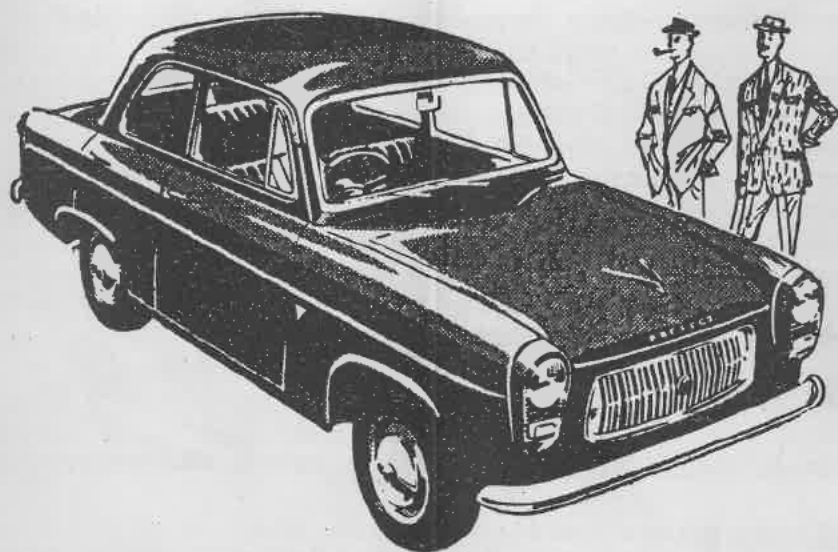


FORD SIDEVALVE  
OWNERS CLUB  
(inc. Ford 100E Owners Club)



**CLUB**

**NEWS**

FORD SIDEVALVE OWNERS CLUB (Inc. Ford 100E O/C)

Honorary President: Bill Cooper Esq., world authority on tuning and racing 100E engines; author of 'Tuning Sidevalve Fords'.

Honorary Vice Presidents:

Tony Spalding Esq., late of Ford Motor Co. Ltd.  
David Burgess-Wise Esq., Ford Motor Co. Ltd., and author.

Roger Palmer Esq., founder member of the Club.

Committee:

Chairman - Paul Romano

Vice-Chairman - Sue Noel

General Secretary - Mike Dawes

Treasurer - Iris Collier

Membership Secretary - Dave Watson

Spares Secretaries - Willy Barden

- Sue Noel

Committee Members - Marion Dawes

- Dave Pottenger

- John Renouf

Northern Regional Organiser - Steve Waldenberg

Publications:

Sidevalve Magazine - Steve Waldenberg, [REDACTED]

Club News - John Renouf, [REDACTED]

MEMBERSHIP enquiries should please be addressed to [REDACTED] (please enclose SAE).

Ford Sidevalve Owners Club (inc. Ford 100E O/C) is recognised by the Ford Motor Co. Ltd., and by the R.A.C.

THE FORD SIDEVALVE OWNERS CLUB  
(inc. Ford 100E Owners Club)

"CLUB NEWS" - OCTOBER 1978

Series 3 No. 3

10p

EDITORIAL

Southern Sidevalve Day is now behind us and what a day it was! David Martin and the staff at Haynes Pros. Ltd. did us proud in providing a site having a wide variety of interests and facilities, and there was an excellent turnout, by our own members and those of the other Ford Clubs which had accepted our invitation.

The suggestion has been made that the event is staged in Kent in conjunction with Haynes annually. The Committee would welcome members comments on this before they make a final decision. Member who feel that Kent is too far away to travel can take a lesson from the first member to arrive at Sidevalve Day - at 5AM!, after having travelled from the Lake District in a 25 year old sidevalve. Other members travelled from the West Country to join us.

Maybe it's time that members got together and organised Sidevalve Days in their own areas, as the Leeds-based Northern Section do.



## SOUTHERN FORD SIDEVALVE DAY 1978

About 50 old Fords turned up for this years Southern Sidevalve Day at Haynes of Maidstone Ltd., the biggest Ford Main Dealers in the Kent area. Most of the cars were from our Club, but quite a few also came from the other Ford Clubs. Ten Mk2 Consul/Zephyr/Zodiacs came from the Mk2 Club, including a 2-door V8-engined Zodiac called 'Ford Fever'. Those of you who read Hot Car will probably know of it. Three Classics came from the Consul Classic Owner's Club, and one Mk1 Zephyr came from the Mk1 Owner's Club.

