

S I D E V A L V E



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June 1981



"Anglia is Third".....see article inside.

SIDEVALVE JUNE 1981. EDITORIAL.

The biggest one-make club? Well we are certainly growing and our membership is about 1500. People still join us as a result of the publicity we receive who say that they did not know about us previously, so there must be many more sidevalve owners about who are still ignorant of our existence, amazing isn't it? Our spares section is also expanding, especially as some major manufacturers have recently been having wholesale clearouts of obsolete stock. We could do with some benefactor willing to give / loan us two or three thousand pounds with which to buy all the stuff we have been offered in the last few weeks. Our rather obsolete membership records system has creaked once too often and the committee have decided to computerise them once and for all. This will enable us to accurately know how many members we have, what cars there are, what spares we, and maybe you have, etc. More details as and when.

The weekend May 30/31 saw our 11th A.G.M. Unfortunately not too many members came to take advantage of the club's hospitality. Still, those who did attend enjoyed lots of free drinks and a slap up meal - just shows you what you miss when S.W. arranges things.

Northern Sidevalve Day was on Sunday, the weather again dampened the spirits and only 42 cars were able to enter (prizes all round!). The Piece Hall, Halifax was a super venue, with plenty of shelter when it did rain.

THE RESULTS WERE:-

PRESIDENT

Bill Cooper Esq., World authority on tuning and racing 100E's

JOINT VICE-PRESIDENT

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

JOINT VICE-PRESIDENT & FOUNDER MEMBER

Roger Palmer Esq.

CHAIRMAN

Dave Turner, [REDACTED]

GENERAL SECRETARY

John Norris, [REDACTED]

TREASURER

To be appointed at AGM

MEMBERSHIP SECRETARY

Karen Waddington, [REDACTED]

PUBLICITY OFFICER

Jim Norman, [REDACTED]

"CLUB NEWS" MAGAZINE EDITOR

John Skinner, [REDACTED]

"SIDEVALVE" MAGAZINE EDITOR & NORTHERN REGION ORGANISER

Steve Waldenberg, [REDACTED]

CLUB EVENTS CO-ORDINATOR

Terry Armitage, [REDACTED]

CLUB BOOKS & REGALIA

Yvon Precieux, [REDACTED]

TECHNICAL ADVISERS

ALL 8 & 10hp MODELS

John Charlton, [REDACTED]

100E & 107E MODELS

Jim Norman

SPARES SECRETARIES

ALL E93A TYPES

Steve Waldenberg

Roy Hull, [REDACTED]

100E & 107E MODELS

Steve Myers, [REDACTED]

Mark Wooster, [REDACTED]

MODEL REGISTERS

Y & C

Registrar: Position vacant - any offers

POPULAR

Registrar: Bruce Palmer, [REDACTED]

Sales: Andy Main, [REDACTED]

100E

Registrar: Mel Smith, [REDACTED]

SPECIALS

Registrar: Barrie Dunford, [REDACTED]

Pre-war

1st Jim Poyzer 1936 Y 98 points

2nd D. Firth 1937 Y 90 points

Post war

1st Mick Cassidy E493A 94 points

2nd Dave Turner E493A 91 points

3rd David Hughes E93A 86 points

103E

1st Dave Laxton 1954 99 points

(this must be the best restoration job yet seen in the club)

2nd M. Wiese 1953 95 points

3rd B. Candy 1959 93 points

100E

1st Bob Chesterman 59 Anglia 94 points

2nd Mike Dawes 56 Anglia 93 points

3rd Terry Armitage 58 Anglia 87 points

100E Pop/107E Prefect

1st Cyril Rogers 55 Prefect 1500 89 points

2nd Les Kingan 60 Prefect 997 84 points

3rd A. Simpson 60 Prefect 997 80 points

Specials

1st Ted Hackett Tycoon 85 points

2nd Barrie Dunford Ashley 80 points

In the light commercial class there were only 3 entries.

The club van - resplendent in its new paint was looking great, Chris Rogers recently restored 1943 E83G and Steve Waldenberg's very nice Squire, so the awards were evenly awarded!

Thanks to all those who helped run the event and judge the cars.

Bob, Marcia & Simon Chesterman, Ian & Terry Armitage, Amanda & Kevin Harland, Steve Myers, Chris Rogers, Mick Cassidy, John Charlton, Jim Norman, Dave Turner, Nick & Barrie Dunford, Mike Dawes, amongst others.



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)

ANGLIA IS THIRD

Reece Cousins' fine show in rally

23rd January 1951

The start line at Glasgow

A host of familiar faces and well prepared cars (for remember this is a hand-picked entry, 62 out of 600 applications). A lot of good natured ribbing from the boys when our Anglia appears. Offers of a tow or push from all quarters, hints on how to carry 8hp cars up the Alps, even more hints on how to push them down! All this taken by co-driver Peter and me with a grin, but in the back of our minds the constant doubt. Surely this is asking too much, to keep an 8hp engine at virtually peak revs for 72 hours. How will a tired engine respond to those last hectic six hours with three major Alpine passes to climb. We take the ribbing in good part, but we wonder!

1.21pm Blytheswood Square and we're off. Peter driving through apparently the whole population of Glasgow. Next stop Ford Service, Hope St. Should be there by 7pm. refill tank, quick meal, any last minuter adjustments and then away. That's the plan. Down through Carlisle and Preston and then, the 'home town' spot on time. It seems strange to be able to call in at our own works whilst on route for Monte Carlo. Liverpool produces a host of friendly faces, whilst in the Ford Dept. Ronnie Byrne and Bill Freeley give the steering a final check over, Jim Bird and Tommy Owen perform a racing refuel, 7 gallons plus 2 in a can. Bert Harrison whose engine this is, looks on apparently happy, but we think he is just starting to sweat it out for the next 70 odd hours. Harry Graham checks us for the 50th time to make sure we have all we need. A quick meal, a chat with SBR and off for Wales. Reporters and cameramen at the tunnel entrance and then away through Birkenhead and a long smooth run to Llandrindrod Wells, punctuated by (1) the appearance of Derek Parker as a motor cycle escort from Chester to Wrexham, and (2) cheering crowds in every town and village in Wales.

On time in the check, I take over and head for Folkestone. Uneventful run to Oxford, Peter relieves me and whilst I sleep pushes the Anglia hard down to Folkestone, for an oil change is laid on there and all the spare time we can make is useful. On board SS. Dinard all OK. Breakfast - bacon & eggs, then below decks, hired two seamen's bunks and sleep, for an 8hp is going to tire us more than a little and every hour of rest is vital.

Boulogne - bright sunny morning. Off the ship, through the customs and away to Lille, right hand side of the road, and what roads, those interminably long undulating roads of France. The other rally cars steadily passing. Our speedo never dropped below 50mph. Suddenly Peter remarked 'Good..We've been going 24 hours, only another 48 left'. As the Anglia bounces over the French pave I think 48 hours more-continental roads, 55mph, that's nearly 5000 revs. I wonder if it can stand the hammering.

In Lille on time, and away to Liege in Belgium. Darkness and a custom halt on the Franco-Belgium border. Then to the outskirts of Liege well on time but we have been caught here before. A big sprawling city it seems even bigger when one tries to find the control office in the middle of a maze of buildings: We find them and a meal too. Check in and out briskly and away. Not all our fellow rallyists are so fortunate. George Milton and his crew lose four precious minutes here and are penalised 40 marks, and so are two other English cars. We, however, are into Holland. the Dutch frontier men remember us from the Tulip Rally and make quite a fuss. "Are, the little Anglia," they say, and pass us through their post in less than a minute. Now to Venlo and Amsterdam, 190 miles of really good Dutch roads, and best of all a full moon. Peter has his share of sleep whilst the Anglia and I drone on in apparently deserted Holland. Drive on sidelights only and conserve the battery. After all a 6-volt cannot be expected to take all our electrics indefinitely. 55/60 mph an 8 hp engine, 190 miles non stop. Into Amsterdam, over an hour in hand and into the Ford dealers. And what service we are given. Grease, spray and check, take the brakes up, change the headlamp bulbs to continental type, tighten the shocker brackets and spring shackles - for there are a lot of rough roads ahead of us - whilst Peter and I are whisked into a barbers shop built in the garage. shaved, first since Glasgow, poo and massage and then a really good cup of coffee. Feeling as fit as the Anglia sounds, we thank our Dutch friends and check in and out of the Amsterdam control.

2.45 am Thursday morning. Doesn't Glasgow seem days away? Peter takes over for 150 miles run into Brussels, I settle down to sleep. Uneventful run except when one bend causes Peter some desperate manoeuvring and to remark, 'blast this ice' and so it was for a little way, patches of ice which, however, thawed as the sun rose.

Brussels 8 am in the morning. Time for another meal and once again the eternal omelette - heavy meals and Anglia suspension, plus continental roads for 72 hours, just don't agree. Rheims on time. Here another Englishman dropped marks, this time a mechanical defect, but apart from some mysterious sand in the petrol tank, the Anglia appears unharmed, although removing the sand caused no little anxiety outside the Paris control. However all was well. Leave Paris on time, led out by a French motor cycle policeman who is under the impression that all Anglias will do 90mph. We lose him and then catch him up, and then out onto the Fountainbleu Road and head for Bourges 200 miles away. Dusk comes and Peter and I both voice the same thought - "wonder what the night will bring?" For this is the last night, and as always in the Monte the last night means the Alps.

Bourges, still on time. Good run from Paris. Considerably enlivened when Peter hits a hen at 55 mph and deposits the greater portion of it on the windscreen of BBC man Raymond Baxter, who was coming up fast behind us. Weather reports scrounged at Bourges are mixed. No snow, lots of snow, ice and fog. We decide to just leave it to the Anglia and hope for the best.

7.30 pm away from Bourges and head for Clermont-Ferrand. REach it uneventfully at 11 pm and straight off after a hasty coffee. Now on the much dreaded Le Puy and Valence section from 400 to 4000 ft three times. We decide that the man who designed the road was paid by the yard. 77 gear changes in less than 15 miles, then 25 minutes uphill, then over the crest of St. Angreve, 3800 ft and plenty of snow. Now start the long descent into Valence. A little way down, ice, thick black shiny ice. Steady on this hairpin bend, a torch is flickering, someone is waving us down. Gently apply the brakes, and slide past two English cars, hopeless;y jammed together. We think, what rotten luck, still we are alright. Press on! Some nasty moments and then Valence on time. Refuel quickly and away.

3 am. Peter driving and the Col de Cabre looming ahead barring our way to Gap, the next control. 3890 ft and 1 in 8 all the way up, thick snow falling and the ice really crackling under the Anglias wheels. I have no thought of sleep now, just give Peter plenty of room and hope that in averaging 31 mph down the other side, the Anglia won't fall off the edge. It doesn't and we arrive in Gap with 5 minutes in hand and are immensely cheered by the news that a lot of continental boys were late here.

From Gap, Digne, then to Grasse the last mile dash into Monte. No coherent thoughts over this section, just odd incidents that stick in the mind. the Anglia speedo showing 55 mph downhill in thick snow; Peter having the drive of his life; no time for chains, a miraculous avoidance of a snow plough; Peter still doesn't know how he missed it, the lurch as we dropped the offside wheel over the edge, and the quick heave and sweat as the Anglia clawed its way back onto the road; a Citroen upside down in the ditch, a dozen telegraph poles scattered like matchsticks over the road; we wonder if someone has hit them or has the weight of the snow brought them down? the Anglia patiently picks her way past them, and then suddenly no snow, dry roads, and the dash last dash into Monte, 70 mph on the clock, downhill of course!

As if it had all never happened. 12.38 pm and the finishing line, and we know we have done one thing at least, never accomplished before. we have brought an Anglia into Monte on time. We take the acceleration test happily, 275 yards with a stop and go in the middle. the Anglia engine now hot and very tired manages 30.2 secs. If only we hadn't hammered the brakes so much coming down the Alps. But then if we hadn't we would never have made it on time, and now into the closed car park, up to the hotel. Sleep, wonderful sleep! Come back tomorrow at noon, start the car on the starter within three minutes. Of course it will start and it does, lights, horn, dynamo, silencer engine and gearbox and axle seals all checked. The Anglia loses no marks on this inspection and finally we hear 'Third in the 1100 class' (forty odd cars in it too) 83rd in general classification out of 360 starters.

We both go out and pat the Anglia which is still apparently unaffected by its ordeal and I think...! PTW 832, a beige 8 hp saloon. Behind that simple description is surely the finest Anglia Dagenham ever turned out. Two international rallies, twice in the first three in her class, ten major English events, seven times in the award list; 15000 miles of hard National and International competition motoring and never a hint of trouble. Could one ask more from the men who serviced her or the factory that turned her out? I think not.... and now for home!

Reprinted from Ford News. the photo on the front cover shows PTW 832 after another victorious rally that same season, with the Reece boys.

MODEL REVIEW

Received this month was the final product model of the E04C 5cwt can from Somerville models. Our review copy was finished in the castrol livery of Dave Moss's preserved example (see it at Southern Sidevalve Day. The overall effect is excellent - the proportions being well caught - scale dimensions (1/43 Scale 7mm/foot) looks O.K. too. The model is spray painted with wingsect picked out in black, with perspex windows. The overall effect is similar to the 1950 'Dinky Toy'. Transfers are applied and the model is supplied complete. the standard is extremely high - small details like registration plates (different for each livery) are included. One livery is indeed fictitious - Somerville models - but the rest including teh Ford demonstrator are faithfully copied from the prototype.

The price - well at £16.95 you can't call it cheap - neither can you give this white metal model to the kids to play with. But remember - it is hand built from individual components - in relatively small numbers. Jim McHard of Somerville tell me that already the orders received means there is a 4-month waiting list so presume all you 5 cwt owners have one already!

One suggestion though - could we have it as a kit (like Somervilles best-selling 103E) so that owners can make 'their' vehicles without ruining that beautiful paintwork.

Examples shown, available from:-

Somerville Models, Westfield House, 104 High Street, Billingham, Lincoln. Telephone (0526) 860348.

HENDON PAGEANT

Despite relatively short notice we were able to provide half a dozen vehicles for the open days on 24th/25th April at the RAF Museum, Hendon, North London which was sponsored by Ford main dealers Godfrey Davis Ltd. Despite the bad weather the clubs exhibit was quite creditable with Percy Wicks G73A Taunus providing the star attraction suitably backed up by a selection of E93A types the owners of which got a free lunch and drinks plus free tickets to the museum. No 100E's, so due to the lack of a register we don't have a list of good smart examples to contact at short notice - in this case over the phone in the week before. The club gets requests like this including film, T.V. and advertising work, quite often if we have details and PHOTOS of your car this can help putting the newest suitable member in touch with the company concerned. An advantage of our "Registers".

PETER GODFREY FROM BRENTWOOD, ESSEX WRITES ...

Some readers may be interested in the Ford I discovered in the warehouse of a business associate.

I would like to make it clear that my knowledge of old Ford cars is so limited as to be almost non-existent, so the details I give below relating to this vehicle are as told to me by the owner.

The car is, I am told, at 14.9 H.P. 1934 Model B. It is Royal Blue and has four doors. The bodywork is in excellent condition and the fascia has a plate with the name of a local Essex Firm on it.

The shape of the car is the same as the Model 'Y' I have seen pictured in the club mags.

The owner tells me that he purchased the car about 12 years ago and that despite not taking it out for several years he assures me it is in perfect running order. Unfortunately he got fed up with people climbing all over it whenever he took it out so he shut it in his warehouse for safekeeping.

The only part he requires is a front spring main leaf, and if he can find one he will put it in and bring the car out of mothballs. Any club member who can help locating this item should contact me and I will pass on the information.

The car really is in beautiful condition and it seems a shame that it should be kept shut away.

If you have any information relating to this model I would personally be very pleased to hear from you.

The unfortunate thing is that the registration number BHK 792 has probably lapsed as he was not aware that he had to register it with Swansea by last May.

I offered to swap my 1961 100E but was out of luck.

I hope that this letter proves of interest and look forward to receiving your replies and hopefully the location of the required spare in due course.

Please reply to [REDACTED]

THE OLD CAR SCENE IN ISRAEL by Steve Waldenberg

Anything past 1950 in Israel is not considered classic, collectable or anything. And there's not much pre 50 there either. So, the Israel Classic & Collector Car Club, who I met with whilst there on holiday are a small group only. They have about 200 members countrywide with an assortment of cars - pre war European, American, some MG TC/TD's, a few TR's of various marks, 1 1947 Standard 10 and 1 1948 Jag 1 1/2 ltr - awaiting restoration in the secs back garden! There are a few 103E's - one was for sale in Tel Aviv for £23 00 and I spotted a 93A Prefect in an industrial yard alongside the main highway to Jerusalem.

100E's? I'm afraid nobody loves them they're just cheap bangers. I saw quite a few, all rather tatty - knocked about rather than rusted up. Nearly all had an old rear lamp stuck on to replace broken originals. There are no spares to be had, so how they keep them going - heaven knows. Of course, the Israelis are master of improvisation, so who



Typical 100E tatty but still going strong

knows what lurked under the bonnets of those I saw on the roads. 2 did drive past me as I walked and they did sound distinctly sidevalve. I saw one clean Escort. Other cars of interest (?)

Saw a mint white Mk1 Consul in Haifa - really concourse. Also a tidy PA Cresta in Jerusalem. 105E's were plentiful, all in quite good order. They still sell for reasonable sums. Parts available. Mk1 Cortinas also plentiful - they were built in Israel, also lots of Triumph 1300's (late 60's type). There's a Ford plant in Nazareth where Escorts and Cortinas are assembled with parts coming from Ford Europe. Transit Vans Popular. Other UK cars seen in modest numbers were: early Victor, mid 60's Minx, Super Minx, A40 (Farina), Triumph Herelds, a few Jag Mk1 1, the Old Morris Minor (all varieties) Mk11 Zephyrs even a standard 10.5 cwt van. As new cars bear 100% purchase tax, people keep their cars on average 10-15 years. There are many European cars about from early 60's to date. VW Beetles everywhere, some compact American cars too.



Reasonable Mk2 Zodiac pictured in Herzlvia

Current cars - not very many current British cars about. Obviously B.L. is frightened of the Arab boycott threat - not so the French - loads of Peageots & Renaults, the Germans - every taxi is a long W- base Mercedes (Diesel - as it's only 87p per gallon), VW's (Golf's) Italian - plenty of Fiats, Autobianchi and Lancias, American - mostly the new compacts. Ford as previously mentioned & Fiestas from Spain. The only Japanese car is Subaru - they command 40% of the new car market there, offering a wide range of cars of all sizes (some 4 wheel drive) and the trucks from the tiny 10 cwt one to 30 cwt panel vans. The little 10 cwt job has rear mounted underslung 600cc engine and is probably a Honda Acty badged to fool the Arabs. The only UK cars I saw were a few Marinas & Allegros, probably imported by immigrants from here. Leyland had a truck factory at Ashdod, but were frightened off a few years ago (oil is thicker than profits!). The Israel govt. took the plant over and they now produce buses & coaches on MAN and Mercedes chassis. Volvos in evidence, especially Volvo heavy trucks.



