ft. stopping distance) with 25 lb. pedal pressure	

### INSTRUMENTS

Speedometer at 30 m.p.h. .. .. .	6% fast
Speedometer at 60 m.p.h. .. .. .	5% fast
Distance recorder .. .. .	1% fast

## Maintenance

Fuel tank: 7 gallons. Sump: 4½ pints (plus ½ pint for filter). S.A.E. 20 or 20W. Gearbox: 1½ pints. S.A.E. 80. Rear axle: 1 pint. S.A.E. 90. Steering gear: S.A.E. 90. Radiator: 1½ gallons. Chassis lubrication: By grease gun to 11 points every 1,000 miles. Ignition timing: 5° B.T.D.C. stratic. Spark plug gap: 0.025 in. Contact breaker gap 0.014-0.016 in. Valve timing: I.O. 9°; B.T.D.C. I.C. 50½; A.B.D.C.; E.O. 53½; B.B.D.C.; E.C. 6°; A.T.D.C. Tappet clearances: 0.0115 to 0.0135 in. Front wheel toe in: ¼-½ in. Camber angle: 1°. Castor angle: 3°. Tyre pressures: 24 lb. Front and Rear. Brake fluid: Enfo ME 3833c. Battery: 12 v. 40 a.h. at 20 hour rate. Lamp bulbs: 12 volt; headlamps 42.36 watt, side and front direction indicator 18.4 watt, rear and stop 18.4 watt, rear direction indicator 18 watt, panel lamps and panel warning lights 2.2 watt, number plate 6 watt.

## SIDEVALVE CLASSIFIED

Vast Quantities of NEW 93A spares, incl: Drag links @ £8, King pin sets £8, Track rod ends £8., Petrol tank £25, Passenger door 103E £10, C W & P sets £25, Exhausts, clutches etc. Also has lots of good s/h stuff. John Algar, [REDACTED]

2 x 100E front seat (milk chocolate colour) vgc., prop shaft, rear lights, carb., manifold, instruments, b.drums, steering col & box. Swap or sell. C. Henley, [REDACTED]

1949 E493A Prefect. Fitted new roof & window seals, gear lever gaiter. Needs detail finishing & paint. With FSOC manual. £225. R. Bradwell, [REDACTED]

The "Ultimate" registration number **OLD 100E** offered on a 72 Marina. Unfortunately Swansea will not permit its transfer on to an old 100E (SW has written) but you may like it on your "modern" everyday car. If so, contact Mr. T. Searston [REDACTED]

New 100E shock absorbers, gearbox, trim parts, tyres - all cheap to clear. Pete Seabrook, [REDACTED] WANTS - Dellow parts/info/complete car even if derelict. Also want 93A tuning parts.

1957 Prefect. Front o/s wing damaged. Unused 5 years. Fitted metal sunvisor. £150 o.n.o. G. Shadrake [REDACTED]

Immaculate '57 Anglia. Owned since new. Fitted sunvisor, clock from "W.W.1 fighter plane", seat belts. M.O.T. expired but will easily pass. Reasonable offer to good home. L. Johnson, [REDACTED]

1956 Popular 103E, partly stripped but complete, + loads of spares:- 2 engines, 3 gearboxes, axles, 1/2 shafts, steering columns & boxes, starter motor, dynamo radiators etc. PLUS, several T chests full of NEW parts:- 107E-2853 h/b cable. 107E speedo cable, 2 x E04A-2584, 7WF-2853B h/b cable, E04-2295C, 7V-2494C. 100E-9737, E62A-9447, E0TA-9447B (gasket), Y-9280. 5 x 20E brake shoes etc. Lot offered at a reasonable price. Brian Pearce, [REDACTED]

93A draglink & clutch plate. Offers. Miss. G. Percival [REDACTED]

100E track rod ends, fan belts, top hose. 103E fan belt & some 6v bulbs. Offers. Anne Marshall, [REDACTED]

1958 Prefect in very good condition. Recond. engine + many new parts. Radio. Yrs M.O.T. £500 o.n.o. S. [REDACTED]

1958 Popular 103E. No time to restore. Offers. M. Croffin, [REDACTED]

Popular 103E. Reasonable condition. 39,000 miles. £400 o.n.o. M. L. Lloyd, [REDACTED]

1957 Anglia. Good condition. Regn. No. 6346 RO. Offers. L. Short, [REDACTED]

A. R. Bramham, Motor Engineer, rear of [REDACTED] had 1 103E stripped but complete for sale recently. May still be there.