We had six main classes in the Concours event, and this year was based more than ever before on originality. Reflective number plates, big red rear fog lights and car cassette players certainly weren't the order of the day! Class One was Ford Sidevalves made before 1940. This was won by Tim Brandon for his superb 1936 Model 'Y'. Second came Jerry Cole for his 1935 Model 'Y'. There were four Model 'Y's present, all in a first class condition. This caused much discussion amongst the Judges, but Tim's 'Y' was finally decided the winner. Class Two also caused much discussion for the Judges, this was for Ford Sidevalves made between 1945 & 1959 excluding 100E models. Ian Rendle won this class with his immaculate 1956 103E Popular complete with the original AA & RAC badges. Second was Yvon Precieux with his '55 103E Popular complete with original valve radio. Both cars were in top class condition, but Ian's Pop was decided the winner as Yvon's had a few extra gauges on the dash - yes things really were that close! Class Three was for 100E/107E's. This was won by Mr L. Claydon in a very smart 1961 100E Popular. Second came Mike & Marion Dawes with their newly acquired 1956 100E Anglia. The interior of this car is really in 'as new' condition, as is the bodywork. Class Four was for Ford V8's. Nobody won this class or came second as no V8's turned up! Class Five was for Ford Sidevalve Specials and Ford Sidevalve-engined sports cars. This class was won by Bob Winrow in his very smart Super Two Special. Class Six was for all other Fords from guest Clubs. This was won

by Dave Debenham (Founder & Secretary of the Mk2 Club) for his immaculate 1959 Mk2 Consul. Second was Joe Micallef of the same Club for his very smart 1959 Consul.

The winner of the 'Peoples Choice' was Ian Rendle, for his 103E Popular. The winner of the 'Haynes Cup' was Terry Hollister for his 1937 Model 'Y'. Tim Brandon won the Plugs & Points changing competition for which a 100E disguised as a Fiesta was used!

The standard of the cars this year was really high, a great pity that only a few could take prizes home. Cars worth mentioning are the superb E93A Prefect of '40s vintage that left quite soon. Had he stayed I'm sure he'd have won a cup. Cyril Rogers' 'mint' 1955 100E Prefect must get a mention. This must be the finest 100E in the Country, the bodywork being as good as the day it was made. Cyril fitted brand new 1500 Cortina running gear some time ago, so unfortunately it didn't win any prizes this year as it was originality we were looking for. Michael Hetherington should have got the long distance award had we had one, as he drove his 1953 E493A Prefect through the night arriving at Maidstone at 5am from Cockermouth, Cumbria; also the other member in the light blue 100E who drove 209 miles to Maidstone.

To sum up, the 1978 Sidevalve Day was the best yet, one of the best turn-outs of Members we've ever had, and the best and most well organised. So now to the 'pat-on-the-back' dept. Our thanks go to Mr. Dave Martin and the Directors of Haynes Bros. Ltd., for allowing us the use of their premises, to John Renouf for getting the whole thing together, to all the helpers who helped out on the day, and of course to all those of you who attended the 1978 Southern Sidevalve Day - WELL DONE.

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WHITE WALL TYRE TRIMS, supplied by Catford Tyre Warehouse, [REDACTED]

[REDACTED] have been recommended by member Reg. Fowler, who has them fitted to his 100E.

## NORTHERN SIDEVALVE DAY - LEEDS, 30th July 1978

Like last year's, the 1978 Northern Sidevalve Day was held at Roundhays Park, Leeds. It was also very wet.

Fifty vehicles were listed in the programme, ranging from 'Y's to a GT40, though a few of these (including the latter) failed to show. Six entries were however received on the day. As well as our Club's vehicles, cars from the Classic Owners Club, Capri Owners Club, Mk1, and Mk2 Consul/Zephyr/Zodiac Club were also on display.

The event consisted primarily of a concours judging competition - for which the members present made sure that the judges had a hard job in deciding the best from many fine vehicles. The results are listed below.