The first version of the Israeli built glass-fibre car, note its similarity to a Reliant.

Reliant set up a factory in Haifa to build GRP cars. The first effort, Sussita, very reminiscent of a 4 wheel Reliant Regal. Loads about. Later models called Rom-carmel, a bit more refined and the latest version quite attractive. It is used mainly as staff transport for army personnel and has quite a high ground clearance. Engines courtesy of Ford Germany but all other items locally made. Apparently if you park one with damaged g-fibre body next to a camel, it will get eaten up! They are attracted to the glass fibre by its smell.



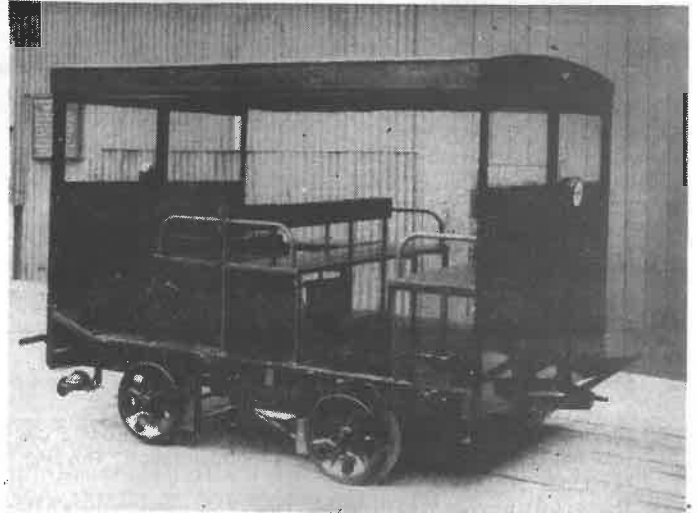
Later, Mk2 version, a bit more stylish. Regret no picture of the very latest Mk3 type.

As guide to prices, a new Cortina costs £74.00. A 74 VW Beetle 1300cc about £1300 - so you keep your old car going or use the bus (subsidised so quite cheap.)

SIDEVALVE ON THE RAILS - by Bruce Palmer

One of the largest users of Ford Industrial Sidevalve Engines was the Wickham Car Co., who produced rail inspection trollies. Powered by S/V's from 1933 to the mid 60's. Jim Norman described the Severn Valley Railway's preserved examples in the last sidevalve.

Wickham's still receive requests for spares for their vehicles from all over the world and the club were able to help them with sidevalve parts recently - certainly lots of S/V's are still "on the rails" in far flung parts of the world and even the Kent & East Sussex railway P.W. Dept have now joined the FSOC to get spares for their 100E and E93A trollies.



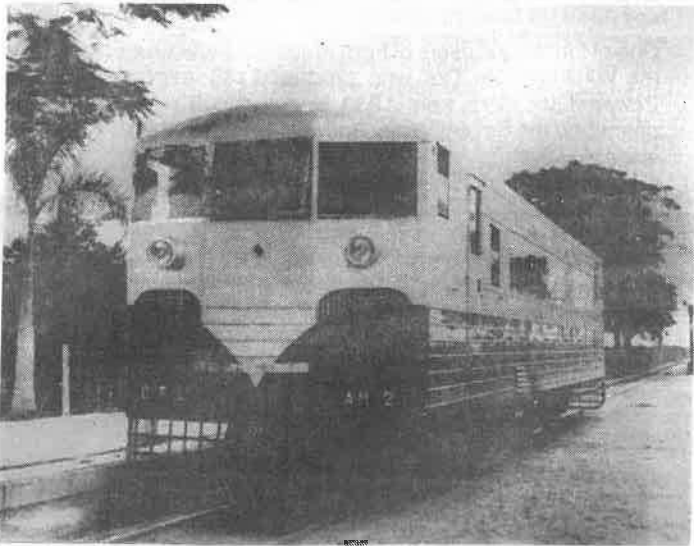
Here are two photos from Wickhams Archives Showing (1) The standard Sidevalve powered trolley seen on most UK lines - either 93A or 100E powered, with the Ford 3 speed box and transfer box.



(2) Shows a special narrow gauge version which in addition to the engine and transmission used lots of 100E parts - inc seats, 103E headlight and wiper! Photos courtesy K.N. Dhonau.



(3) Still in use on the peel (I.O.M.) pier tramway is this special low geared version.

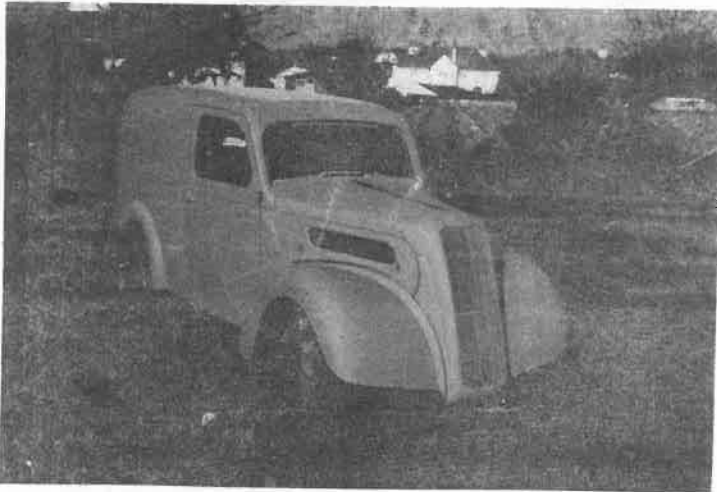


(4) railcar for Angola railways - the 1172cc sidevalve engine powered the air-conditioning!

SIDEVALVE IN CHANNEL ISLES

Steve Gouedard sent us these pictures of his 1947 E04C 5 cwt Van, now nearing completion following a full restoration. The rear door don't look original!

The editor's brother lives in Jersey. One of his patients (he's a dentist) has owned from new, a 47 Anglia. He has been told to keep his eyes on it as the, by now elderly owner, must soon be giving up restoring. As Jersey is not a very big place, it can't have done a big mileage.



ONE OWNER CARS

We have quite a number of older members who have owned their 100E's from new. This obviously proves just how good and reliable these cars really are - no one would keep a car if it was "a dog". We also know of one member who has owned a 1936 Model Y since 1937. He was obviously a mere lad when he first bought the car!

Whether a pre-war, 103E or 100E type, they have all gone through that era when their car was just an "old banger" now they have got through that awkward period in a car's existence, they own very desirable motors.

Perhaps original owners would care to send us a photo of themselves and car for future magazines.

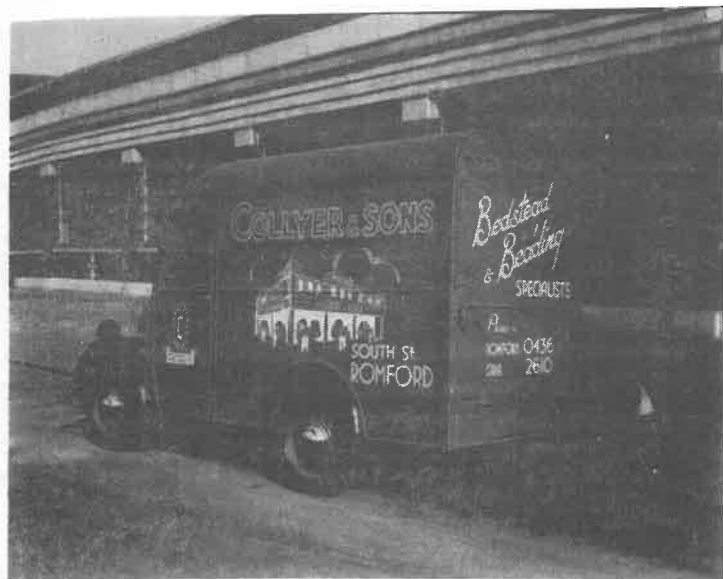


Horace Swales very tidy 61 Popular. Pity about those non standard number plates.

Y. PRECIEUX WRITES

On a number of occasions I have been asked whether it is possible to fit an unobstrusive aerial to a vehicle, whereby a well hidden modern radio can be utilized.

Assuming that a suitable 6 volt valve radio or transistor radio is available for fitting, the question of installation can then be considered. It is well to start by deciding on the type and position of the aerial to be employed. In the case of the older Fords with the fabric roof, a roof aerial is most satisfactory. The single or 'V' rod type can easily be fitted by means of rubber suction caps pressed down on the metal parts of the roof at the front and sides. However, if this would seem to clutter up the vehicle, a fishing rod type aerial can be mounted on the nearside of the body approximately in line with the dashboard. Suction cup mountings can sometimes be employed, but in most cases it may be necessary to drill the body side. Should it be preferred that the aerial be 'invisible', (underneath the car). A simple aerial can be constructed, which consists of a length of wire in a V shape fitted between the base of the gearbox housing and the two ends of the rear axle. The point of the V being at the gearbox end, where the aerial 'leadin' would be taken. Since the distance between the mounting points will vary as the vehicle traverses over uneven ground, it will be necessary to either a spring at the gearbox end or small springs at the rear anchorages. Although not mentioned previously the aerial itself must be properly insulated, so that at each point (anchorage) the V aerial have an insulated connection. The lead from the aerial to the set should be screened and coaxial cable is best for this purpose. The screening of the cable should be earth bonded at as many points as possible. The lead can normally be brought through a hole near the forward edge of the footboards and run up the inside of the bulkhead. The precise method of picking up the 6 volt supply will vary with the car, but it is important that connections should not be made directly to the battery. It is also desirable that there should be a fuse incorporated in the radio circuit, either in the set itself or in the supply lead.



Here's an unusually bodied E83W, fitted with a furniture type Luton body.

FSOC Approved Repairer

We are often asked to recommend garages who are prepared to carry out work on SV's, despite appeals to members for info, very few have volunteered any. However, members in the S W London area might like to contact Dave Jones, on 01 398 0281 who has done good work on Bruce Palmer's E93A's. Dave can now find time to work on your car at home, and although not a specialist on old Fords he has many years experience and will be prepared to listen. But **please note** the cost of work will not be particularly 'cheap rate', neither will the quality and **do not ring Dave for free advice** or for parts. Contact him only if you have a job you want doing. You must provide the parts, obtainable from the club spares secs in the usual manner.

Oil leak on 103E

Graham Burston writes

"I was speaking to Bruce Palmer recently and he suggested I write to Sidevalve about my car's oil leak.

To start with the oil leak came from the sump, through the split pin in the sump, and it was engine oil not gearbox oil. As I was losing a fair amount I took the engine out of the car and replaced the rear cork oil seal. I put the engine back but after some 400 miles the leak started again. I assumed that I had not correctly replaced the rear cork seal, so out came the engine again and in went yet another seal. the oil started to leak again so I was beginning to wonder just what was wrong. the oil started to drip quite frequently so I took the engine out a third time, removed the sump, then the clutch from the engine and took off the crankshaft rear bearing cap so as to expose the rear bearing oil seal (the half moon aluminium casting) one half for the top and one for the bottom.

To quote what John Charlton said when he sent me a letter on the subject.. "The oil leaking past the rear bearing is flung up into the aluminium casting and drains down into the sump via a small bore pipe which is a press fit on the lower cap, an excess of oil leaking would mean a blocked in tube."

Anyway, my drain tube was not blocked in this case, but the aluminium casting was loose, so I assumed the oil was leaking past this seal. I hermetited the alumin. seal into the block and put hermetite on the seal where both seals meet and then placed back the crankshaft rear bearing cap, put in a new clutch plate, supplied by Midnight Motors of Wembley and then put the sump back. No leaks to date."

PEKING TO PARIS Progress report

The Bristol Show provided a chance to chat to John Hayes about the entry his 103E in this event planned for 1982. His firm's E83W was on display on the stand. The Club have agreed to provide some sponsorship to John and the car will of course be suitable adorned with club badges and stickers. Things are going well and the 103E is stripped for a pre-rally re-build. John would urgently like to hear from members able to loan him **new** parts such as a crankshaft, crown wheel & pinion, half shafts, gearbox parts, wheel bearings etc. for him to carry with just in case of need during the 12,000 mile marathon. Please help him if you can, the TV coverage could be of enormous worth to our cars and the club's status. He stands a good chance of a successful run, to show the 4 wheel drive Jeep and the Morris Minor brigade what a Pop can do.

A surprise was the news that Brian Malin, well known in the club for his 'Export Spec. 5cwt van' and the motor sport world for his successes with a Buckler s/v powered special, is also entering the Peking to Paris in his

E83W van. Brian's considerable experience and proven stamina in trials plus the vans heavy duty specification must also make him a serious contender for awards. At least he can sleep in the back of the van! I am sure that Brian will appreciate the offer of any suitable E83W parts for the pre-rally rebuild. Both entries have been accepted by the rally organisers. The Club Secretary will, I am sure, forward all offers of help. Bruce Palmer.

THE RAREST YET ?

Yet another E93A Tourer has appeared (this makes 4!) - in Nova Scotia, Canada of all places.



Member George Clarke reports -

I bought this car in the last year - it had had one owner since the 1950's when it was brought to Canada (Quebec). It changed hands a couple of times after the owner died - but was not restored. It is in running order but we are about to strip it - it is in fairly good condition and onlu missing a few minor parts - since we found out about the FSOC it doesn't seem such an unsurmountable task!

It was sold in the auction as a 1936 Tourer - we are just as pleased to find it a 1939 (you should be - we know of 5 1936 'C' Tourers - so a 1939 is rarer! Ed.) We have been put in touch with the other Tourer owners and we hope to restore the car to 1934 condition this year.

Well they keep appearing! - Anybody who can help contact the Clarkes at [redacted] Canada.

RALLY REPORT WHEELS OF YESTERYEAR RALLY - BATTERSEA PARK 3/4/5TH MAY B. Palmer

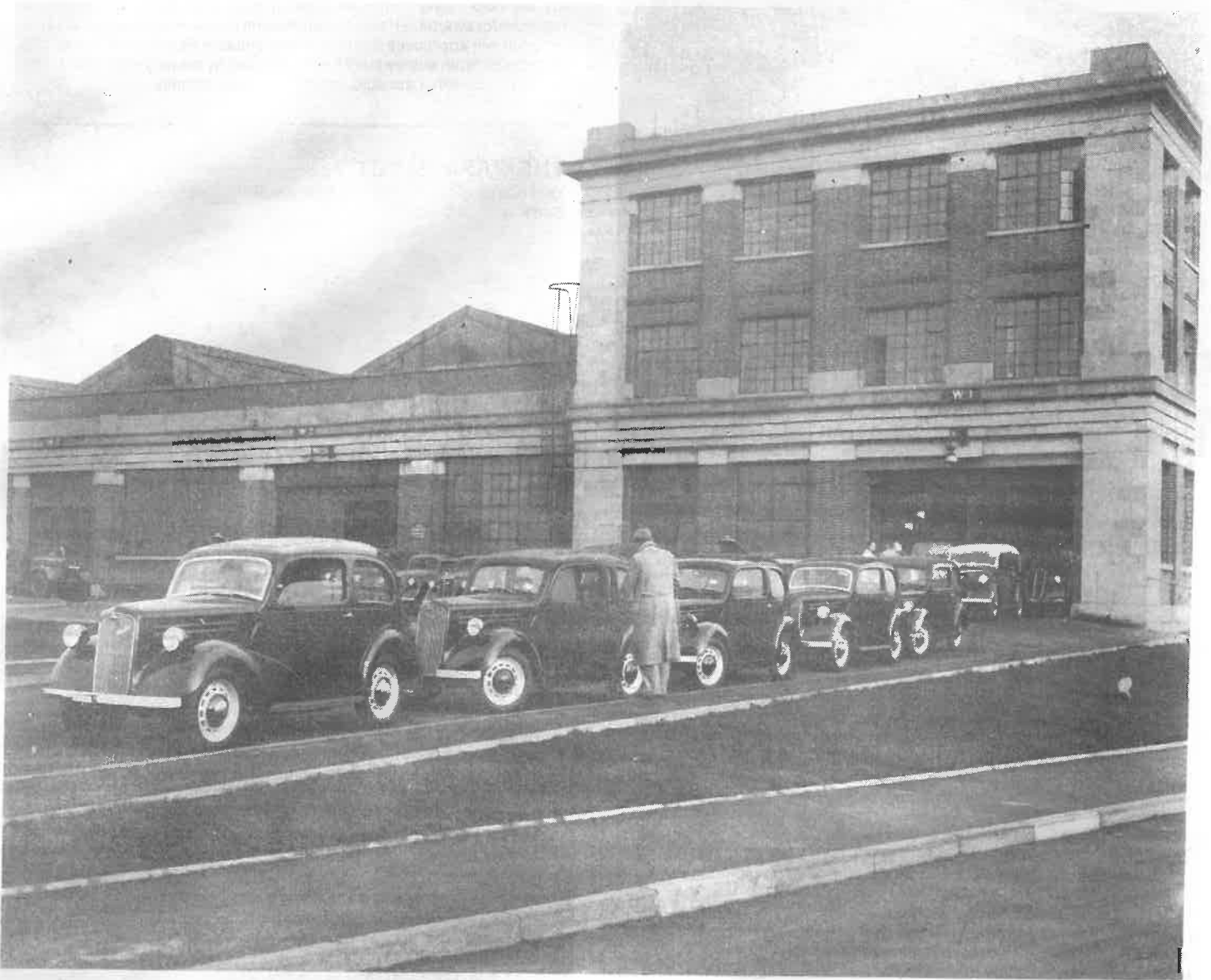
This event, arranged round the Historic Commercial Vehicle Run, was a much greater success than last year and in addition to an excellent turn out of club members there was a good selection of historic vehicles of all types. Members Dick Peters and G.J. Anscombe took part in the run to Brighton in their EO4C and 'Y' Vans respectively - the 'Y' really is an immaculate restoration and an potential prizewinner at 55D. Arthur Tarimer took part too - but driving his 1940 Dodge 3 Tonner rather than his usual 'Y' Tudor.

At Battersea we were pleased to see Greg Chapman's E83W 3 way van now nicely restored, and Howard Stenning's 1954 E83W Utlecon - about to be restored. Pride of place went to Graham Game's model 'C' making its first public appearance after a 2 year restoration - although Graham let himself in for more work by buying a 1933 'Y' van - very much in need of restoration - on the Monday! As usual regulars turned out - Alan Bewsey's E493A Prefect being just one of many familiar "Southern" faces - a couple of "new-to-the-club" 103E's turned up as well as 2 or 3 100E's, although none of these were in the 'Concours' class. Ford's historic collection brought along their E83W flat-bed seen at last years SSD) and their immaculate 5cwt Thames restored in "Lewis East" live y which is the phototype of one of the "Somerville" models.