Handbooks - 1953 Anglia £2.50. 1948 Anglia £2.75. Also 1921 Model T book £7.50. T. Allard Tel. [REDACTED]

Large qty. parts for 100E & 103E "lying about the place" Rau Gorten, [REDACTED]

New radiator for 103E/493A. £45 or swap for gearbox parts/tuning gear for 93A. C. E. Ashworth, [REDACTED]

103E engine, gearbox, axle. All good. £100 lot. D. Pickard, Tel. [REDACTED]

107E Prefect. Sound condition but failed M.O.T. due to worn steering box. 4 new radials, new electrics last year. Any offers, D. Ashcroft, [REDACTED]

1960 300E Van. Much restoration work done. Needs finishing. Trailer collection req'd. Offers: A. J. Boot, [REDACTED]

1958 Prefect. Low mileage, very good cond., one family owned from new. Taxed & tested. £300 o.n.o. G. Mumford. [REDACTED]

Wanted, pair of rear bumpers for Escort Estate. S. Samuels, [REDACTED]

The illustrations from the 93A parts list are available in a bound volume for 75p from Steve Waldenberg, [REDACTED]

1936 Ford C Type 10 hp. 2 door deluxe, stripped down for renovation. Includes new wiring loom, spare screen frame and glass, spare front wings. Lack of time forces regrettable sale £220 o.n.o.

Will consider exchange and cash adjustment for Mark 1 Consul/Zephyr. Phone Donald or Paul Firth, [REDACTED]

1960 107E Prefect. Taxed and Tested and in very good condition. £300 o.n.o. Tel. Mr. P. Farrow on [REDACTED]

1955 (Jan) Prefect. 1st class restored condition. Engine rebuilt, resprayed original Bristol Fawn. Re-chromed, Hammered and rustproofed. M.O.T.d. Many spares. £700 o.n.o. Martin Tidd, [REDACTED]

WANTED. Good 100E engine, back axle, gear box. 103E o/s/f wing, 103E h/s/r wing, 103E interior bakelite, 4 good 103E hub caps. Dave Pickard, [REDACTED]

WANTED - Grill shell for 7W. Selling 93A rear axle £13, f. spring £5, carb and manifold £3. Arthur, Tel. [REDACTED]

SPARES for sale: (ALL 100E) Front screen, 2 mac struts and springs, 3 fly wheels, 1 engine with new cords rings, reground crank with new bearings, new silencer and tail pipe, t.r.e., pinion flange, cylinder head-refaced, s/h gear box with new layshaft. Wheels & tyres « various odds and ends from dismantled 100E. Offers to Mr. E. Bedford, [REDACTED]

Prefect 93A for sale in CANADA - anybody out there want one? Brian Brown offers his to a good home (no customisers) [REDACTED]

[REDACTED] don't you transatlantic members all "stampede" at once !!

**Brand New** Ford Special - built in 1957 on 93A

chassis from ALL NEW PARTS:- ELUA o/h conversion, twin SU's, close ratio gears, special wheels, aquaplane exhaust, detachable hardtop etc, etc, DRY STORED FOR 25 YEARS. 300 miles only since built in 1957. £750 o.n.o. A. Black, Tel. [REDACTED]eves/weekends.

Much loved 100E Pop - damaged at rear end. Recent new exhaust, tyres and record. Engine. Front wings very good. Chassis not damaged. Offers please for whole car to tow away. Debby Wakley, [REDACTED]

E83W ESTATE - 1957. Complete and not in bad condition. Engine slightly siezed. Out of work so must sell or swap for motor cycle. Tim Beaumont, Tel. [REDACTED]

E93A Spares:- 2 engines, gearbox, axles F & R. Radiator. Reasonable offers. Tel. G. Bateman, [REDACTED]

WANTED. Any interesting fi-glass special buckler, tomado etc, want to enter Historical & Hill Climbs - weather equipment not required. Exchange Canon sound-cine camera. As new cost £325.00. T. Sands [REDACTED]

FOR SALE - Prefect E493A '52. 23,000 recorded miles. Known history. Original invoice from new and other documents. Black, beige cloth seats. Good running order, recently decarbonised and new valves fitted. Taxed & M.O.T. tested. Must be sold due to business commitments. £895 o.n.o. C. Plumridge, [REDACTED]

WANTED - New or good condition steering box for E83W. 1955. One set of bonnet knobs, preferably large type. M. Snellin, [REDACTED]

EXCHANGE - 5 x 450 x 17 Avon Tyres New on 103E wheels FOR 4 x 525 x 16 Tyres and tubes. Telephone Bob Stock after 5.30 p.m. [REDACTED]

WANTED - Underbody spare wheel carrier E129 - WP - 1 or similar other make, M. Eversden [REDACTED]