In addition to the Concours the event also afforded members the opportunity to meet each other and swap ideas and information. There was also the opportunity to buy Club spares - though this nearly didn't happen. Our Chairman, Paul Romano, had set out from London early on Sunday morning with a van-load of spares, only to have a three-hour delay caused by a broken windscreen on the motorway, followed by fuel-pump problems. He finally arrived at Leeds in the middle of the afternoon. Happily his return home that night was less eventful.

The first Northern Sidevalve Day was a very enjoyable event; this, the second, was even better.

The enthusiasm of the members present, and the hard work of those organising the event under the leadership of Steve Waldenberg certainly made it a day to remember.

See you all back at Leeds next year!

### Prizewinners:

- |                |                                       |
|----------------|---------------------------------------|
| Pre-war Class: | 1st - M. Ankrett (1937 Model Y)       |
|                | 2nd - A. Horton (1936 Model Y)        |
| 1945 to 1959:  | 1st - P. Sponton (1952 E494A Anglia)  |
|                | 2nd - M. Cassidy (1953 E493A Prefect) |
| 100E & 107E:   | 1st - L. Kingan (1960 107E Prefect)   |
|                | 2nd - P. Myers (1962 100E Popular)    |

- All V8's:      1st - R. Stoddart      (1950 Pilot)  
                   2nd - R. Webster      (1951 Pilot)
- Specials:      1st - -. Robinson      (Ashley Special)  
                   2nd - S. Haller      (1952 Rochdale)
- Special award for best 103E 'Top of the Pops' :-  
 N. Batson.

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EDITOR'S SPOT: First of all, apologies for the late publication of this issue, which was delayed by events leading up to Sidevalve Day, and following that the reports had to be filed and the photos needed developing. The outcome has been the largest ever Club News, with the largest ever print run, which can't be bad. Joe has been rather neglected recently, but work will begin in earnest early next year, while the Rover continues to run with reasonable reliability, having returned a creditable 26mpg on a run to Cornwall. More from me in February.

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QUIZ TIME! - a re-run of the S/V Day Motoring Quiz:

1. When were Model T's first built in England?
2. How many Model Y's were built? (75833, 103621 or 157668?).
3. What size was the Pilot's engine?
4. Which model in the 100E range had wooden panels?
5. When did the 1172cc engine first appear?
6. Which was the last pre-war small British Ford?
7. Give the name of the Ford 3-wheeler which appeared in 1936.
8. Which French company built FWD Ford-engined cars in the '30s?
9. Here it was the C-10, what was it called in Germany?
10. Which company used 10hp Ford engines for both 3 & 4 wheel cars?
11. In which year was Henry Ford born?
12. What is the engine capacity of the Ford RS Escort?
13. When did Haynes of Maidstone first sell Fords?
14. How many models are there in the current Cortina range?

15. When did Fords come 1st, 2nd & 3rd at the Le Mans 24-hour race?
16. Which two Formula 1 teams have been the subject of a recent court action?
17. Which current production car is named after a 1950's racing car?
18. Which team built the 6-wheeled racing cars?
19. Who is Brabham-Alfa's top driver this year?
20. Which tyres do the Ferrari Formula 1 team use?
21. At which racing circuit will you find Dingle Dell?
22. Which was the world's first motor racing circuit?
23. Which racing circuit has a tunnel and casino?
24. Which German car manufacturer has just returned to racing?
25. Which colour is associated with the Campbell Land Speed Record cars?
26. Which company makes a triangular section tyre?
27. Which major car manufacturer, other than Ford, celebrates its 75th Anniversary this year?
28. What was the original name given to the Morris Minor?
29. When was the first London-Sydney Marathon?
30. Which company built the first gas-turbine car?
31. What was the original James Bond car?
32. What name did SS Cars change to after the war?
33. Which is the largest sports car manufacturer in the world?
34. In the newest 'Pink Panther' film, what car is the 'Silver Hornet' based on?
35. Which car company also makes aeroplanes?
36. Where is the National Motor Museum?
37. At motorway exits, what is the distance between the 'count-down' markers?
38. Are wipers required on a car with an opening windscreen?
39. What is the shortest stopping distance at 30mph?
40. Vehicles first registered after what date have to have direction indicators?