At about 15 Sidevalves of all types, the FSOC easily out-numbered any other 'one-make' club - hopefully a good sign for the forth coming rally season 'down South'.

Many thanks Bruce - but please write a bit clearer!

Please send rally reports to John Skinner in good time for the August Club News (Deadline is July).

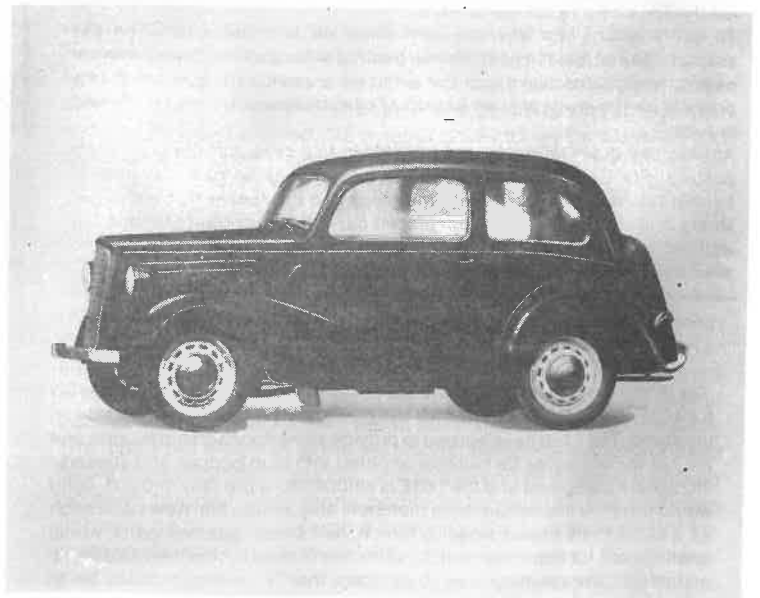


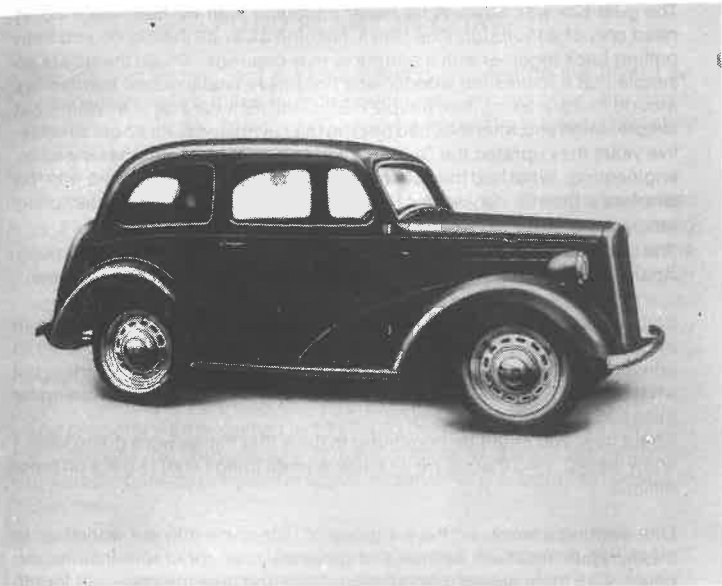
The E04A Anglia

One of our club historians writes.....

I was most interested to see further correspondence about the difference between the pre and post war versions. Although the subject has been covered quite reasonably in the Club book "A History of Small Sidevalve Fords" the attached photos may be of interest, in that they show both versions of the 1940 car. As far as I know it was taken at Dagenham during the winter of 1939 - 40. The leading car is the de-luxe version - opening windscreen, running boards, chrome hub caps, handles on bonnet. the second is what most people would call "post war" spec - no running boards, non-opening screen (and simple carriage key locks, although this wont show on the photo). the third car is identical, the 4th & 5th being de-luxe & standard versions respectively. Last in line comes a genuine 93A tourer, although who was buying these during the 'phoney war' remains a mystery. Another feature is the Prefect chassis-cowls in the background.

A last complication is that a club member from Wembley owns a 1947 car which has running boards, non-opening windscreen and pre-war type handles - so really your guess is as good as mine! Ford Motor Co official photos of the pre and post war types are also reproduced here - spot the differences.





Driving Tests at Southern Sidevalve Day

The driving tests are open to all entrants regardless of vehicle type. Again, as in previous years, the aim is to achieve a penalty free drive rather than a fast run with penalty points. The first event is timed to start at 1.30pm and is designed to encourage careful, accurate driving in maneuvering a large beach ball in a zig zag course around various bollards / stakes. the second event is timed to start at 3.15pm providing there is sufficient time for all entrants to finish. This event will test your reversing skills together with your sense of balance. Prizes will be awarded in each test and presentation of these will take place with the other awards later in the afternoon.

Finally, driving tests can be dangerous and admission to the rally or to any ground adjacent to or any way conected with the event is on the condition that any person or persons admitted agrees and undertakes to absolve and hold harmless the promoters and the organisers of the event, to include the owners of the site and the RAC, and every person taking part in or connected with the management or conduct of the event from all liability and for any injury to person or damage to property howsoever casued. I would add that any person or persons found driving in a reckless manner will be required to leave the site.

Yvon Precieux.

Restoration of a 100E by

Community Transport 60 Borough Road, Sunderland

Thursday 27th November was a damp dreary day enriched only by the fact that it was pay day. Mick, Allan and I were sat around in the inappropriately named canteen (painted a merry sky blue) reading newspapers doing the crossword and passing the time picking our noses and being bored out of our minds. A mood of abject despondency was on each of us. We had gone mad that lunchtime and actually had something to eat, well it was pay day so what the hell - and were settling down to an afternoon with nothing to do when Mick spoke those few words that were to take us into a project that has given us a good deal of fun and enjoyment, lead us into nationwide coresspondence and given a great deal of valuable training to three unemployed young people.



'Anyone want to buy a 1956 Ford Anglia ?'

Immediately the mood lightened (mind you it only went up as far as extreme apathy) and Allen and I were prompted to ask 'What the hell for?' Well, I was having difficulty in keeping my 72 Escort going and Allen was trying to choose between running a car and buying a new house...the house won. 'We could always run it as a training project, get some kids in to work on it, completely renovate it and then sell it again.'



Eventually we decided at least to have a look at the car, see what state it was in and decide from there. After all, it was something to do if nothing else. The advert in our local paper gave the address of a local garage about four miles away on the northern side of town. With our intimate knowledge of the locality we got onto the wrong road and spent a kolly hour and a bit in a fruitless search before realising our error and finding the back street place we were after. And there, in all its glory, was XVK 424.

My first reaction was 'what a bloody mess'.

Covered in muck and dust, stored outside, front end on stands and with no front suspension or steering gear in sight. One front wing was hanging off, the other stripped down to the inner. Bits of plate welded in a seemingly haphazard manner onto the outside of the body, which was basically black, and the inside crammed full of odds and sods which had little or nothing to do with the vehicle. We eventually got the bonnet open (forward hinged aren't they?) to reveal a sight which would make my mother's hair curl, there being enough gunge and grime present for us to plant a crop of potatoes. We got the boot open quite easily only to find it full of assorted spare wheels, cushions, carpets and more filth. the interior was also full of odds and ends, wings, suspension, wiring etc. etc.

A quick look under the motor showed us that the floor pan was in a sorry state and that some of the box sections would need attention or rather they would need fairly extensive rebuilding. We stood back to take stock of the situation, to get a decent perspective on the project and we quickly reached a decision.



'There's no way I'm going to pay him ninety quid for that "

We then left after giving our phone number to the young lad that was working there and asked him to pass our interest in the car to the owner when he returned. Just as we arrived back at SCT (we found it alright, having been there a few times before) the phone rang. I answered it (seemed like a good idea) and spoke to the owner of the Anglia who asked me if we were interested in making him an offer for the car. After much wrangling we made him two offers, one for the car itself and one for a few new parts that he had managed to accumulate, and so a couple of days later we were pleased to hear that he would let us have the vehicle at our price !!

Quick as a flash, well two days later, when I had found my treasurer lying in a drunken stupor and persuaded him to sign a cheque, we went to pay for the car, signed the necessary papers, gave him the cheque and then set about trying to persuade the guy to lend us his Range Rover and trailer to transport the car to our workshop. Surprisingly he agreed to help us, he doing the driving and we supplying the muscle to get it on and off the trailer. What a nice man !!

It only took five of us twenty minutes to manhandle the car onto the trailer, using brute force to make up for the lack of front wheels and for the lack of subtlety its condition forced on us, and five minutes for get it unloaded and onto stands in our workshop.

By this time, we had made contacts with a local group called Springboard who run schemes for unemployed youngsters to see if they had anyone on their books who might like to work on the car with us, and so on one Wednesday morning three lads and two lasses turned up ready and raring to go. We made such a fine impression on these three lads that they went away at lunchtime and we haven't seen them since. There must be a lesson to be learned there, but I'm damned if I can think what it is. The two lasses have stuck it out, got stuck in (pardon?) and have thoroughly enjoyed the experience of working on motors. They have since been joined by a young lad who spends a couple of days a week with us, and (for financial reasons) a qualified teacher was asked to organise and oversee the project. So, where to start ?

First of all strip off and label anything and everything that could come off. It sounded easy enough, but given that the car is 25 years old you can imagine the difficulties presented by rusted nuts and bolts, mobile captive nuts, the fragile nature of fixings etc., etc all presented to people working on motors for the first time. However, after three days work, three days hard work, we had got down to the bare shell.

Time to take stock again. Engine? Needs to be stripped. Gearbox? Needs to be stripped. Rear Axle? Needs to be stripped.

Soft furnishings? Seats not too bad. Headlining shot. Carpets mouldy. Weather strips perished and useless.



Body? Get it shot-blasted and see what we can see. How? Where? How much will it cost? A stroke of luck came our way. The father of one of our mechanics works at a place that does sand-blasting. Could they help? No problem. They turned up in a 30 ton Artic to cart the body off (seemed a bit excessive to me, but what the hell...) and a week later brought it back blasted down to the metal and primed in grey. The number of holes revealed made me wonder if they hadn't fastened it to a herd of camels and dragged it across the Sahara Desert for a couple of days, but we were assured that this is not the case. So, put the body back on stands while we sort out floor panels, etc., etc.

We first of all stripped down the engine, and were surprised to find it in quite good condition. We fitted new rings, cleaned everything up, ground in the valves and put it back together, fitting new mains onto the existing crankshaft journals. The only real difficulty we had with engine bits was in getting a new ring-gear to replace the toothless object that came out.

The gear-box was again in far better condition than we had imagined, in need only of a thorough strip down, flushing away all the old oil and then putting back together with a couple of new bearings. Those things are so simple that it makes me wonder why Ford have finally gotten themselves around to advertising that 'Simple if Efficient' for a car that is anything but simple. Mind you, after they had been in the car business for about seventy-five years they uprated the Granada and told us that the emphasis was on engineering. What had they been doing for seventy-years? Where was the emphasis then? On selling efficiently as opposed to manufacturing efficiently? But I digress

The back axle again posed no problems and is in a serviceable condition. Again, it was thoroughly cleaned, checked over and put back together.

Soft furnishings. A letter to the FSVOC brought the name of a company down in London (Edgware, I think) who sent us a catalogue which seems to contain all the weather strips that we might need. Just a case of sorting out what we need, how much of each and sending off an order and waiting for things to come. No problem.

About now, you might be beginning to think that things were going well. I know we did. And that, as we all know is when things start to get a bit more difficult.

One evening a week, we have a group of lads come into our workshop to clean, repair, maintain, service and generally play about with their motor-bikes. Call them selves a Scrambling Club and take the bikes out for off-road riding at the weekend. And good luck to them. So how did one of them come to ride a bike across the workshop so fast that he managed to knock the body shell of its stands with a heart-rending, stomach-churning crunch? We don't know. An accident no doubt, but a real sickener, as I'm sure you will agree.

When we got the shell back onto its stands and looked at it closely, it soon became apparent that it had suffered quite a bit of damage. Seams which were just about holding together had been pulled apart. Panels were dented. Spot welds had popped apart. Whether it has twisted we have no way of telling.

So where do we go from here ?

The bodysell is now beyond our salvation. We haven't the resources to put it right now, the equipment we have to work with being severely limited. We have been unable to locate floor panels, although it should be possible to get some made up.



Decision time again. After a lot of heart-searching discussions amongst all of us involved in the project it was decided that we will have to call a halt, sort a few things out and then try and find another motor to work on. A shattering decision to have to take after so much hard work and energy had gone into the project.

So, after three and a half months, we now can offer for sale the world's biggest three-dimensional jigsaw puzzle. One careful owner (The rest couldn't give a damn). We have what amounts to a complete car, only it is in bits. Is anybody out there in FSVOC country interested? No serious offer for all or any of the bits will be accepted (mind you, you could make us a frivolous offer, we can always use a good laugh.) I've just read through that last sentence, and what I meant to say that was that no serious offer will be **refused**.

If you are interested, our address and phone number are below. Drop us a line, give us a ring Come up and see us some time etc.

And then at the end of last week we found this 1956 Wolsely 15/50 in yet another back-street garage covered in fibreglass boats and bird shit... from Ostriches judging by the state of it. How much do they want for it? Can we borrow your trailer?

Geoff Lindon, Sunderland Community Transport,
60 Borough Road, Sunderland, Tyne and Wear.

FORD PLANT IN CORK

The Plant of Henry Ford & Son Limited is situated on the River Lee, approximately two miles from the centre of Cork Harbour, into which the River Lee flows. The city of Cork has a population of approximately 120,000.

The river in front of the Company's wharf has an average low-water depth of approximately 22½ feet, and is navigable for ocean-going ships as far as Cork City. Ships of large tonnage can unload at the Company's wharf which has a length of 1,140 feet. The Plant, which has a floor area of approximately 450,000 square feet, stands in an industrial estate of approximately 130 acres. This estate was originally founded by the Ford Company in Cork, and has now been highly developed by eleven major industrial firms.

The property was acquired in 1917 and the original object of the Plant in Cork was the manufacture of tractors so as to obviate the necessity of shipping tractors from the U.S.A. to serve food production needs in Europe.

Foundry and machine shops covering over 6 acres were completed, manufacture of Fordson tractors commenced in July 1919. Until 1923 tractors were shipped to the British Isles, to the Continent of Europe and, later, from 1923 to 1929, parts were manufactured for Model T and Model A cars. These were supplied to the United Kingdom and the Continent of Europe. Changeover to the new Fordson tractor production took place in 1929, when tractors were supplied to Europe, Asia, Africa and to the American continent. In 1932, Cork became an assembly plant for passenger cars and commercial vehicles for the Irish market. Many items of Irish manufacture are incorporated in the local assembly of vehicles, including paints, glass, tyres and tubes, upholstery materials, springs, batteries, lamp bulbs and sparking plugs.

Total number of employees is over 1,000. This number includes office staff.

A programme of plant modernisation and expansion, costing over £1,500,000, was completed in 1967; the area occupied by the Factory being increased by 116,000 square feet. This project included the building of new production lines, a new modern paint system, buildings for stock storage and a service/parts accessories warehouse. In addition, new technical offices and a new company maintenance garage were also constructed as part of this programme.

A Dealer Organisation consisting of 69 exclusive Main Dealers carries out the retail sales and servicing of Ford vehicles in Ireland.

It is interesting to note that the father of Mr. Henry Ford I, lived in Ballinascorthy, near Bandon, County Cord, from where he emigrated to the U.S.A. as a young boy in 1847. Some remains of the Ford family home are still visible at Ballinascorthy.

News from the 100E Register

Mel Smith reporting.....

I am very pleased to report that the first months of the new 100E Register have been very encouraging indeed. Many owners have sent in requests for registration forms and I hope to see many more before the end of the rally season. The Badge design has proved immensely popular and will go into production as soon as the final design and artwork is completed. In the meantime attention is beginning to focus on items which are in urgent need, to ensure that all 100E's can remain roadworthy for years to come.

Main concern has been the front suspension top bush (E55 DB1) mountings. As members are painfully aware, these vital parts are just not obtainable anywhere. Work on this subject is now well advanced and our spares section report that a suitable alternative has been found and after thorough testing by a competent engineer will be available to members, hopefully by late July. Provisional orders to Steve Myers in the meantime.

Many 100E owners have advised me of the items in need, mainly items of trim. I can report that the club has a few new gear lever gaiters in stock, one of which will not be sold, as we may need a pattern for a future re-make. Bonnet badges, handles, bumper bars, rad grills etc are a bit more difficult, so I suggest a look around scrap yards on the offchance that a 100E may be still in one piece. Speaking from experience, it is amazing what a good clean and rechrome can do to an apparently worthless piece of trim. A word of warning, some companies supplying trim items and rubber mouldings are beginning to cane it a bit, don't encourage them by paying through the nose, look around and you may save a lot of money that could be better spent. Many members will find that through the Register they will be able to get in contact with other 100E owners with similar running / restoration problems, and hopefully exchange information or pool resources. There have been many top class cars register, but please let us have everyday cars as well. Condition does not matter as much as originality and owners' enthusiasm.

Please not my new address :-

Mel Smith

Sump Gaskets

The last batch from Hall's has given problems. Seems the cork has shrunk. It's obvious that they are old stock, sold to us at current prices. Newford Parts have also had problems. The answer is to boil the gaskets prior to use, this makes them swell back to size. We will have to arrange for a brand new making of these items. A cautionary tale here too about oil seals. You often see piles of oil seals at autojumbles etc. at prices very much below those charged by the club. However, again, oil seals made of leather dry out with the passage of time and when put into service will very quickly break down. The club's oil seals are brand new makings, plastic seal-packed. As axle oil seals necessitate a complete axle strip down to fit, *beware*.



THE TROUBLE WITH THESE SIDEVALVES IS THAT THEY DO OVERHEAT!

The revelations about the Sidevalve powered elephant (yes it was true!) in the last Club News has prompted Ken Palmer to reveal a little more footnoted

URGENT - 100E Valves

The leading valve maker is clearing out all remaining stocks of 10E Valves. We have been given a few weeks in which to purchase those that remain, before they are offered to the "export boys" who will no doubt ship them to far off places where S-V's are still in daily use.

So, as we did with CB points last year, we are giving all you 100E owners a chance to order set(s) through the club, but *only if you act now*. All sales profits will go towards buying in extra sets for future use. Inlets and exhausts both same price - £5.50 set of 4 valves.