WANTED - 107E Sunvisor. Preferably metal (100E same) Also Prefect boot lid badge. D. Howard, [REDACTED]

WANTED - Body panels, doors, wings etc. New or as new for 103E and Y type. Also panels/parts for Aler Fords. [REDACTED]

WANTED - 103E or Y type complete car or van for renovation, or any models considered. [REDACTED]

Anglia 100E 59. Reconditioned engine. Reconditioned four speed gear box. New twin SV carbs. Body sound. Tax and M.O.T. Many spares. £350 o.n.o. S. Harris, [REDACTED]

FOR SALE - Ford Thames 300E 5 cwt Van, 1955. Taxed & M.O.T. No rust. Used daily. Seat belts fitted. Above average £450 o.n.o. Side windows. Milward, [REDACTED]

1959 Prefect 100E, 828 EAE, Green, Taxed to end 82. M.O.T. end May 83. Good condition. Spare engine, Gearbox, Starter, Generator. 3-owners - History known. 75,000 miles. £200 will haggle. [REDACTED]

## CLASSIFIED CONT'D

1957 100E Ford Anglia. One family owned and 57,000 miles from new. Stored last five years so no M.O.T. Spare engine. No rust. Offers. John Connors, [REDACTED]

FOR SALE - Ford 8 De Luxe (7Y Model). Good order. Body sound but unrestored. M.O.T. for year. £700 o.n.o. Chas Home, [REDACTED]

Bowden chassis (Kent 346) with Hamblin open body, Bowden I.F.S. header tank and red. Takes E93A/100E running gear. Road registered Sept. 1960. must go - offers around £250. Bill Hall, [REDACTED]

Ford Prefect engine and gear box, front grill and no plate and extras. Also Instruction Book & Log Book. 1950. Mr. D. Webb, Tel. [REDACTED]

1955 Anglia. Needs work for M.O.T. Any offers? R. Marshall, [REDACTED]

Anglia 100E 1959. Very reliable. v.g.c. authentic extras, fully rustproofed, used on many rallies. Reluctant sale. £350 o.n.o. W. C. O'Neill, Tel. [REDACTED]

Breaking 103E Popular - all parts cheap, incl. some new bits. Wanted - E493A Prefect chrome bumpers, overriders, rear lights, panhard rod (anti-roll bar). Tel. [REDACTED]

100E Marinishing parts - Two speed g/box, Fairey Marine manifold, SU carb., pump for sea water cooling system, also various minor engine adaptor fittings and plates. What Offers? W. C. O'Neill, Tel. [REDACTED]

Dismantling E493A. All spares available. S. Zurowski, Tel. [REDACTED]

WANTED - Steering box for 1954 E83W 10cwt Van, in good condition. Tony Brown Tel. Orpington [REDACTED]

Ford Popular De Luxe 1962. Taxed, M.O.T., Radio. Very good condition, in regular daily use. £350 o.n.o. [REDACTED]

FOR SALE - 100E body panels all good. Pair front wings, front panel, grill, bonnet, light surrounds, 2 front doors with glass. Offers. Also 103E Popular long M.O.T. V.G.C. unfortunately all mechanicals updated to Ford 1600 gt though body mainly standard. Offers on any of above. Phone [REDACTED]

Second-Hand spares, off the shelf for 100E's, and upright Populars. Tel. Maurice - [REDACTED]

1952 Prefect with 100E engine, 12v and heater. Current M.O.T. and runs well, with excellent mechanics throughout. Spares available £250 o.n.o. G. Hill, Tel. [REDACTED]

1947 E93A Prefect. First class condition. Full M.O.T. £675 o.n.o. Tel. [REDACTED]

Ford Prefect 107E. Too good to break. Many spares. £150. Mr. Higgins Tel. [REDACTED]

Anglia 100E '57 Restoring. Ann Ratcliffe Tel. [REDACTED]

## QUIZ - CROSSWORD SOLUTIONS.

### Across:

1. SIDEVALVE.
2. PERFECT.
8. ANGLIA.
10. HUB.
11. RING.
12. F.S.O.C.
14. TEN.
15. MORGAN.
16. ENFO.
17. POP.
19. & 12 DOWN. HENRY FORD
20. DOOR.
22. COOL.
23. A.C.
24. TYRES.

### Down.

2. DELLOW.
3. L. HEAD
4. MAT.
5. ENGINE.
6. PARTS.
7. CLUB NEWS.
9. BRAKE.
12. SEE 19 ACROSS.
13. CON ROD.
15. MODEL Y.
18. POST.
19. HOT.
21. R.A.C.

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