The answers can be found elsewhere in the mag. If you get over 20 correct answers - consider yourself a genius. Less than 10 right - don't call us, we'll call you!

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## SUBSCRIPTION RENEWALS 1978-1979:

As some of you will see, Membership Renewal forms have been enclosed with this edition of Club News. If you haven't received a Renewal form, it will be sent with the December Sidevalve. The reason for splitting the renewals up this year is to spread the workload for Dave Watson over a period of three months rather than have all 650 arrive on his doorstep within a few weeks. I'm sure you'll all appreciate that this new system will make things a lot easier for Dave. So if you have received a form, please complete it and return it to Dave with your cheque/postal order to the value of £4.00 (£2.00 Junior Member, £1.00 Joint Member). Please make your cheque/postal order payable to 'Ford Sidevalve Owners Club' and crossed 'A/C Payee only' - Thank you. Please note that the new Membership will be sent out with the following publication after you send your '79 sub. Incidentally, we have some new Membership Cards now - very smart they look too!

We are trying to form a list of other Club's that Members belong to, so if you belong to another Car Club, could you list it on a separate sheet of paper when returning your Renewal form. Also if you have any comments you'd like to make about our Club, be they complimentary or otherwise, ideas for the future or what you'd like to see the Club doing in '79, then jot them down on a sheet of paper.  
THANK YOU.

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## PUB MEETINGS '78

Sad to report that the response to our Pub meetings has been very poor. So poor in fact that it's doubtful if any more will be arranged for 1979. I attended three meetings at the Goat at Hertford Heath, only to find no one else there from the Club. Very disappointing after a two hour journey each way. We have plenty of members living in this area, even one in Hertford, so cannot see why no one

turned up. The meeting at the Springfield Hotel, Stoke-on-Trent have been much the same. Again we have 7 members living in the area. Member Norman Jones who organised the meetings for Manchester, reports that no one turned up at his meeting. Norman had the local press along, he even had prizes for the best three cars. We have 9 members in this area - why didn't anybody go along?

DW.

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ANY ANSWERS?-

from Dave Watson

As Membership Secretary of the Club I am often being asked questions about our types of car by both members and prospective members. Most questions I can answer, but some I can't. Below I have listed a few questions hoping that someone out there can tell me the answers. If you can then drop me a line:

1. Looking at the early photos of the 100E Anglia and Prefect, they have a short chrome strip (about six inches long) running along the waist line from the front. What I'd like to know is how many 100E's had this short strip, was it only the prototype models as I've never seen one on the road. They've always been full length or not at all.
2. Some 103E Pops have round domed rear lights on their rear wings and some have the square shaped ones. Was there a change over from one to the other, or did Ford just use what they had in stock? This also applies to the E494A Anglia.
3. On some photos of the 103E/E494A models, they don't have any rearlights at all on the rear wings, just the centre red light over the number plate. Were the wing lights just added as an afterthought, perhaps after you bought the car?
4. Some 103E/E494A's have an air louvre and some have the opening and shutting trap door just in front of the door. When was the change-over?

5. Looking at various photos of 103E Populars, some have chrome hub-caps and bumpers, and some have painted silver hub-caps and bumpers. Was the chrome finish optional or perhaps a deluxe version?

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ANSWERS TO MOTORING QUIZ:

1. 1910; 2. 157,668; 3. 3.6litres; 4. Squire; 5. 1934  
6. E04A Anglia; 7. Tug; 8. Matford; 9. Eifel;  
10. Morgan; 11. 1863; 12. 1600/1800/2000; 13. 1911;  
14. 20; 15. 1966; 16. Arrows & Shadow; 17. Alfetta;  
18. Tyrrell; 19. Lauda; 20. Michelin; 21. Brands  
Hatch; 22. Brooklands; 23. Monaco; 24. Mercedes;  
25. Blue; 26. Pirelli; 27. Vauxhall; 28. Mosquito;  
29. 1968; 30. Rover; 31. Aston Martin DB5; 32. Jaguar  
33. MG; 34. Citroen 2CV; 35. Saab; 36. Beaulieu,  
Hants; 37. 100yds; 38. No; 39. 75ft; 40. 1.1.36.