HURRY, WE MUST ORDER BY 21st JUNE OR THEY'LL BE GONE.

You will need valve one day, just consider the problem we are having with 93A valves right now, one member had to pay £5.75 each for a set for his Pop.

Orders to Steve Myers.....NOW

Copy of an article in the Doncaster Free Press, 6th February 1958
50,000th Doncaster produced Popular

"On January 30th, the Mayor of Doncaster, Ald. Chappell drove the 50,000th Doncaster produced Popular from the assembly line at the Balby works of Briggs Motor Bodies Ltd., a Ford subsidiary.

The production of Populars was transferred from the Ford plant at Dagenham to Doncaster in August 1955 as part of the company's £65m expansion and modernisation programme. Since the introduction of the model in October 1953, 136,000 Populars have been sold.

The 1172cc Popular is the successor to Ford's original 8hp Popular Model Y introduced in 1932 at a price of £120. In 1935 there was a motoring sensation when its price was reduced to £100. Today, 23 years later, the Popular at a basic price of £295 represents even better value for money.

Produced in the same plant are the Escort and Squire estate cars. The complete assembly of these three models is carried out at Doncaster; engines, transmissions and other mechanical items are shipped by rail from Dagenham. The Escort & Squire have proved tremendously successful in the USA and at the present the company has orders to the value of \$2m for these models."

Briggs plant was originally a railway wagon repair works. Many 1000's of pressings for airplanes were turned out 1939 - 45 and millions of "Jerry Cans". Briggs made the bodies of the Jowett Javelin and had tooled up for the CD Bradford range when in 1954 circumstances caused Jowetts to cease car production. 2000 men were employed when it switched to producing Ford Populars. At the inaugural luncheon in 1955, Lord Airedale said the company aimed to produce between 120 & 130 Populars a day at the Doncaster works, which is now one of two International Harvester Company sites in Doncaster. (Another plant in Yorks. is the former Jowett works in Idle, Bradford)

EAST MIDLANDS AREA GATHERING

**Leicester Museum of Technology, Corporation Rd.
Leicester. Sunday September 6th.**

The Club has been invited to attend one of the popular steam days at this very interesting Museum on the above date. Space for up to 40 vehicles has been allocated to us. Visitors will have the opportunity of seeing the giant beam engine, built by the local firm of Gimson in 1891 in steam, whilst outside, members will need to exercise care in parking to escape "the claws" of the massive Ruston Bucyrus steam quarry shovel, which is scheduled to be in steam for the first time after extensive restoration. In the new gallery which is not normally open to the general public, is a fine collection of vintage fire engines, whilst visitors will be able to inspect the restoration work in progress on the 1938 AEC Renown 6 wheel double deck bus. The picture is completed by the Crafts section, where several local Craftsmen will be demonstrating both present and bygone skills.

The Ford Sidevalve Owners Club is down on the publicity leaflet as making an appearance, so let's have a good and varied turn out. The event is being co-ordinated by local member John Worley.

Please contact him as soon as possible if you intend to come, so that windscreen stickers, necessary to avoid the standard admission charge and also to admit the vehicle to site, can be arranged. A location map will also be sent. This in an afternoon event, 1.30 to 5.30 pm. Refreshments available on site.

This could be the start of an active Leicester area club branch.....Be there...

KNEBWORTH PARK

SUNDAY 1981 JULY 12th

Ford
FESTIVAL

solely organised by the following

V8 Pilot Owners Club.
MkII Owners Club. Sidevalve Owners Club.
Consul Capri Club. Classic Owners Club.
Y & C Model Register. MkI Owners Club.

How to get your special reduced price entry tickets, for the Ford Festival send £1 (per person) cash or postal orders (no cheques) along with your name, address, phone No and reg No of vehicle, model type, and club.

S.A.E. Please.

To :- Mr Dick Smith.

Old
Fords
New
Di

TELE NO:

Please Support Your Club and be There!

CHANGES OF ADDRESS

Would members kindly inform our membership secretary of any change in address.

We hope to be "computerising" our membership lists, so it is vital that your info is up to date.

103E's in Sweden



Stigg Svensson writes, also from Sweden.

My Popular is a 104E model, chassis no. 795620 first registered in 1954. I bought it in 1974 and completely rebuilt it, including the engine. There was a great deal of welding to do on the body, sills are glassfibre and a new wooden floor had to be fitted. Front axle was rebuilt, brakes and suspension overhauled. New trim and seat covers fitted and a final respray in light grey.

It is LHD with twin screen wipers, an AC type U petrol pump, 2 brush dynamo with cvc. No water pump is fitted. Tyre size is 5.25 x 16. A heater is fitted, as are flashers and Anglia headlamps.

The car was in a scrapyard from 1964 until I bought it and had spent its life within 20 miles of my home. I paid 400Kr (£40) for it in 1974.

WHO IS FINBARR O'TOOLE ?

One of our autojumbler chums advises that Finbarr and his chums were over recently from Dublin, cleaning the stocks of obsolete pistons and rings.

There are a few left - so buy now before he comes over again.

Parts Available

Ford 10 (4) Ring Sets + 020 + 040, + 060 @ £8.00 set.

Ford 100E Ring Sets + 020, + 040*, + 060 @ £8.00 set.*

(Please add 75p for P & P) * Rings can be 076 for 93A
Current list price for Ring Sets is about £20

Also 2 sets of + 030 10 hp Pistons available at only £15.00 set.

CONTACT - A.E. JENKINS, [REDACTED]

Our spares Sec, Steve W was recently seen searching for spares far off places. Here you see the club T shirt in a very low down place! It's down by the shores of the Dead Sea, and there's no place any lower on this earth where you can still see the sun.



THE FORD POPULAR REGISTER

The register covers all post war 93A types

The register is pleased to announce that our 150th vehicle was registered with us in April by Mr. J.Z. Miller of Dunfermline, Scotland, who incidentally registered vehicle 149 as well. Who is going to be vehicle 200 ?

Updated membership list will be available to all register members at a later date, to be announced in a future Club News.

May I remind owners again of the reconditioning service for worn clutch and brake pedal rubbers, for the E93A (all types), to full original specifications. (Ford part No. Y2454.) Since the rubber is bonded to the metal backing plate, it is virtually impossible to get a satisfactory replacement rubber, as the only alternative, (ex British Leyland) is now unobtainable.

The old rubber **must be removed** from the backing plate, and sent to Andy Main, including £2.50 per item, which includes P. & P., cheques, etc., payable to the Club.

This service will operate on an exchange basis **only**. Failure to remove old rubber and clean up the backing plate will result in it being returned to the sender, the reason being that the manufacturer has not got the time to clean off the old rubber, and neither have I! I need quantities of about 20 before I can dispatch to our manufacturer, hopefully with a delivery of approximately 6 weeks.

Enclosed in this Sidevalve magazine is our third item and regalia order form with another, yes another, re-manufactured item, this time a rubber bush (front radius rod.) Ford part No. Y3446, for use on all 1932-1959 perpendicular cars and vans, cost £1.10 each. I have plenty in stock.

We are also pleased to announce that a further 50 register badges will soon be available, and still at the original price of £3.30 each, which includes postage and packing. If you have already ordered one, it will be forwarded as soon as I receive them.

Only a few gear lever gaiters remain in stock, hopefully another order will be placed soon. In case any one ruins the spindle supplied with the window regulator gear wheel I can now offer these separately at 50p each. There are plenty of regulator gear wheels still in stock.

More Re-manufactured Items

Production of Anglia/Popular and Prefect bumper grommets will be undertaken within the next few months, and more details will be announced later.

We have also had requests for Anglia, Popular and Prefect boot badges. To get an idea of numbers required, would those who are interested please send a S.A.E. but no money, to Andy Main. Details and prices will then be forwarded when known.

Another requested item is internal panel trims. Ian Rendle has kindly lent me a set of Popular panel trims. It is anticipated that the price for a complete set will be about £30 - £35, (including delivery), depending on the orders received. At present only complete sets can be ordered. Would interested members please send a S.A.E. to Andy Main, (but no money), stating the number of sets required, colour and what type of air vents you have, i.e. permanently open or open/close ones. The panel can at present only be manufactured for the flush internal door panel and not the recessed type fitted to some vehicles. Details and prices will be forwarded when known.

N.B. If you require details on both of the above items, please send separate S.A.E.'s.

CAN YOU HELP ?

I would like to thank Mr. D. Archer and Mr. P. Lamplough, who offered Prefect Bumper Grommets in response to the last Club News.

This month I require two items. Firstly, an Anglia boot badge, and secondly, a complete set of Prefect E493A internal panel trims. These items would be needed for at least two months. If you could help please contact Andy Main.

SOUTHERN SIDEVALVE DAY

It is hoped to have a register sales stall on this occasion.



The One and only.....



Compare this photo with the Australian E04A convertible illustrated in the last mag. This UK built prototype drop head coupe is the only Anglia (ie short wheelbase) convertible in the country. It was intended for post war production, but unlike the Prefect DHC it was never advertised for sale and only 2 were built. Both versions had straight topped doors, the pre-war 7W and Prefect tourers had a different style door. It is to be regretted that this design was never put into production.

This car is owned by a non-member who won't reply to club letters so we know very little more.

Photo Maurice Butcher.

Ed's note, wait till the owner wants some spares, then let him ask me for them.....!!!

THE EAST ANGLIAN RUN

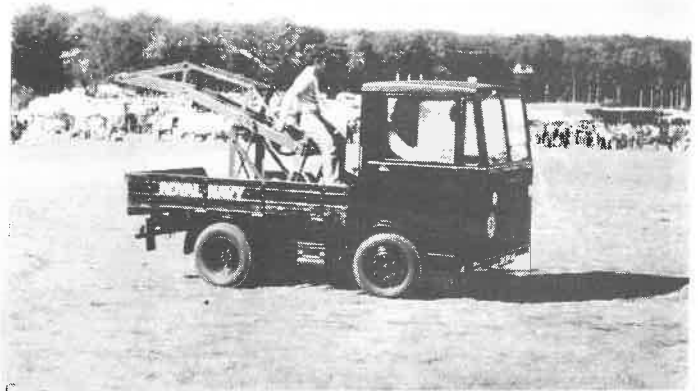
A new event for club members, held with the intention that you should make a weekend of it. the Anglian run is based at **Lonely Farm** in the heart of rural Suffolk.

Lonely Farm is a listed caravan and camping site and has many facilities to offer. the site is well laid out and certainly does not have rows of vans all lined up, but provides secluded camping areas. For those rallying at the site however, a large field is provided. On hand are flush toilets, showers, etc. The site has a small shop, launderette and the "Rising Trout" This pub takes its name from the two fishing lakes, one of which is for trout, the other for course fish. This second lake is also used by the windsurfing school. If you want to have a go at this you will need to book in advance. Even the kids are catered for, with a play area and a pond with paddle boats. Lonely Farm is reached from Saxmundham, on the A12 London to Gt. Yarmouth road, by taking the B1119 towards Rendham and then following the site signs.

If you fancy spending a little time in the area exploring, there is plenty to see. Saxmundham is the nearest small town, complete with market and is nicely placed for touring the "Heritage Coast" with such delightful places as Southwold, Dunwich, Aldburgh and Snape maltings.

The Norfolk Broads are nearby, together with Lowestoft and Gt. Yarmouth. One of the "giants" of sidevalve modification and tuning were based at Oulton Broad, making the well known Aquaplane products. Trams and trolleybuses can be seen at the transport museum at Carlton Colville, which also features an old time street.

Or, if you enjoy steam railways, head north east for Bressingham with its live steam railways of several guages. You can pass Suffolk & Norfolk aviation museum on the way! So, all in all there's plenty to see and do. So make a note of the dates **AUGUST 8th & 9th. Send in your entry now to John Maria (Address on page 2)**



Yes....it is a sidevalve! This ex R.N.'Mercury' Industrial tractor was seen at Aldershot during last summer. the engine, gearbox & brakes and steering are all E93A. The engine lives in a most unusual position, see photo below.



Any more information on Mercury or Planet industrial tractors would be appreciated for the new club book. Contact Dave Turner.

2 Door Prefects in Sweden



Borje Jernheim writes

Here it comes, the story about the 2 door Prefect, vehicle number C 175776. The car was sold by the oldest Ford dealer in Sweden, AB Enoch Nyvell in Nybro to Mr. Mjalmav Karlsson from Alsjoholm on April 14th 1939. All guarantee papers and the original instruction book are still with the car. the original black grill was damaged in an accident in 1952 and replaced with a chrome one. Mr Karlsson had the car to March 1967 when he exchanged it for a new VW. The photo shows the Prefect at a rally in 1978. there is also another 2 door Prefect owned by Mr. Goran Mansson of Vintergaten, Mjolby. I have not had contact with him yet but I hope to be able to write further on sidevalves here in Sweden. some very rare models too.

John Charlton Writes.....

May I express my thanks to all of you who filled in the record cards. I have now compiled a numerical list of chassis numbers of all models which will assist in the dating of vehicles. I get frequent enquiries, especially from abroad, from members who do not know the year of their Fords due to records being lost or the car being found derelict minus numbers plates. May I also castigate the member who wrote 'irrelevant' across the RELEVANT spaces - fortunately his model is so prolific we can do without the details. The paint samples are rolling in for identification but a reminder - I can only identify FORD colours 1950 to early 60's.

Continuing from my last article on dating vehicles by the electrical equipment I now move on to the Window glass. There were three main suppliers:- Triplex; Indestructo & FoMoCo. Each have their own dating codes and they are reproduced in the accompanying sketches.

Regarding the petrol vapourisation problem - and I myself have been plagued with it all winter - a thorough check of the manifold to exhaust pipe joint should be made. The slightest even inaudible leak here, will heat the fuel pump and boil the petrol. Another possible source is the tail pipe where it bends round the chassis. A leak here could heat up the outside of the chassis frame and guess what is behind? - the fuel line to the pump! The only cure if you have the problem bad is to fit an electric pump in the line under the chassis and working in series with the mechanical one.

A humorous incident regarding vapourisation occurred last summer to me when, after stopping at a filling station on a really hot day, my Prefect decided to boil her petrol. I asked the attendant for a watering can and poured water on to the pump, being careful to avoid the exhaust manifold in case of cracking it. In doing so I liberally soaked all the plugs which immediately dried in a cloud of steam. I got back in the car and it started straight off. I drove off leaving a very thoughtful attendant. I realised I had not told him what was wrong and why I did what I did and burst out laughing. My wife asked what I was laughing at, I said some poor soul is going to break down in the middle of winter and that attendant is going to pour water all over his engine.

A useful tip worth passing on:- I had a flat tyre and found the tube was perished beyond repair. I could not get a 16" tube anywhere and finally an old timer at the last tyre depot I tried put a 15" tube in for me. Do you know there was hardly any difference in the size it fitted perfect. The size is 165 x 15. It needs a plastic ferrule in the valve hole of the wheel as modern tubes have a smaller diameter valve.

Dating your car from the glass

INDESTRUCTO
BR TS



Letter on extreme left indicates quarter of year of manufacture -
'B' = 1st 'R' = 2nd 'I' = 3rd
'T' = 4th.

Year indicated by 2nd letter from left using word 'INDESTRUCTO'
'I' = 7 'N' = 8 'D' = 9 'E' = 0
'S' = 1 'T' = 2 'R' = 3 'U' = 4
'C' = 5. 'T' ignored

'O' = 6.

Example reads - 1st qtr. of 1963 (or 1953). Letters 'TS' on right ignored.

Model Oldest Youngest

Y
C
7W
7Y
E93A
E04A
E04C
E494C
E494A
E493A
103E

-A very interesting coincidence arises among the 103E's:- C884264 - R. Fowler and C884265 - B.J. Pearce are the only two consecutive chassis numbers in the club of any model.

E83W
Anglia
Prefect
Popular
Escort & Squire
Van
Prefect
107E

TRIPLEX
TOUGHENED



Dot etched over letter 'T' (1st)
'R' (2nd) 'E' (3rd) 'X' (4th) of word
'T R I P L E X' indicate quarter of
year of manufacture.

Year of manufacture indicated by
dot etched under letter of word,
'T O U G H E N E D'. Letter 'T' =
figure 1, to letter 'D' = figure 9.
Space above 'D' = figure 0.

Example reads - 4th qtr., 1967
(or 1957)

Popular Register members' news

One of our members from South Africa, John Hampson has written to us.

"Whilst I have three Prefects of my own, 2 - 93A and 1 - 493A I do not know much about sidevalves in S. Africa. The Ford Motor Co. of S.A. are not very helpful and the only thing I have found out so far is that the first 493A was assembled at Port Elizabeth on 7th October 1949 alongside Ford vehicles from the USA and Canada. Later the German Taunus, 105E and Australian varieties were assembled.

I am willing to help trace any spares that might be available in S.A. and will be looking for any that will be useful for club stocks. My most recent purchase is E 93A Prefect bought this month for R50 (about £35), not sure what year it is, but chassis no. is [REDACTED]. It was advertised as a 1939 and has the '10' badges and red surround, it also has the spare wheel cover locked by an external key and there are no internal jacking points. The grill is painted and there is no adjustment nut on the steering box. Spring width 1 1/4" and dash is same as 493A." Bruce Palmer comments. "I reckon this is an early post war model, the description is identical to a 1947 car bought recently by a member in Surrey and which has several pre-war features such as the badges."

The photos show John's other 93A, chassis [REDACTED] which is the earliest type in the club. Probably an export model from Dagenham. It cost the grand sum of R10 (about £5). See photo below. Also pictured as a very nice Model Y belonging to a member of the Piston Ring Club of Johannesburg.

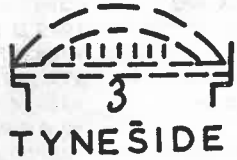


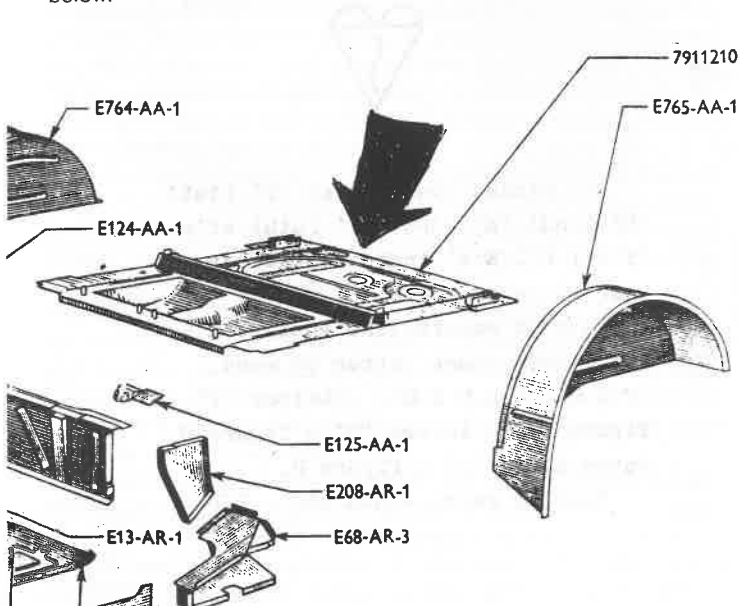
Figure under centre of 'bridge'
= month of manufacture.
Letters 'T' = figure 1 to last 'E'
= 8 when bar etched above.
'D' = 0 and last 'E' = 9 when bar
etched under.
Example reads - 3rd month of
1965 (or 1955).