Answers to the pictorial questions at S/V Day are:-

41. Ford 3litre prototype; 42. Porsche Carrera 6;  
43. Jaguar D-type; 44. Alfa-Romeo 2.6litre; 45. Aston  
Martin Lagonda; 46. Vlovo P1800; 47. Bond 875;  
48. Mercedes Diesel record-breaker; 49. TVR Taimar  
Turbo; 50. Lancia Apprila.

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SOUTHERN SIDEVALVE DAY BLACK-AND-WHITE SUPPLEMENT:

Some of the photos taken by yours truly and Box  
Brownie on 1st Oct. (the others didn't come out!)  
Eat your heart out David Bailey!  
We start the proceedings with an immaculate  
collection of 'Y's.



100E's - as  
far as the  
eye can see!



This poor  
Fiesta had  
its rear  
wheel changed  
no less than  
twelve times  
during the  
event.

An American  
Ford Freeline  
showing design  
features similar  
to the Mk 2  
Zephyr/Zodiac.





Just one  
rather nice  
Mk 1 turned  
up.



A lone Super Two

(above &  
right)

Good examples  
of older  
sidevalves  
were very  
much in  
evidence.



## ELECTRONIC IGNITION SYSTEMS - by Richard Coleman

### PART TWO.

Electronic Ignition: So just recently I bought one. It works as effectively on a 6v motorcycle as on a 12v system. As it can work on 6v, it immediately eliminates the possible problems in starting, low battery charge or even burnt, high-resistance points. Because the points never have more than 6v across them, arcing and burning is non-existent. The resistance doesn't increase and the current stays at a maximum. Because they don't burn they also don't wear. The points gap is left as though the electronic ignition wasn't there, although the unit will operate happily with a gap of one thousandth of an inch (so the makers claim, and it should be right). Therefore any camshaft wear doesn't affect anything.

The unit I have has a current rise time at least three times as fast as the conventional. On top of that the current is said to be at least 4 amps at peak instead of the usual 3.4, which ends up raising the HT across the plug to 27Kv; far better than usual.

So at 9,000 rpm a normal system would be labouring badly with 1.7 amps, 150v LT and 10Kv at the plug. At that point the unit I have would be producing its full 4 amps, 400v LT and 27Kv HT quite happily. You'd need to go to over 15,000 rpm to bother it; quite a powerful beast, methinks!

The cheapest on the market that I know of is £15+, all inclusive. I've managed to get a promise of a batch of fully guaranteed units of the same type that I have for £12.50 including VAT plus 40p post and packing, total £12.90, if response is adequate. If you need to change your points every 6,000 miles normally it is recommended that with one of these units fitted you'd only need to do so every 20-50,000 miles or four to eight times the distance. However, working on their basis, at £2 a set of points you have paid for the unit in saved points alone within 50,000 miles. Take everything else into consideration, including mpg, and they would

probably pay for themselves within the first 20,000 miles or earlier. The units even have a little timing light in the front which can be used instead of a strobe light for setting up the timing, and will also indicate whether the unit is working. They are simple to fit, need no special attachments, come with full and clear instructions, take about fifteen minutes to fit and can be swapped from one vehicle to another as long as the polarity is the same.

If I can get enough people interested, I can get these units at the price indicated above. If you are interested, send me a cheque, postal order or whatever for the right amount (£12.90 each) for the number of units wanted. If you order more than one unit and I save on post and packing, I will refund the balance.

They will fit any vehicle and some types of 6v motorcycles, but it is vital that you tell me the polarity of your vehicle, that is the type of earth it has, whether negative or positive.

In the unlikely event of the unit failing it is a matter of a minute to switch back to the usual system, which is why I suggest that you might as well leave the normal set-up on the points. In the event of failure, return it to me and I will send you another.

Could you address your letters to:-

Richard Coleman.



and make your remittance payable to me. If you get any problems you can contact me on 01-994-3090. If you feel too lazy or unable to fit one yourself I'll do it for you if it's reasonable to London or west of it.

You'll receive your unit as soon as I get enough people, probably within two or three weeks. Please make sure that your name and full address are clear!

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## NORTHERN REGION JOTTINGS:

Steve Waldenberg reports that there was a successful pub meeting (hooray!) at the Wharfedale Inn at Arthington on 20th August. A dozen cars turned up including a new member from Sheffield in a 1938 7Y. There may be another get-together there later in the year.