Was a 107E Squire planned?

Colm O'Neil writes from Ireland

I have a 100E/300E parts list which dates from May 1960, and a 107E parts book from October 1959. Recently whilst browsing through the 100E/300E book I came across part No. 107E-7911210. A 107E part on post 1959 100E's is not in itself remarkable as certain parts developed for the 107E were made standard on the 100E on the introduction of the 107E (eg. front struts & hubs).

However, the part no quoted above is a floor panel for the Squire / Escort estate cars only. No mention of the part as to be found in the 107E book. Referring back to the 100E/300E book I found that the part replaced part No. 7911210B which was used on the estate cars from October 57 to engine No. 652683. the 107E part is fitted from engine No.652684. Interestingly, that engine number dates from November 1958. Was the floor modified to accommodate the 105E back axle? Perhaps a prototype 107E Squire was built around 1958 and the rear floor panel adopted for the estates already in production. Maybe David Burgess-Wise or some other expert could enlighten us on this mystery. A reproduction from the parts book is illustrated below.



South West Classic Car Show Bristol 3/4/5 April

Once again the club had a stand at this show, held in the Bristol Exhibition Centre. This time we featured Ted Jeffrey's immaculate E493A Prefect, which he drove all the way from Yeovil, together with Arthur Taviner's equally impressive 1934 Y Tudor, from just down the road Bristol. Ted provided suitable embellishments for the stand and the club provided our set of display panels featuring the various models. Local members ensured the club stand was manned at all times, special thanks to John Skinner for sacrificing a days holiday to be there on the Friday, and to all the members who assisted.

Some new members were enrolled and we now look forward to the next show in Brighton at the end of October.

SIDEVALVE SIGHTINGS ...John Skinner

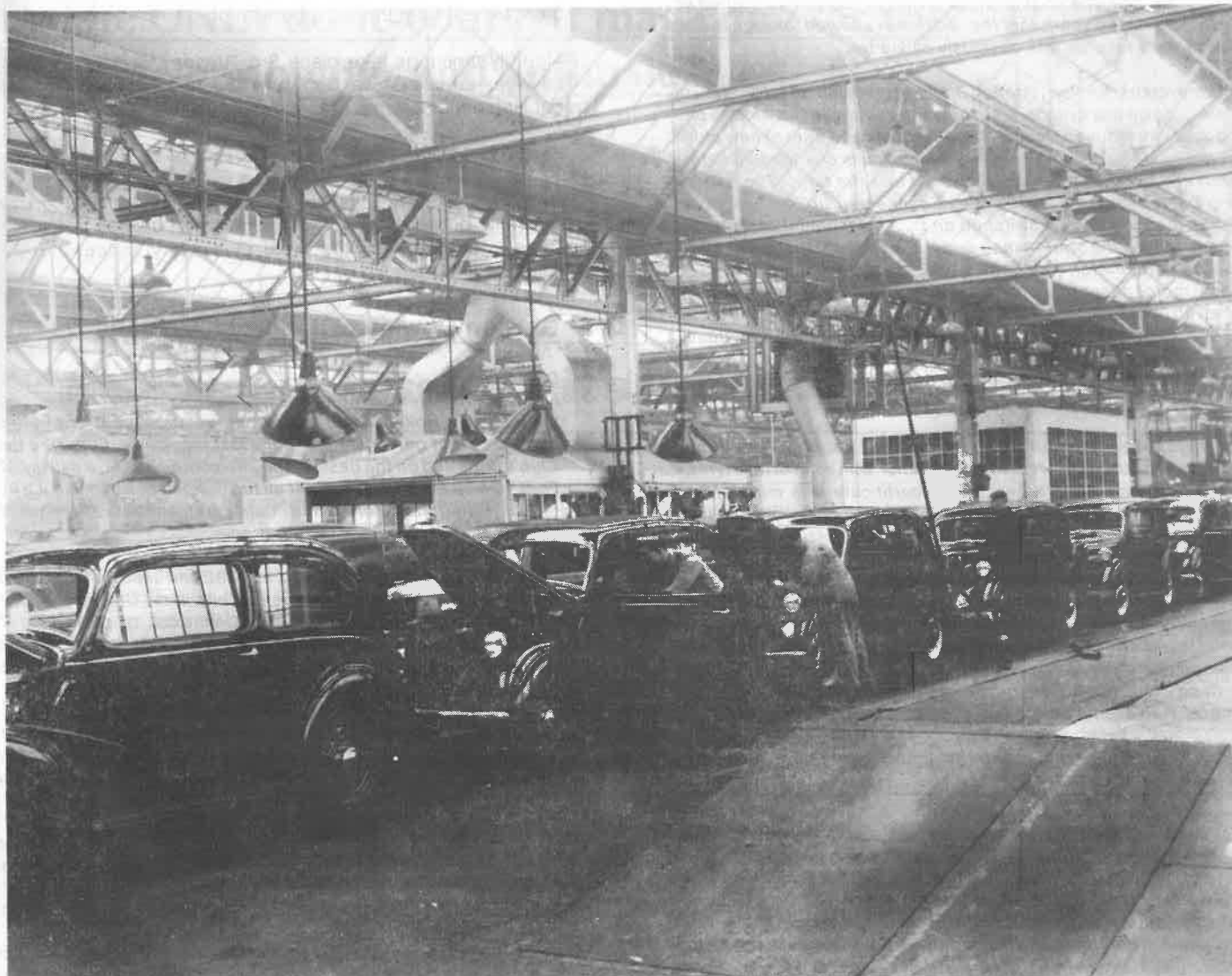
Following the report in April Club News about the customised 103E seen at a garage in Worthing, Mr. I Green from nearby Littlehampton has written to say that he has managed to buy all the unwanted mechanical parts, which only goes to show that if on your travels you come across the remains of an old Ford, no matter how insignificant they may appear to yourself, you can easily do another member a favour by reporting it in club news. This is what the club is all about.

Whilst at the South West Classic Car Show in Bristol I heard about I heard about an "upright type" car in Lower Ashley Road, near the M32 and a Model C, believed to be in running order owned by the proprietor of a Bristol garage.

Members please note incorrect tel no of S. Wales contact, it is Phil Williams, and the tel no should be [REDACTED] and not as printed in April News.



Ted Hackett Typhoon Special. E93A 10hp engine won 1st prize at Beamish 1980. Completed run O.K. When motor stripped for o/haul over winter found all rings broken - yet was running reasonably well!



2 Door Prefects: Nice to see a second photo of a 2 door Prefect in the last News. It seems strange that the only survivors appear to be in Scandinavia which, to be honest is not the sort of place one tends to associate with Sidevalve Fords! Are we **sure** there aren't any left in the UK? We've located a second 7W 2 door in the last couple of months. Well, just for nostalgia here's a photo showing 2 door 93A's being built on the same line as 7Y's. One point that comes to mind is just where **is** the extra 4" on the 2 door Prefect compared to the 7Y - a longer door or under the rear window? Since we know that all Ford's engineering drawings were destroyed in 1972, could somebody get out a tape measure and report back....

THE RESTORATION OF JGK 123 by Tony Russell.

*I had my first when I was seventeen, she cost me a fiver and what an evil mannered - - - - she was, but I loved her. We went everywhere together. She was impossible to get going in the mornings and her handling was traumatic to say the least! I am speaking, of course, of my first upright Ford, A 1936 model 'Y'. We parted a year later and I was the princely sum of £17 ten shilling the richer. My next affair was with a 1951 Popular 103E, which cost me £20. And we stayed together for two years. Where are they both now? The 'Y' was **ABL 144** and the 'Pop' **NLH 262**, does anybody know if they are still on the road?*

Sixteen years later, i.e. last summer, the old yearnings returned when I heard of an "upright Ford" lying neglected in a shed in South London. I traced the owner, and a mutually agreeable number of beer vouchers changed hands. So in August 1980 I became the proud owner of a very dirty and shabby 1947 E93A (real) Prefect. After trailering it home, a few further investigations revealed a fascinating history. JGK 123 was purchased new 1947 as a 21st birthday present for a lady in South London by her father. Fortunately, for me, he had the remarkable foresight to have a number of extras fitted. Philco radio, heater, spotlights and leather upholstery of course!

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

A good rummage through a large box of spares in the boot unearthed the original green log book, sure enough, one lady owner since new! The stuff dreams are made of! Mt adrenalin was now really flowing, so layers of dust and dirt were washed off, and many generations of spiders hoovered out of the interior, a day of cleaning later, and all was revealed! JGK 123 was totally original, complete, and in almost perfect condition! The original black cellulose had been polished so many times over the years, that the red primer showed through in a lot of places, so a respray was obviously called for.

A cursory crank on the strating handle revealed a total lack of compression on any cylinders, so throwing caution to the wind, ½ pint of red X was introduced through the plug holes and a set of new plugs fitted the next day. The points were cleaned, oils changed, radiators re-filled and two gallons a 2 star poured into the tank. The battery, having been charged over night wad connected up, my heart beat faster as the ignition was switched on. . . . My moment of glory had arrived, a pull on the starter knob and. . . nothing! Just a dull clonk from the starter motor. The battery was, not suprisingly, tootally u.s., my local motor accessory shop provided a new Volkswagen battery, and half an hour later I had the engine spinning over.. A moment or two later she began to fire on one, then two, then three and finally, gloriously on all four. My joy was unbounded, and as I stepped back to listen to this forgotten symphony, the top and bottom radiator hoses both spectacularly burst!

So, down to the serious stuff, new king pins, track rod ends, hoses and a SVOC special drag link were fitted, together with a set of new tyres, a and the following week a new M.O.T. certificate was mine. Many sincere thanks to Steve Waldenberg, Roy Hull, Bruce Palmer and Ivon Precieux for their valuable advice on many aspects of the resorrection!

JGK 123 has now been re-sprayed, black of course, re-chroming has been carried out by the experts in Croydon, Surrey, Morrivans, and the interior leather work has received the full treatment. The chassis is shortly to receive the trustan/bondaprimer works, and the road wheels will be re-stored by Morrivans. There are still several minor jobs to be done, but JGK is regular use, and will be appearing, god willing, at club events and rallies during the year.

Looking forward to seeing you during the year, "old fords never die", they have merely been resting!

LOCAL REPORT WORCESTER

Dave Prosser reports that the first group meeting was held in April. Great enthusiasm was shown by the seven members attending. Several others were unable to attend. Some of the cars in the group include, 4,103E's, 1,E493A, 1,E494C, 1,100E semi auto, 1 E494A, 1 Y and we think 1 C.

We have not yet decided on a regular meeting place but anyone on the Worcester Birmingham area who wants to know where the next meeting is, please contact me. Dave Prosser, [REDACTED] Worcester. Tel. [REDACTED]

BRISTOL AREA

Following the loss of Dave Mockford (anyone know what's happened) members are cordially invited to join the Bristol area meetings of **The Classic & Historic Motor Club**. Clive Brain wrote to us advising that meetings are held as follows: **Midland Spinner, Warmley, Nr. Bristol, 1st Wednesday in the month: Miners Arms, Shipham, Nr. Cheddar, 2nd Thursday in the month.**

North Yorkshire

Martin Hadfield reports some good get togethers in the Northallerton area. For details contact him at [REDACTED]

NORTH DOWNS GROUP

Tony Russell asks that anyone interested in forming a group in based on Reigate, S. London, Surrey, Sussex N, should contact him on Reigate [REDACTED]

A full list of local contacts appeared in the last edition of Club News. However, it seems Dave Mockford in Bristol is no longer with us and neither is Norrie Maver in Edinburgh. Thus, if there is someone in either of these areas willing to arrange local meetings, please write to John Skinner for inclusion in the next edition of Club News. Also, if you attend any good local rallies between now and July, please send a report in to John - *we want to know what's going on out there.*

OVERSEAS NEWS

FORD SIDEVALVE OWNERS CLUB OF IRELAND

We are pleased to report the formation of this club for all members (and probably non-members of FSOC UK) living in Ireland. There are a good many sidevalves on the roads in the republic and of course a Ford plant in Cork. Thus a local club should attract many owners who feel that they may not derive great benefit from the UK organisation.

Monthly meetings take place 3rd Tuesday, 8 pm, Deerpark Lounge, Harlech Grove, Dublin 14. For further details contact Pat Hemphill, [REDACTED]

Ford 8 & 10 Sidevalve Club of Australia.

Gordon Cowley reports an excellent "All Ford Day" in S. Australia, but a list of who actually turned up was not sent. Once again we wish the local club every success. See Gordon's letter

Gordon Cowley writes from Australia

Dear Steve,
I am back in the letter writing business with a bit of news. I had two letters from Holland and one from Ireland about the sales brochures that got a mention in the last magazine. I enjoyed the Club's book and on the basis of the info contained I now call my 37 Ford 10 a 38 Ford 10. It has got all the right pieces to make it a 38 model. Fixing the steering has made a tremendous difference to the car and I really enjoy driving it now.

I bought the running gear out of a 56 103E and used the front axle/suspension and various steering box bits in my Ute. I also got a 100E engine with modified sump to fit in the car. It seems to be all Ford manufactured and I am interested to get the sump off so I can see what they did with the oil pump. I had a lot of work getting an oil pickup to work when I put a 100E oil pump in a 93A sump.

We got 10 cars to the all Ford day, including a Y roadster, C sedan, 7W sedan and a 100E sedan for the first time. The rest were early 50's Anglias & Prefects. The numbers were a bit down on what I was looking for, but good enough I suppose.

We've got our local club off the ground and we chose a different name because of the number of different sidevalves here, compared, I believe, to the situation in UK. The name "Ford 8 & 10 Sidevalve Club" covers the exact cars we are looking for in our club.

I had a letter recently from a fellow in Victoria who has a 39 Prefect Coupe with a Martin & King body. M & K of Geelong made most of the small volume vehicles for Ford in Australia. All our tourers are M & K bodied. The car is still in pieces and will take a few years to put together according to the owner. I have sold the chopped two door Anglia and the Fordson van and am trying to sell my Ute to pay for a rebuild of my tourer. I may end up swapping the Ute to

someone who can do some metal fabrication for me and a bit of cash. The tourer will get the 100E engine mated to a Cortina gearbox with the twin SU'd etc. out of the mudsprint car. A 100E rearend will be put on with 100E hydraulic brakes all round. The mudsprint car then gets a 1500 Cortina, gearbox & rear end to stir it up. Hopefully I will get a start on it by the end of the year.

Regards to you and all members in U.K.
Gordon.

Thanks Gordon for your letter. Members in Australia wishing to join the Ford 8 & 10 Sidevalve Club please contact Gordon at [redacted]. We wish the new local club every success. As members can not actively participate in events arranged by the main club, it seems a good idea to get a local club off the ground and to jointly be members of FSOC and the local club.

SPARES FROM AUSTRALIA

Dave Barry, our contact keeps scouring the outback for useful Ford spares, both for us and for the Mk1 Club. Arriving at his brother Pete's in a crate in the next few weeks are the following items:- 100E front panel, inner f. panel, boot lid, Escort upper t.gate, sundry other items incl. badging. Also in Australia, but not being sent, are 2 pairs of complete 300E side panels with sills. Anyone wanting to rebuild their 300E van write to Dave Barry, [redacted] for details of cost / shipping. Coming to UK also are 2 new Y engine blocks (£35 ea). Not coming yet but available thru S Ware 10hp cylinder liners and a few sets of 10hp pistons «10 & «20. If you want the parts mentioned above, contact Pete Barry, [redacted]

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93A Spares report

Your spares Sec (SW) has been scouring foreign parts for spares, but unfortunately, no luck. However, plenty of useful items keep turning up here. We have a few of the (longer) 93A track rod ends left. In view of the great expense in tooling up to remake track rod ends, John Charlton & I have come up with what looks like a suitable alternative rig up. Our rig will cost you about £40 to start with, but thereafter the wearing parts, ie the ball joints / track rod ends, will be readily obtainable anywhere as they are Mini tre's. The parts are on test on John's 493A and will be available providing OK from the end of June.

FSOC drag links continue to sell well and are available ex stock from Leeds at £17.50 complete. Again, the ends are replaceable when you've worn them out and once again are Mini. Clutches now in very short supply. Perhaps members ought to try their local sources to buy in a clutch plate or two for future use. We have bought some in from Q.H. as they are stopping the 100E unit. These things wear out, so be warned, try and get some locally from Partco branches before it's too late. Part No. QH 30000.

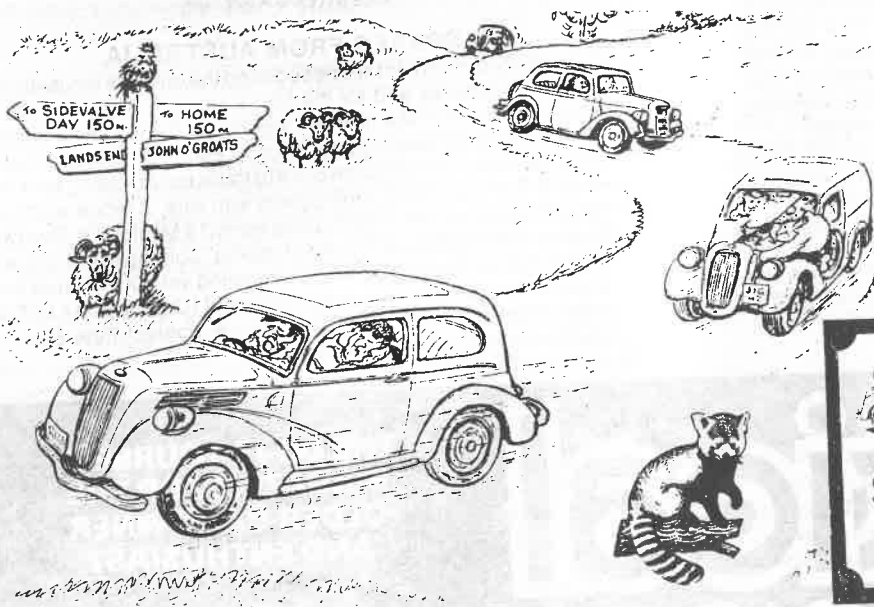
I continue to get 5 or 6 orders daily in the post. When I returned from my holiday there were 74 letters to attend to. If you are still waiting for a reply, then please understand my difficulty. On top of all that and attempting to put together this edition of Sidevalve, the club garage has to be vacated due to demolition and all the club spares (tons of the stuff) has to be moved

Steve Myers and I will try to put together an upto date stock list for members' use in time for the next Club News. Please keep this list to yourself. It appears that some trade suppliers have got uptight about the prices we charge for certain items. If we choose to sell cheaper than a garage, then that's our affair. If other items have to be a little more, due to our having to buy big quantities and causing our funds to be tied up, then again, as we have to get some cash back quickly for other buys, again that's our affair.

Also please note **club spares will not be made available for non members.** We are quite adamant, that **your** money should not go towards keeping on the road cars belonging to people who won't join the club. Membership numbers must be quoted when ordering spares.

Membership Cards.

If you have not received a 1981 card, don't worry unduly. The fact that you have received this magazine shows that you are still on our membership lists. Your card may be included in the envelope sending you this edition, if possible. However, your number appears on the address label. The card itself doesn't really serve much of a purpose.



COTSWOLD

WILD LIFE PARK

BURFORD, OXON.



SOUTHERN SIDEVALVE DAY SUNDAY 28th June

It's not too late to enter Southern Sidevalve day. Fill in the attached entry form as soon as you receive this magazine and send it, together with a stamped addressed envelope (14p stamp) and 80p to Bruce Palmer.

We would be pleased to see any car - it does not have to be smart - it can be in bits and on a trailer. This is your chance to meet your fellow owners, to discuss mutual problems, to buy from our spares secretaries and to sell your own surplus spares to other owners. At the time of writing it looks as if we will match last year's 100 cars but let's try and make it more - spread the word around!

Every car entering will receive an entry pass to get car and driver into the Cotswold Wildlife Park FREE. (Other passengers pay on the gate.) Exchange your pass at the end of the afternoon for a special engraved commemorative plaque.

There will be a 'concours' event with the following classes (Most prizes will be a plaque)

CLASS A

Pre-War (1st, 2nd, 3rd prizes) Judge: Melvin Smith.
All cars 1932-40 **Y, C, 7W, 7Y, 7W, E93A (1937-9)**

CLASS B

E93A types (1st, 2nd, 3rd prizes) 1945-53. Judge: Steve Waldenberg
All post-war Anglia (E04A and 494A) and Prefects (E93A and E493A)

CLASS C

103E types (Top of the Pops and 2nd, 3rd prizes) Judge - F. Erdelmann
All 103E's Populars 1953-59

CLASS D

100E types (1st, 2nd, 3rd prizes) Judge: Graham Game
100E Anglia 1953-59, Prefect 1953-59, Popular 1959-62, Prefect 107E 1959-61

CLASS E

Commercials (1st, 2nd, 3rd prizes) Judge: Yvon Precieux
All commercials 1932-62 (commercials not eligible for the corresponding car class)

CLASS F

Specials (1st, 2nd, 3rd prizes)
All vehicles 1932-62 powered by a sidevalve 933cc/1172cc engine but not produced on the Ford production line (except commercials). This includes Y tourers (but not C or 93A tourers), Dellows, Morgans, home-built specials, kit cars etc.

CLASS G

BEST CAR IN DAILY USE AWARD
Any sidevalve powered car where the owner can prove (by consecutive MOT certificates) that the car has covered at least 7,000 miles in the period between the previous MOT's. Please put a note on your windscreen if you wish to be considered for this award, so that the judges can speak to you about it.

CLASS H

FURTHEST TRAVELLED AWARD Prize of a suitable certificate for the car travelling furthest to get to the event (competition will be strong - the 1980 winners drove 493A and 100E Prefects from Holland and Southern Ireland!).

P.T.O.

CLASS I

BEST FORD VISITOR - any non-sidevalve Ford - a 'classic 315' won it last year.

CLASS J

'Walter Schell' trophy awarded annually for a period of one year for the best restoration by a Popular Register member (includes E93A/493A Prefects and 494A Anglias) Low mileage cars in good original condition are not eligible for this award.

This award will be judged by the standard of restoration alone. We will be checking appearance of the car against the information given on your Popular Register form about your car's history! The initial selection will be made on the basis of vehicles displaying Register grille badges. (Fresh supplies available from Andy Main by the time this magazine appears.)

The event will be very informal - lunch will be available from about 12.30. We start judging at just after 1 PM. Prizes and plaques will be given from 4 PM onwards. At about 65 miles, Burford is less than 2½ hours drive (even by Model Y) from London, Birmingham, Northampton, Bristol, Southampton, Worcester, Bedford etc. It's your rally FSOC members - let's see as many of our 1,400 members there as possible! Any questions, problems → RING BRUCE PALMER on [REDACTED]

ENTRY FORM

SOUTHERN SIDEVALVE DAY 1981

Name: Membership No:

Address: Phone No:

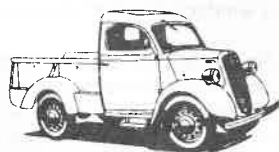
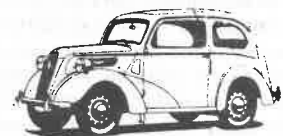
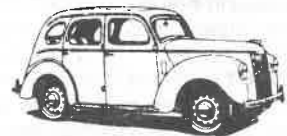
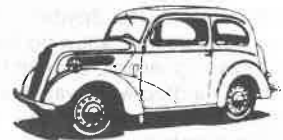
Car Model: Model No: Year:

Reg. No:

Any other interesting features. (for programme) list on separate sheet.

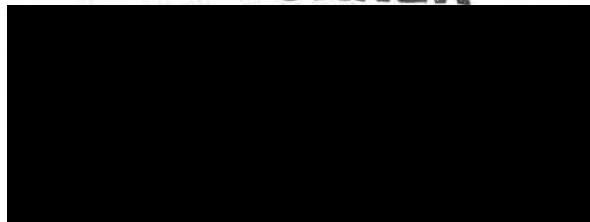
I enclose 80p entry fee and SAE (14p). Signed: Date:

Send to: Bruce Palmer, [REDACTED]
(Tel: [REDACTED])
(N.B. Phone queries cannot be dealt with 8th-20th June inclusive)



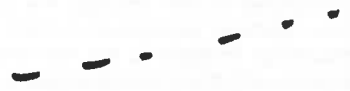
DON'T FORGET THAT THE CLUB CHAIRMAN

DAVE TURNER



"50 YEARS OF SIDEVALVES" 1932-1982

IS LOOKING FOR INFORMATION PHOTOS ETC. ON 'SIDEVALVES'



SPECIALS. . . . CONCLUDING MIKE DAWE'S REVIEW OF THE SPECIALS SCENE, FROM THE DECEMBER EDITION OF SIDEVALVE

Markham Peasey The 'de luxe sabre' was a 2-4 seater open car which claimed to have the thickest shell available. Without wheelarches and bulkheads a shell cost £75. Another model offered was described as 'the fabulous "Celeste".' Like the ship of the same name it appears to have - fortunately in this instance - disappeared without trace. The car was large at 13'4½" and its styling borrowed heavily from American cars of the period. It was offered complete with wheelarches, bulkheads, screen etc., for £145 (B).

MICROPLAS (Mitcham, Surrey) The Mistral and Stiletto were available in December 1959 (no further details known). (B)

MORGAN (Malvern, Worcs.) HFS Morgan built his first car in 1909 and by 1933, when the first Ford powered car was produced, his company had acquired a reputation for well made sporting cars. The Ford engined three wheelers (designated F4) were produced with four seater family touring bodies up to 1951, the last year of three wheeler production. For 1951 a small number of F super two seaters were also made. In 1955 the 4/4 Series II, four wheel sports car was introduced with Ford 10 hp engine. This model, with the curved radiator grille was basically the same as the 4/4 still in current production in 1980. The 4/4 was a purely two seater model offering a maximum speed of 70 mph and 35 mpg. (A)

NICKRI (Romford, Essex) A Spyder 2 + 2 seater two door, drop-head coupe was offered at £75; hardtop and saloon versions were also available. Alternatively the Alpine body was available at £89 with the same specification as the Spyder. It claimed to have the "latest advances in body design, showing the Farina trend" though it had more than a passing resemblance to the Elva Courier of a couple of years earlier. A hardtop was available at £31, though was not to be recommended if the rear passengers were over 3' tall. (B)

NORDEC (Whyteleafe/Surrey) Nordec manufactured Ballamy's IFS system and the Marshall-Nordec supercharger. Both those features were included in their 10 hp car of 1949. The body, which was made of aluminium, greatly resembled a scaled-down Alford of the same period. (A)

PARAMOUNT (Linslade, Bucks) The first cars produced were based on the 10 hp engine in a simple ladder chassis with aluminium bodywork. Production commenced in 1950 but only six were made before a new company took over in 1953. A supercharger was available as an optional extra to improve the top speed from 70 mph. Further increases were achieved with the fitting of the Consul engine in 1955 though the company only survived one further year. (A)

REJO (Greenwich, London) From 1958 to 1962 a number of sports racing cars were produced though in the later years the 105E OHV engine was used. The cars were intended primarily for 1172 formula racing, though the Heron fibreglass bodies were also suitable for road use. (A)

RGS Their adverts said "we were the first concern in this country to introduce and market a ready-made fibreglass body shell". They offered a 7'6" wheelbase open body at £49; a saloon version was £58 extra. It would be interesting to know if this was the same company as RGS - Atalanta which produced between 1947 and 1958 a number of high quality sports cars using amongst others, Jaguar engines. (B)

ROCHDALE (Rochdale, Lancs) The company offered a better than average vehicle with their GT saloon, which was perhaps optimistically described as an occasional four seater. The complete body, which was also available to fit the Morris 8, cost £140. Alternatively the body was available bonded to Rochdale's own tubular chassis for £178. The Riviera coupe two seater body, complete with chassis and floor could be bought for £178 also, or for another £8 the Riviera Hardtop four seater. The GT developed into the Olympic which with a variety of BMC and OHV Ford engines survived until the early 1970's. (A) (B) (C)

SUPER-TWO (Bromley, Kent) Super Accessories offered a wide range of bodies, chassis and tuning equipment from a number of manufacturers listed in this survey. They also produced their own body under the name of Super-Two (which to cause total confusion was also produced by a different company called Hamblin for their Austin 7 based special). The body was a very simple open two seater with motorcycle type front mudguards and protruding rear wings. The basic body which cost £52/10s, was intended for use with the Bowden chassis. (B) (C)

TORNADO (Rickmansworth, Herts) The company was generally considered to offer amongst the best fibreglass bodies available. Their typhoon, introduced in 1958 at £130 consisted of 11 basic mouldings to make up the main shell. The floor pan was moulded together with the bulkhead to give extra strength and the chassis was made from 3" diameter 16 guage tubing. Suspension was by coil and damper units all round through all other components were original Ford. A sports-brake estate car version was introduced in December 1960. Several attempts with OHV Ford and Triumph engines failed to

TVR (Blackpool) Chassis production commenced in 1954 for Ford-based specials, though the first complete kit was not produced until 1957 with the arrival of the Grantura. The body was basically similar to the small 'chunky' looking sports cars produced through the 1960's and 70's by the company which was still in production as at 1980. The Grantura, which was also available with a Coventry-Climax engine was marketed in the USA under the name of Jomar (A) (C)

These, then, were the cars, kits, bodies and chassis available up to about 1961/62 with such a variety and in some cases good quality, why didn't the specials period last longer? By 1962 MOT regulations, introduced by the 1956 Road Traffic Act and confirmed by the 1960 Road Traffic Acts, were beginning to diminish the number of vehicles over ten years old. More modern cars were offering strong competition - notably the Austin Healey Sprite introduced in 1958, and even second hand MGA's and early TR's were little more expensive than a well prepared special. Of all the companies founded during the period under review only Lotus and TVR have survived to 1980, and in each case their later vehicles bear little or no resemblance to their early models. Just as their individuality and ability to develop their models ensured their survival, so the opposite was the reason for the demise of many of their competitors.

Following the growth in kit car 'buggies' based on the VW in the USA around 1966/7, a new market was created in the UK from about 1968/9. This time the specials era lasted until 1971/3 with the arrival of VAT and the first oil crisis following the six day war. Although VW's and minis formed the basis for many of the specials, three manufacturers reverted to using Ford sidevalve components. Their range showed greater initiative than their predecessors, though whether they were any better is doubtful.

FIELDMOUSE A steel body - resembling a Jeep or similar field car - and short wheelbase chassis was available for £99.50. All mechanical components were standard Ford except for necessary modifications to axles and shock absorber links.

KING THING The car was a single-seater hot rod with a fibreglass body and multi-tubular chassis. It was designed to take all 100E mechanical components except the front suspension, for which coil springs were used.

SIVA EDWARDIAN Two different body styles were offered dependent on whether a short chassis two seater or long chassis four seater was required. The bodies, moulded in fibreglass, were vaguely 'styled' on the type of vehicle available shortly before the First World War. The very basis kit for the two seater cost £125, with extras such as a windscreen and hood amounting to £74.

Seemingly following an eleven year cycle, a new generation of kit cars emerged at the end of the 1970's. Of this generation, the only special connected with Ford sidevalves to appear has been a complete fibreglass shell for the 103E Popular intended for the customiser. Due to the increasing age of all sidevalves, and the strong interest in preservation and restoration, it is unlikely that any more sidevalve-based specials will be commercially available.

103E SPARES AVAILABILITY

6 volt batteries £17.95 from Motor Muster, 138 Lower Ashley Rd, Bristol. Telephone 511011

NEW Trim items

Interior Lights (No. 455) £2.80

Interior Handle (No. 539) £1.60

T Boot Locking Handle (No. 597) £3.20

T Carriage Key for Boot (No. 191) 35p

Keyhole for Boot (No. 192) 65p

Angle Mount Rear Lamp (replacement 103E E93A early type) (No. 577) £13.50 pair

Wiper Blade (No. 370) £1.10

Vacuum Wiper Motor (459) £4.00

Twin Wiper Blade Set (408) £11.50

All from Paul Beck, Barneys Farm, Happisburgh, Norwich, Norfolk.

Wiring looms new all Ford Models to order approx. £25

The Seven Workshop, Denvers Yard, Barwick, Nr. Ware, Herts.

Tel. 027-984-2076.

Brake Parts still available from Girling

64100123 equals Ford No. 2050

64220023 equals Ford No. 2055

6422064 equals Ford No. 2023

Well, the 1981 Season is well under way now.

It started for me with a trip down to Lincoln on 17th May, well worth the journey down. About 10 Sidevalves there, who would find our Cards under their wiper blades. Many varied Events coming up, I hope to see as many of you as possible, especially the ones the Club is invited to.

TERRY ARMITAGE
Events Co-ordinator.

JUNE 14TH

White Rose Rally, Huddersfield to Embsay. Lunch at Harry Ramsdens (local get-together?)
Entry £1, but petrol allowance.
Entries: [REDACTED]

JULY 12TH

Barnsley & District Bus & Tram Soc.

Rally Organiser: [REDACTED]

AUGUST 15TH

Huddersfield Conservative Ass. Y.M.C.A. Sports Ground.

Contact: Tony McInnes,
[REDACTED]

JULY 19TH

Marsham Steam Rally.

Entry Forms from: Joan Allen,
[REDACTED]

MASHAM.
[REDACTED]

JULY 12TH

Saddleworth Show.
Churchill Playing Fields, Greenfield, nr. Oldham.

Vintage & Classic Car Show.

Contact: Geoff Hope,
[REDACTED]

JULY 25/26TH

Donington Classic Car Weekend.

ClubConcourse Entry of 3 cars. If you would like to enter please contact Terry Armitage immediately.

AUGUST 19TH

Kirklees Historic Vehicle Parade,
Greenhead Park, Huddersfield.

Club Sales Van Welcome !

Road run to be arranged

Entry Forms : Walter E. Hanson,
[REDACTED]

AUGUST 16TH

North East Inter Club Rally Organisation.
Vintage Driver of the Year Competition. Beamish.

Vehicle up to 1955

Club invited to enter a team of three.
Tony Pelton,
[REDACTED]

JULY 11/12TH

City of Hereford Show.

Details: Mr. C. A. Tudge
[REDACTED]

JULY 25/26TH

Steam Rally, Ross-On-Wye.

Details G.T. Probert,
[REDACTED]

AUGUST 15/16TH

Somerset Traction Rally.

Details : Mr. R. Evis,
[REDACTED]

AUGUST 22/23RD

Fairford Traction Engine Rally Show

Details: A.J.R. NEW
[REDACTED]

AUGUST 29/31TH

Splattenriden Field, ST. Erth, Cornwall.

Entry: John Gurney,
C/O ROWE THE PRINTERS,
LIFEBOAT HILL,
ST. IVES.

JULY 12TH

Bexhill Round Table Motorfair 81.

Entry: N. Trinder,
[REDACTED]

SEPTEMBER 19TH

750 Motor Club - NorthHerts.

Stanborough Lakes, Welwyn Garden City.

Entry: Alan Martin,
[REDACTED]

JULY 11TH

North Nottingham - City Hospital Gala, Hecknall Road,

Proceeds to unit for handicapped children.

Entry: T. Fisher,
[REDACTED]

JULY 4/5TH

GOODWOOD SPECTACULAR

Entry £1 :- J. Parfitt,
[REDACTED]

JUNE 21ST

Classic & Historic Motor Club.

5th Motoring Montage, Ashton Court Estate, Bristol.

Highly recommended - lots of our SV members will be here anyway:
C. Wiltshire,

AUGUST 29, 30 & 31st

The IBCAM Centenary Motoring Festival.
Held at Stoneleigh, Kenilworth, Warwick.

This will be a good one to visit as a spectator.

Details: IBCAM,
THE ROYAL SHOWGROUND,
STONELEIGH,
WARWICK.

AUGUST 30TH

Folkestone Pageant of Motoring.
Held at Grand Hotel.

Details and Entry form: Micheal Stamer,

JUNE 27/28TH

There will be a cavalcade on each day.

Details and Entry form:

JUNE 27/28TH

Potterspur Foundation are organising a Festival of Transport.
Held at Walefield Lodge Estate, nr. Towcester.

There will be a cavalcade on each day.

Details and Entry form: Mrs. V.E. Lawrence,

JULY 19TH

Biggleswade & Sandy Lions.
Charity Motor & Leisure Show.

At Fairfield hospital, Stotfold, Herts.

Details and Entry form: P.G. Stainton,

Entry costs £1-00 per car.

(The above courtesy of "Flute news" and the Vauzhall Owners Club).