Next year's Northern Sidevalve Day will be on Sunday July 22nd, the venue is yet to be confirmed. This year's event was washed out but 50 cars attended in spite of the deluge.

Please send Steve articles, letters, photos, ads, etc for the December Sidevalve.

Steve needs one more order for a 103E stainless steel exhaust system before he can get a batch made. Steve has in stock gasket sets for most sidevalves, 100E exhaust systems, £11 complete + carr; plenty of TRE's for 8/10/103E's at £5 pair, also king pins @£5. Brand new 6v E93A starter motor shaft & armature assy, £7.50; brand new complete 8hp starter motor with pinion, £10; new 6v dynamo armature £6.50 (heavy - please add for carriage); 100E oil filters 90p post free; new rear number-plate light for 103E, £3. Also E93A oil filters are available from Steve at £3 each inc P&P. These could definitely be the last available as Crossland have now stopped making them.

In return for all these bargain offers, Steve asks that you all look through your spares to find a set of exterior door edge trim mouldings for his 4-door 100E Prefect. The stainless steel ones would be preferred, but black painted ones will do. The part numbers are: 100E7920990/1 (front) and 100E7325588/9 (rear), plus clips.

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SPRAY PAINTING, PANEL BEATING & WELDING SERVICES offered to Club members. Chassis members repaired etc.; chrome plating and re-upholstery services also provided. Ring Alastair [REDACTED] after 7.00pm, Mon-Fri.



ADVERTISEMENTS:

FOR SALE: 1953 Consul Mk1. Engine rebuild less than 30000 miles ago. Steering overhauled (£60) for current MoT. Sound body & interior. Some spares. £400. D. Sowden. [REDACTED]

WANTED: For Model 'Y' - inner rear wings, rad. cap. For 1959 Popular - wind-up drivers window. T. Smith [REDACTED]

FOR SALE: 103E for restoration or spares. Non-runner no MoT. Will break if enough enquiries. [REDACTED] after 6pm.

FOR SALE: 103E & E93A spares. Recon Starter motors, front axles, fuel tanks, fuel pumps, steering col.& box, gear boxes, engine parts, new pistons, carbs, Send SAE for complete list. H. Jackman [REDACTED]

FOR SALE: 100E Anglia/Popular passenger door, front panel, £2.50 ea. (both good cond.). New track rod ends 100E/107E £3.50 pr. 100E exhaust/inlet valves 50p ea. (new). Handbooks: 103E, no cover, 50p; tatty cover, £1; good condition, £1.50. Pitmans book of Popular 1953/9, new, £1. A. Doran. 89. [REDACTED]

FOR SALE: 100E Popular 1962, 1073MD. Tipler engine 1977, recon struts, undersealed & rustproofed, many new parts. Custom dash with tacho & other gauges. Also many spares. £230 ono. M. Wragg, [REDACTED]

FOR SALE: 100E Prefect 1956. No MoT or Tax. Unfinished rebuild. All parts in good condition except for new seals needed in rear axle. £170 ono or will break for spares. Can be seen at [REDACTED]

WANTED: 1935 Model 'Y' windscreen & surround, back bumper caps, bubble petrol gauge & wiring harness.  
FOR SALE: Fordson 16cwt pick-up. Mechanically sound & running. New brakes & king-pins etc. Cab needs restoring, but all parts there with some spares. No log-book but believed to be 1947. £200 ono. B. Tiller, [REDACTED]

FOR SALE: Anglia 100E, 1955, vgc, One owner, 40000 miles. Offers around £200. S. Atkinson. [REDACTED]

FOR SALE: 1956 Anglia, TOE8, accident damaged, but many good parts including recent recon engine & gearbox. A. Prince. [REDACTED]

FOR SALE: 1956 Prefect. MoT July 79, Tax Dec. 245000 miles, 30000 on recon unit & 1500 on new pistons, con-rods & timing chain. ZX tyres, H/D battery, sound chassis, new steering workshop manual, many spares inc. engine g/box, diff, electrics. One owner since 1970. Side strips rechromed, needs attention to rear doors & other chrome. Will sell complete to good home offering £250 ono. E. James. [REDACTED]