JUNE 27TH

Stamford Steam Rally
Burghley Park Stamford, Lincs.

Traction, engines, fairground etc. but cars as well.

Details:

IBCAM Centenary Motoring Festival - AUGUST 29th-31ST.
Club entry hoped for. Please contact Bruce Palmer if

JULY 24/25/26TH

11TH Netley Marsh Steam & Vintage Rally -
Meadow Farm, Ringwood Road, Netley Marsh,
Southampton.

Large event- did any FSR member attend last year ?

Details: Derek Burdle,

SEPTEMBER 12 & 13TH

Dacorum Steam, Bovington Airfield, Hemel Hempstead,
Herts.

FSOC invited - large event.

Details: Jack Evans,

JULY 18 & 19TH

Lambeth Countryshow, Brockwell Park, Hern Hill, London.

At least 1 S/V last year.

GOOD EVENT.

Details: LAMBETH AMENITY SERVICES.

91 CLAPHAM,
HIGH STREET,
LONDON
SW4.

Tel. 01-622-9944.

JULY 11 & 12TH

Rempstone Steam & Vintage Rally-
Nr. Loughborough Leic.

Large event - very well established.

Details: M.J. Beeby,

AUGUST 29/30/31ST

Exposteam

Large well established event.

Pt. Peterborough E93A's welcome.

Details: John Crawlle,

JULY 11/12TH

Cheshire Steamfair, Grappenhall, Warrington.

20 BIRDGATE, PICKERING, N. YORKS.

AUGUST 1ST & 2ND

Pickering Traction Engine Rally.

(as above)

JULY 18 / 19TH

Bicton Steam 81.

Exmouth Devon.

Details: John Crawley,

We regret not all in date order, dozens of forms,
no time to correctly sort out.

AUGUST 22ND
Yorkshire Thoroughbred Car Club
Autumn Rally.

Crow Nest Park, Dewsbury.

Contact: Alec Smith,
[REDACTED]

AUGUST 23RD

Yorkshire Historic Car Club.
Piece Hall Halifax.

Pre. 1955.
Contact: Brian Collins,
[REDACTED]

SEPTEMBER 13TH
Yorkshire Historic Vehicle Rally.
Clifton Park, York.

Road run from Leeds and Tadcaster.
Entry Forms from: P. Moore,
[REDACTED]

SEPTEMBER 27TH
Saddleworth Museum Transport Extravaganza.

Road run from Oldham.
Cars up to 1956.

Entry Froms:
SADDLEWORTH MUSEUM,
TRANICLUB,
ROCHDALE.

JULY 11TH
Haydon Fair, Wiltshire Lane, Northwood, (N.London)

Details : K. Perry,
[REDACTED]

JULY 5TH
10th Great Ormond St. Hospital Rally - Surbiton Sports
Club, Worcester Park, Surrey.

Details: M. Fuller,
[REDACTED]

JUNE 21ST
Berkley Austin Seven Rally, Berkley Castle, Gloucestershire,
None-Austin 7's also invited to attend.

Contact: David Shaw,
[REDACTED]

JULY 25/26TH

"Wheels at Longheat"

Details: Dr. Barnardos Homes,
431 BROMLEY ROAD,
DOWNHAM,
BROMLEY,
KENT.
BR1 4PH.

AUGUST 29/30/31ST

Quexpo 81 - Birchington on Sea, Kent.

Very good and well-established event.
details: T. Wood,
[REDACTED]

JULY 19/20TH

Masham Steam Engine Rally.
OLD CARS WELCOME!

Details: W.A. Wise,
[REDACTED]

PHONE [REDACTED] MASHAM

AUGUST 15/16TH

Market Busworth Steam Rally.

Organised by the famous Rev 'Teddy' Buston.
THE RECTORY,
[REDACTED]

S_U

AUGUST 1ST & 2ND

Cromford Steam Rally - Matlock.

DON KIRK,
[REDACTED]

MAY 16/17TH

Highnam Court Steam & Vintage Show, Glos.

Details: 11 PICKED ACRES,
BULLEY LANE,
CHURCHAM,
GLOS.

MAY 30/31 ST

Veteran & Vintage Rally, Bailey Park, Abergavenny.
Gwent.

Details Mr. J. Trotman,
[REDACTED]

JUNE 13/14TH

Camerton Traction Engine Rally, Nr. Bath.

Details: Mr. Brian Nowell,
[REDACTED]

JUNE 14TH

Burnham-on-sea Vintage & Post Vintage Motor Rally.

Details: Mr. K. Palmer,
[REDACTED]

JUNE 4/5TH

Bromyard Gala.

Details: G.T. Probert,
[REDACTED]

Sidevalve Classified Ads

CARS & SPARES FOR SALE

Midland Radiator Muff, as new, suit mesh grill 100E. £11. Frank Ambrose, [REDACTED]

997cc OHV 105E engine & gearbox. Good cond. £15 can deliver to Southern SV Day if reqd. J. Skinner, Tel. Worthing [REDACTED]

1959 Prefect, red, all original paint, body & interior. 1st class. Long MOT. Must go, need the room. Offers around £300; Ken Britton, Tel [REDACTED]

New 100E spares offered :- petrol tanks; rear amber lenses; wiper switches; dip switches; carb floats; bonnet clip; water pumps; w/p repair kits; gear lever gaiters; ind. switch & tube; valve springs; valves; choke & starter cables; UJ's; fan belts; H/b cables; g-box mtg.; D/Link; t.control arm repair kits; rear sp. shackles; over-riders; b/linings; locking door handles; n/s wheel cylinders, flex. hoses; brake & slave cyl repair kits; gasket sets; 1 only E55 DB1; f.wheel brgs; synchros & other gearbox internals etc. etc. Offers to Yvon Precieux, [REDACTED]

1958 Anglia, property of advertiser's late husband. Regn. MHV 985. 62,000 gen. miles, regularly serviced and in good cond. Offers, must be sold. Mrs. E. Breakspear, Tel [REDACTED]

Anglia fitted with rare Newton Drive semi-auto. Family owned from new. Good cond, runs well, but worn synchro in g/box. (Yvon's got one Ed.) Reluctant sale, offers to Tim Walrond, [REDACTED]

1955 Prefect fitted with **Murray Overdrive** in excellent condition, recent recon. engine. Black & shiny body, all new chrome. £600. Steve Waldenberg, tel Leeds [REDACTED]

1938 Ford 8. Good all round condition. Easy restoration project, can deliver to mainland. Offers. T. Butler [REDACTED]

2 1958 Anglias. One in course of restoration, much work done; other in daily use in fair cond. Plus garage full of spares (nearly 2 other cars in bits!). Offers for all/ any to R. Deacon, [REDACTED] Urgent sale required.

Readvertised due to time wasters. Beautiful 1951 E494A Anglia. Must go to good home. Jean Knapton, tel. Gt. Eccleston [REDACTED]

Real E93A Prefect, 1st regd. June 1947. Very good cond. Has been on show in Ford dealers showroom for some years. £850 ono. D.J. Merritt, tel. [REDACTED]

1955 E83W ice cream van conversion. Alloy body good chassis & mechanics. Best offer secures. M. Green, [REDACTED]

1957 300E 7cwt de-luxe van. Driveable but no MOT. £165 ono incl. spare engine. Tel Eric, Long Sutton [REDACTED]

1960 Anglia (?) Good cond, no rust, new clutch & susp. 1yr MOT. £375 ono J.G. Spall [REDACTED]

93A / 103E spares. Sellas lot or individual offers :- bonnet; rad; p.tanks; screen with new rubber; other glass; steering boxes; CW & P's; prop shafts; springs, gear boxes; engines & parts; track rod ends; hub caps; instruments; window winders; door handles; cables; bumper rubbers, steering wheels; petrol pumps; 6v reg. boxes; rear light lenses & lots more. Best offers to Dick Ralph [REDACTED] Must clear garage soon.

11955 103E. Perfect running order, taxed & tested. A bargain at £400 ono. George Epsom, [REDACTED]

103E parts offered by customiser: complete engine & gearbox, dismantled engine, gaskets, starter motor, oil filter kit, wiper motor, back axle, front suspension, some dials, wheels & tyres, odds & sods. Offers to P. Sizard, [REDACTED]

1939 Ford 8 rolling chassis. Very good engine, new wheel bearings, relined brakes. Complete with dash, seats, etc. Must be of some use to someone as basis for period special etc. Offers, Stephen Spurden, [REDACTED]

4 doors from E93A Prefect, glass, bonnet, f & r axles, all lights etc. E83W parts - 2 rad grills, £12 ea., all lights, £3 ea brakes, £1.50 doors, £10 ea glass, axles, 10 prs. hub caps £2.50 ea., wheels & tyres. 1 unique body in aluminium needs new scuttle, made by Mann Egerton, £70. 1 new early E83W wing £50. 1 complete 1935 Y type in bits, some 100E parts, 6 engines - Y, 93A, 100E. I can supply new & s/h parts for all models. 1 103E Popular in fair condition, £350 ono. Chris Bull, Tel. [REDACTED]

2 100E engines one runs but smokey, other b/end shells. £30 or swap for metal sun visor. Many other 100E bits to clear out. Tel Steve on [REDACTED]

Ford Ashley Special GT. Regd. 1976. 1172cc engine, Aquaplane head, twin carbs, 4 branch manifold, electric fuel pump, Bellamy ind. front susp. 12 v electrics, bucket seats, fully carpeted. £900 ono. C. Bainbridge [REDACTED]

1953 E493A Prefect, fair condition. 1936 Y, very rough. Offers Mike James, tel. [REDACTED]

Square type rear light lens for 103E. Part worn 17" tyres. Tony Hutt, [REDACTED]

Used body panels from 103E:- 3 front wings, 1 rear wing, 3 doors, 3 bonnets, 3 grills, front bumper, Aquaplane inlet manifold. Offers M. Caine, [REDACTED]

New 103E wings & other spares. Mr. Davies, [REDACTED]

Spares for 8 & 10hp; s/h valves, guides, springs etc. New crankshaft, 1/2 shafts, CW&P. Mr. Golding [REDACTED]

Engine & gearbox for model Y. Complete 103E. Offers, C. Maggs, [REDACTED]

Model C for spares. Tel March [REDACTED]

Used spares offered: 100E CW&P; 1/2 shafts; Y type CW&P; Burman Douglas steering shafts; early Y type petrol tank; C front axle, pr Y stub axles, various Y springs; 2 new Y rear drums; 2 used & 2 fronts used; early starter motor 10hp, 6v dynamos, (93A) new starter ring gear, 110 teeth, 11 1/3/16". Cylinder heads etc. £65 lot. J. Brookes, [REDACTED]

Must sell urgently. E493A Prefect. MWT 207. Or would swap for decent motor bike or WHY. Car in Leeds, owner will take any reasonable offer. Mike Redshaw [REDACTED]

Southern 100E spares dept, c/o Mark Wooster offers:- 103E chrome bumpers, 3 only at £11 ea. Painted early patt. 100E bumpers £9.50; early Anglia 3bar grill £5; pr Y type bumpers - offers; guts of a 100E st. box £7.50; st. box body £8.00 new 100E doors, £25 ea - 2d.n/s; 4d n/s/r; 4d o/s/r; 4d n/s/f, 4do/s/f. 100E rad hoses £2.50 ea; 107E hoses £2.50; 100E wiring loom £14.50; Van/estate rear bumpers (early patt.) Offers; plenty of 100E lamp lenses (rears) all £1.50 each. New 107E gear box £40; g/box main shafts, £6; set 100E hub caps £12.50; 100E & 107E cross members, offers; 100E competition engine, offers; 100E flywheels £8.50; camshaft £10; Please add postage and make cheques payable to club. Mark Wooster [REDACTED]

1953 E493A Prefect, excellent condition - offers. 1953 E494A Anglia, tidy, offers, both MOT'd. 1956 103E, 4 good wings, £100; plenty good s/h spares. Wanted Fordson grill badge, body & mechanical parts for E83W. Brian Malin, [REDACTED]

300E van with side windows. No log book, so spares only, £45. Want bottom half side panels for 300E. N.J. Anscombe, [REDACTED]

Spares offered :- 2 100E gear boxes, both faulty! steering col & box, camshaft, oil pumps, b.drums, heater; 3 4.50 x 17 wheels. Any offers. Wanted 103E screen rubber. R.W. Hetherington, [REDACTED]

1949 E494A Anglia, needs restoring, offers. C.J. Watson [REDACTED]

1955 103E in 1st class concourse condition. A Potential prize winner anywhere. Cost £995 last year, but need cash so must sell to best sensible offer. R. Mercer [REDACTED]

Late 100E Pop, failed MOT steering worn, otherwise reasonably good car. Best offer secures, to good home only. J. Ward, Tel. [REDACTED] Must sell soon

New 93A clutch assembly, 6v dynamo, 6v regulator, s/h gear box & prop; offers. M. E. Jacques, [REDACTED]

1959 Anglia, black with red upholstery. Brakes & sill need attention for MOT (have sills). Spares incl. exh. system, rad, engine bits and new dist. £200 lot. Alan Keightly, [REDACTED]

Newton St., Newark, Notts, tel. [REDACTED]

300E body shell, stripped but everything available incl good engine etc. pr. 100E f.wings exc., 1 pr not bad. 107E engine & gearbox in good cond. Offers. Wanted - Aquaplane tuning gear. Can hire trailer to remove van. Tel Nick o [REDACTED]

1960 100E in good running order, bit rusty around sills. Quite a few good spares. Offers Mrs. M. Hann, [REDACTED]

103E body panels. Mr. Ackerling, [REDACTED]

100E, model not stated. Recon engine fitted 100 miles ago. Taxed/tested. New tyres, grey/red. £150, also 2 worn 100E engines & valve radio. Mobile Steam cleaning service offered to members. Guy Nicholls, [REDACTED]

1959 Anglia, only 49,000 miles. 3 years spent on full restoration, only needs final spray to complete. Been stood 2 years, now must sell, any reasonable offer secures. Ray Lewis, [REDACTED]

Immaculate, near perfect 1957 103E. One lady owner till 1977, genuine 50,000 miles. Too good for me to customise (*Hooraay, a sensible customiser at la Ed.*) Will sell or swap for a customised Pop. Peter Brown, [REDACTED]

Tornado Typhoon Special, 2 str, hardtop. 600 miles on recond engine complete with the following :- Aquaplane alloy parts - cyl head, oil cooler valve chest cover front cover for rev counter and water pump. £325 ono. Contact John Skinner, Worthing

1957 Escort, sound body but no MOT. 58,000 miles. Offers to Mr Bloomberg,

For 1936 Model Y - pr rear wings, 4 ex. valves, front bumper. Offers D.W. Stratford

1960 100E Popular.FHD 861 Family car until recently. Engine reconditioned 4000 miles ago. Bodily very sound, not much work needed to make concourse. £375 ono. M W Shillitoe,

Complete 100E (except body) to clear out by customiser (yes folks, they're up to 100E's now!) All good parts, incl. recond Take the lot for £25. Ray Ashby,

E83W complete, ¾ rebuilt & 1 for spares £170 Must Sell urgently. Chris Bull,

1959 Anglia De-Luxe, white. Good cond. New exhaust, brakes, g/box mounting. One owner, gen. 29875 miles. Engine rebuilt 500 miles ago. £700 ono. M J Brooks,

Breaking Anglia for spares. Good engine, new o/s/r wing for 2 door body. R.Deller,

**DON'T FORGET
FIRST FORD FESTIVAL
Knebworth Park July 12th
Entry only £1**

Contact Dick Smith **NOW**

Brand new vacuum wiper motor (type not stated) £7 E. Earnshaw,

1959 103E, one owner. Needs restoring but owner cannot undertake task. Many spares included - engine, gear boxes, boot lid, hub puller, dist., etc. Sell lot or separately, offers. T.J.Lind,

Assorted E93A spares (ex customiser). Adam Sharpe,

WANTED, 3 GOOD CARS FOR THE CLUB STAND AT THE CLASSIC CAR SHOW, BRIGHTON OCTOBER 31 - NOVEMBER 1st 1981. Offers to Bruce Palmer, also help needed to man the stand.

Model C for sale...Illustrated in recent club mag. Only 32,000 miles, still with original exhaust & steering gear. Correct engine and all fittings. Restored and retrimmed. Too many cars, so must sell. Offers around £2000. Sid Sheppard,

7W 2 door (unique - only one known). Completely and expertly restored. Offers around £1500. Graham Game, address per Karen Waddington.

1938 E93A Prefect 4 door. Good cond throughout. MOT'd. In regular use until last owner's death. Ring Jim Norman for details

Twin SU's on Aquaplane manifold. Polished alloy, to fit 100E, Jim Norman.

1960 100E Pop, VGC no rust mechanic maintained. MOT to Oct. OAP owners cannot now afford to keep car, so must reluctantly sell. Offers to A. Tavio, the

E83W Pick up 1957. MOT no rust used daily. £550 or exchange for E04C 5cwt van. A. Wright, Tel

SPECIALS FOR SALE

1960 Tornado Typhoon. 100 miles on clock, believed genuine. All parts there except windscreen, battery and headlamps. 12v electrics. Some work req'd anchoring seats. £200 ono. L. Eve,

Tornado Typhoon 1962 with hard top. *The present owner of this car has contacted us with a view to selling to an enthusiast who will complete the rebuild that he started when he rescued the car from a scrap yard 4 years ago. fitted with a Simca engine, although a Ford 8 unit can be rescued from a derelict car nearby should the purchaser so wish. Car presently at Leiston, Suffolk. Offered at the same price as seller paid for it - £36 Barry Easy, Tel*

Tornado Typhoon chassis, once fitted to an Ashley body. Fully rolling although seller wants to keep the engine which is presently fitted. E. Bruce Chadd,

New & unused Carb from Anglia (model not stated) £15. A.B.Hench,

FREE 8hp engine unit marinised, removed from burnt-out boat. A.P.Brady, Tel

Urgent Sale req'd. 107E good body, engine needs installing, best offer before end of June secures. Les Hopper, Leeds

WANTED 4 blade fan for 1958 100E, handbrake gaiter, and red door pulls. Ed Ingold,

1958 Anglia. fitted with Aquaplane head, manifold, twin SU's. 4 speed box with alum. bell housing, 107E back axle, uprated struts etc. Must sell, emigrating. also 100E sun visor, £12, 1 n/s & 2 o/s doors @ £5, 1 o/s front wing, v. good £15, 1 fair £5, 1 n/s fair, £5. 1 Bonnet £10, 2 gen sills, new, £10. Good 103E o/s rear wing £10, 2 Pop rads £5. Kevin O'Flaherty, tel

1957 Anglia, one owner since 1962. Burns oil, no MOT. Offers, D. Wright,

No time to restore, so must sell. 1960 Popular. 3990 ME. Sound original cond.. known history, spares w/shop manual. Laid up 4 years, no MOT so, £200 secures. Ken Taylor

Useful Spares offered :- new 6v 2 brush dynamo £5; 7W-13060 headlamp glass (large bulbous one) £1; rear lamp lens for 103E 50p; hub cap with s/s centre and Ford stamped 50p; new dynamo back plate assy. to fit early post mounted unit 75p. New back plates for later 3 brush types £1; 6v 30/24w yellow h/lamp bulbs BPF 30p, 12v 42/36w BPF yellow bulbs, 30p; 12v BPF bulbs 45/40w yellow, 30p (anyone motoring in France?). 6v 18/3w stop/tail bulbs, straight pin types 20p; 6v 36/36w SBC bulbs (for 103E with CVC) 30p; 12v BPF 48w yellow fog lamp bulbs, 20p each. C. Austwick

More useful spares, all new :- 6 off 100E painted bumpers £6; front chrome bumper £10; petrol tank sender unit, £1.50; heater unit £5; 5 off chrome h/lamp surrounds £3.50 ea.; front inner panel £4; front grill panel £8; o/s/r ¾ panel for 2 door shell, £8 (8 off) drivers door, £20; E04A rear side window bakelite, n/s £2.50, 2 Ford Pilot rear doors, £15 ea.; 103E painted bumpers £5; 7W door glass, £2.50; CE 17752A bumper £5; 7Y 941746A window surround £1.50; Model Y n/s/r door £15; Y front screen £2.50. Maurice Butcher,

Urgent Sale, 100E ANGLIA, kept in immaculate cond, but n/s/r wing damaged in recent accident. Owner cannot afford to repair (unless local member prepared to do it cheaply) Best offer secure, Janice Spencer-Skeen, Tel Ashtead

107E spares offered :- recond. MacStruts with tops, £30 pr; pr chrome h/lamp bezels, £3; side lamps £1; set hub caps, £4, pr new rear shock absorbers £16; good grill £3; prop with new U/j's £8; r/r/h door £3; axle shafts £5, ex. system £3, full instrument cluster £3, door straps (grey) £1, rear lamp lenses, £1, chrome V badge £1, f & r Prefect badges £1 ea.; steering wheel £1. Please add for p&p. G.A.Flight

WANTED BY CLUB MEMBERS

Steering box for E83W, 1957. Windscreen rubber. Audrey Wright,

Back seat, the sit upon bit, and spare wheel cover for C tourer. P. D. Read, tel.

O/side wing trim for a 107E (looks like a fig 7). Bill Davie,

100E synchro unit; E55 DB1 strut top, steering gear rocker shaft ballpeg. M D Young *Ed's note, this latter part still available from Fords, Finis Code Pt No. 1709266 Peg, order also 30 off 1423483 ball. The Club has found a suitable strut top bush, deliveries will commence soon.)*

For Sale..late ads.

107E dismantling for spares. D. Whey, tel

Mint 1958 Anglia. Taxed & tested. £250. Carol Johnson,

TRADE CLASSIFIED

New boxed pistons, £12 set, Cider City Syndicate, Bastion Mews, Union St, Hereford. Tel. 0432 - 57843

6v coils £7; rear lights £2.50. Other useful electrics from Vintage & Classic Spares Co., Lambert Works, Colliery Rd., Wolverhampton. Tel 0902 55561.

Member M P Rose offers car spraying service,

93A valves - inlets £2.80 ea, ex. £3.20. A.D.Wills, Also does h/lamp conv kits @ £18.20.

Rear wheel bearings (diff. to find) for E93A's available from member K. Murphy, Bearing Impex, Especially made.

All types of 6v light bulbs available from Motor Store (Sussex)

Useful catalog 35p.

6v batteries for 93A's £19.95, Motor Master, 138 Lower Ashley Road, Bristol.

4.50 x 17 tyres £24.00, 5.25 x 16 Avon £23.40, also white walls for 100E's. Lambrook Tyres, Lambrook Farm, Farway, Colyton, Devon ½

May 1981 Club Spares availability, ex Leeds stocks.

Sets of tailored carpets for 100E & 103E types, choice of colours £35. set+ £3 p&p

100E items

93A - 103E items

Drag links	6.50	FSOC drag link	17.50
Thermostata	2.50	King Pins & bushes	6.75 pr
Main brgs.Std & most u/sizes	5.00	Cotter nuts/bolts for above	0.65 pr
Pistons,std / O-size	POA	Radiator hoses	2.50 ea
Front susp. bush kits (QSK40)	9.50	CB points	1.50
Rear spring shackle bushes (uppers)	2.00set	Condensers FSOC type	1.25
Track rod ends, Inner & outers	3.50ea	Fan belts for 8 & 10hp	3.50
(please state which you require)		FSOC drag link, track rod tube & ends assembly complete	42.50 *
Front brake cyls, advise side	9.00pr	Cannister oil filters	3.50
Rear brake cylinders	12.00pr	Engine mountings	4.75 ea
De-coke gasket sets	12.50	gearbox mountings (last few)	5.75 ea
Dynamo brushes	0.50ea	Brake dust boots (front)	4.50pr
Starter brushes	0.50ea	" " " (rear)	3.50pr
Water pumps	12.50	De-coke gasket sets	12.50
Clutch release brgs	13.75 ..	this item common to 93A also	
Clutch plates	12.50 ..	" " " " " (if 100E P/P fitted)	
Clutch pressure plates	17.50...	" " " " " "	
Top (front) susp. bushes (E55DB1)		Rear axle oil seals	3.25 ea
These will be available from July POA		Rear hub grease seals	3.75 ea
Please order now if you need one		Heavy duty valve springs	5.50 set
ALL ORDERS FOR 100E items & carpets		Exhausts: font & box	14.00 *
to Steve Myers, with SAE & memb.no		tail pipe	4.00 *
Exhausts systems	POA	Complete system	16.50 *
Many other items often available		Ex. manifold clamp	2.50
incl track control arms & repair		FSOC gear lever gaiter	7.75
kits.	POA	FSOC window winder gear wheel	5.75

Occasionally available sets of pistons, liners + much more. SAE with enquiries.
RECONDITIONING SERVICE :- shock absorbers £30 pr
6v dynamos & starters POA.

Heavy / bulky items (*) sent by carrier, Please give us an address where someone home during working hours. Other items sent by post. Please add sufficient to all orders to cover this. 93A orders to Steve Waldenberg.

ALL CHEQUES & PO's PAYABLE TO FORD SIDEVALVE OWNERS CLUB

Spares secs. addresses appear at front of this edition. Club stores situated at 71 Commercial Road, Leeds 5. Certain items also available from our Southern depots.

New spares:-100E-2180 master cylinder boot, 10p ea, 7515 clutch fork, £1.50; 9002C petrol tank £23; 6338 bearings £0.35; o/s/r wing - side panel (2 door shell) £50, 17255C speedo head £8; 6375 flywheel & ring gear £7.50; 107E 4235 & 4236 shaft & diff gear (less hub) £12. Urgent sales req'd. G. Bernthal, [redacted]

Members Tips

Reg Fowler advises that Commer Walk Thru Vans are fitted with a starter switch identical to 100E. Lucas part No. 76701. J4 Vans (Austin / Morris) use an oil filter that also fits 100E's. Part No. AC 32 or Harmo P105.

Late ads Sidevalve

Early pattern track rod ends, adjustable & non adjust. types for pre-war 8 & 10 55 50 pr. Brake linings for 35 - 37 models £7.set. D. McQuillan, Tel [redacted]

1959 Anglia 100E. 58,000 miles, but stood since 1971. No time to restore, engine only 11,000 miles. Offers Tim Osborne, [redacted] W. Sussex.

Must sell urgently, working abroad, 1955 103E Popular in very good cond. with loads of spares (nearly another car). Vendor will be home in UK for 3 weeks in July, the car is in Cornwall. Will accept reasonable offer. Write in first instance to C. Mitchell, [redacted]

1961 Popular, 30,500 miles only. Taxed, trsted and in very good cond. £400 ono. Lynne McLaren, [redacted]

Loose seat cover, special rates to FSOC members: Courtvance Ltd., 25 Bideford Avenue, Leeds 8.

Spares Offered: 100E - complete engine £20, prop shaft £5, rear axle £5, wheels & tyres £2.50 ea., petrol tank £2.50, seats £5 set, rad £7.50, rear springs £1 ea., front wing (good) o/s only £10. 107E -4 doors £20 lot, windscreen £2.50, rear window £2.50, steering box & shaft £4. [redacted]

2 new 4.50 x 17 winter tread tyres in Club stores, Leeds, £32 pr.

T Shirt orders...Regular supplier seems to have ceased trading. If any member has got tired of waiting, please contact Yvon for a refund. We are urgently seeking another supplier.

Anglia 100E, 669 FKK. Good engine, sound chassis, new struts, minor body rust, many spares incl. £350 ono. [redacted]

1960 107E, 416 JHY, property of late father. 65,500 miles. In good order, taxed & tested. Offers to Mrs. M. Edgington, [redacted]

Urgently must sell 1958 Anglia, good body, needs engine doing. £75 ono. D.Cobe Telephone [redacted] Hurry, or it will be scrapped. No space.

Peter Coombs send us this useful information.

Now that the the autojumble season is upon us I have brought together all the information I can amass so that members can get the correct tiems.

There are several points to watch:-

After the end of the war, most of the pre-war cars were fitted with an extended block type at their first engine change. (Shown with a letter "L" cast on the bevelled portion of the top edge of the block on the valve side). It is doubtful if any of the earlier short block or gear driven camshaft models still exist. Thus many of the parts for these earlier engines are useless.

Many people required more power and exchanged their original 8hp engines for 10hp ones. The way to check which one is fitted is to check the throat diameter stamped on the carburettot venturi. This will be 19 for an 8hp and 22 for a 10.

Whilst the 8 & 10 heads differ slightly insomuch that the 10hp is not recessed around the distributor mounting hole, this cannot be taken as a definite guide as to the hp, as an 8 head could be used on a 10 engine to increase the compression ratio.

I realise that this list may not be complete and I would appreciate any further details.

Happy hunting.

(Peter's address is [REDACTED])

All numbers relate to original catalog entries which may have been superceded in later editions

PISTONS

Model	year	type No	RingDepth	Liners	Tranco valves	Valve spring	Valve guide	Terry v.spr	seat insert
Wellworthy:									
8hp	32/35	207	2(0.076)	SLU 18	425	8784		451-383	W83
			2(0.154)						
7Y	35/39	208	2(0.076)	"	"	"		451-559	W87
			2(0.1545)						
EO4A	39/48	"	"	"	"	"		(VS177)	W112
E494A	49/53	420	"	SLU70	1936)	"		"	"
					2920)				
10HP									
7W	35/39	504	"	SLU12	"	"		"	"
E493A	49/59	421	"	SLU71	"	"		"	"
100E	53/62	2317-01	1(0.076)		In 2733	9524	G348	451-476	"
			1(0.093)		Ex 2734			(V5476)	"
			2(1.545)						
BHB Pistons									
8hp	32/35	SA9							
	35/39	SA10							
	49/53	SA50							
10hp	35/39	SA12							
	39/53	SA49							
	53/59	SA130							
100E	53/62	SA150							
HEPOLITE									
8hp	32/35	RS7691	2-TP1359	FS479					
			1-DO1685						
	35/39	LS8984	2-TP1359						
		orRS7687	1-DO1685	"					
			1-DO1640M						
	40/53	LS8535	"						
		orRS9706							
		orRSW12503		FS1430					
10hp	35/39	LS4674	2-TP2404	FS828					
		orRS7789	2-DO3495						
	39/59	LS8743	"	FS1378					
		orRSW10165							
100E		11920	1-TP2404						
			1-OP10190						
			2-DO3495						
COVMO									
8hp	32/35	PS5500		ULS191					
				UL1856					
	35/39	PS5501A		"					
	40/53	XL2503		ULS293					
				UL1857					
10hp	35/39	PS5512A		ULS188					
				UL1858					
	39/53	XL2504		ULS292					
				UL1859					

note 100E rings can fit 93A pistons.

CLUTCH		IGNITION	
Mintex	7/FD/3	Lucas	
all models	7/FD/1	103E	points 407050
(watch boss length)		100E condenser	405 833
A.P all models	48977	103E springs	4160975
MAIN BEARING SHELLS.		GLACIER	VANDERVELL
Y	32/35	M3182M	VP325
7Y			
E04A		M318LM	O/s 15thou on outside diam
7W			most u/ sizes available
E93A etc		M3162	std width
100E		M3162M	o/width
thrustwashers	W2010S		
CAMSHAFT		C3015S	
all types		C3024S	
100E			
LITTLE ENDS		S8503BR	solid
all 8 & 10		S4513BR	
		S4531BR	split
		S4545BR	
		S4544BR	
100E		S4545SR	solid
		S4544BR	split
Brake shoes			
7Y-103E	Girling GAE2301	Mintex GA/G2301	Ferodo BGO 55AX
Watch out for early (7") shoes and linings for 100E's. 99% survivors have 8" fitted, doubtful if any early 100E's still with 7" drums.			
Gasket sets.			
De-coke -	Halls CA690 (HS1780)	all 8 & 10	, head only AA690
	HS1A533 or CC400	100E.	Cranshaft all models KR111
Conversions sets	SS6A or HCO11 or EA690	Halls /Payen 8 & 10	EC400 - 100E
Various other makes will be encountered (eg Brovex, Alexander) All usually clearly marked.			
FANBELTS			
All 8's & 10's - watch pulley (dynamo) diameter, this is 3" or 4", belts are 38½" or 40½" to cope			
Mintex 385 (3") 401 (4"), = BTR497, Dunlop 59/275, Gandy 287, Goodyear 185, Nutexa 185			
Raybestos 69, Romac 743, Tenoid 185. (The club stocks newly made Ferodo belts old ones may be perished).			
100E Motorcraft EJA320 (or a Mini with dynamo fits).			

Some one-offs which have appeared in the new club stores in Leeds.

Original type 93A clutch plates £5.50 whilst stocks last
clutch release bearings £6.50

Lots of boxes of valve springs 93 & 100E types £4.75

Brand new 93A Prefect chrome grill any offers

2 new 100E bonnets £12.50 ea.

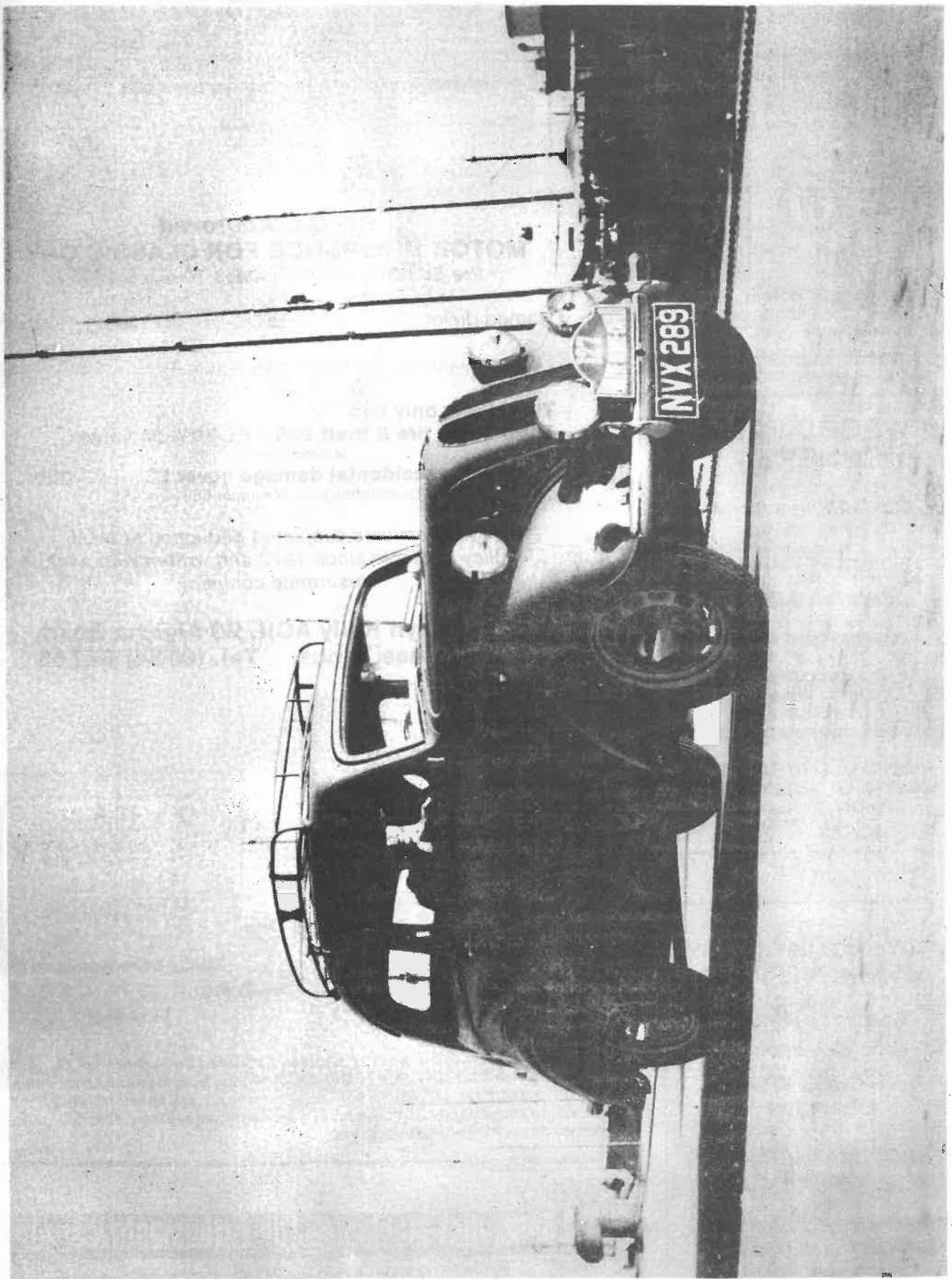
Pr brand new rear Prefect 100E doors £50

100E 3304 steering box to idler links £7.50

1 new genuine Ford 100E rubber mat ..offers.

Lots of s/h speedos,, gauges, window winder mechanisms, hub caps etc etc.

Club stores open for your inspection every week day, 9.00am to 5.00pm
at 71 Commercial Road, Kirkstall, Leeds 5. Easy parking. Look for
Steve's Squire on the car park adjacent.



.....Monte Carlo or Bust...another Anglia from 1951

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FORD

	FULL	SHORT
100E	£158.70	£121.90
103E/113	£167.50	£121.90
*116E/120E	£164.45	£117.50

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