WANTED: For 1955 E93A Pop. Rust-free boot lid, front seats in beige - no tears, door trim and panel beneath parcel shelf also in beige. Must be in good condition. A. Pearson. [REDACTED]

FOR SALE: 1959 100E Popular, blue. Recent rebuilt engine, new rad, carb & clutch. Recent re-spray, 4 new tyres, handbrake cable. 12 mths MoT £425.  
Tel: [REDACTED]

FOR SALE: 1956 Prefect, 98000 miles, leather seats, needs bit of work for MoT (mid Nov). Original, body good on top, average lower down. If sold for over £200 Club will get 10% of proceeds. J. Austen, tel: [REDACTED]

FOR SALE: 1957 100E Prefect, grey. Good engine, clutch & gearbox. Front suspension needs attention. £40 ono. C.A. Merrett-Jones, [REDACTED]

FOR SALE: Various body & mechanical parts for 100E/107E, some new. J.B. Jarratt, [REDACTED]

FOR SALE: Squire 100E estate, Feb 1957, with wooden rubbing strips. Tax & MoT Dec. One owner since 1961. Spare engine plus other items. Genuine offers [REDACTED] S. Hills, [REDACTED]

WANTED: OSR brake plate for 107E (new). G. Rogers, [REDACTED]

FOR SALE: 1958 100E Prefect. Good condition. Engine low compression, chassis good, body fair. Large quantity of spares. To clear, £175 the lot. J. Wiggins, [REDACTED] Bucks.

FOR SALE: 1957 100E. Tax 11/78, MoT 1/79. Owner unable to maintain car, urgent sale required to genuine enthusiast. Mrs. J. Frost, [REDACTED]

SWOP OR P/X: 100E Anglia 1957 with new 155x13 tyres all round, MoT & tax, for 100E van or estate. Also FOR SALE: 1964 Corsair straight 4, many good spares [REDACTED] fish or tow away. £25. D. Pottenger, [REDACTED]

FOR SALE: Many good spares removed from 100E Anglia M. Dawes, [REDACTED]

FOR SALE: Two E494A re-chromed front bumpers. Will also fit other models in range, £20 each. J. Moore (motor Engineer), [REDACTED]

WANTED: 100E power unit for 1959 Popular. Must be in resonable mechanical condition. Will pay up to £50 for the right engine + postage. K. Liley, 4 [REDACTED]

WANTED: For 103E Pop. - 2 6v flashing indicators & flasher unit or GOOD semaphores. [REDACTED]

FOR SALE: 1938 Ford 8 in excellent condition. Offers over £650. A. Leard [REDACTED]

FOR SALE: 1960 Popular. P. Bourne, [REDACTED]

FOR SALE: 1959 Prefect, good engine/gearbox, brakes need a little attention, new exhaust, good tyres. Body needs attention. Tax Feb 79. Open to offers. L. Griffin, [REDACTED]

FOR SALE: 1959 Popular. Tax Dec. Fairly recent recon. engine. Good runner. Needs new back wings. Offers around £150. [REDACTED]

FOR SALE: 1960 Popular. Sound body, hand-painted dark blue. New brakes & some steering parts. New battery. Worn rings. £60 ono. View [REDACTED]

FOR SALE: 1956 Prefect UAH830. Bills & receipts for £500 of work. Green, with original log-book, sale brochures, spares kit & tow-bar. In daily use. Prefer straight swop Mk1 80" LandRover but any commercial considered, or will sell to best offer over £350 (dealers bid). C. Bevis, [REDACTED]

WANTED: Boot lid & front inner wings for 1954 103E Pop. Stan Evans, [REDACTED]

FOR SALE: 1953 Anglia woody estate. Immaculate, MOT must be sold. G. Moore, [REDACTED]

WANTED: Windscreen & frame for 1938 7Y Eight. E493A Prefect windscreen & frame will fit, so one of these also. Rick Kilminster, [REDACTED]

FOR SALE: 1953 Popular. Engine rebuilt, electrics need sorting. Bodywork sound, good seats. Offers. L. Clove, [REDACTED]

FOR SALE: 1953 Prefect E493A, good condition, some work required on body and interior to restore. Offers. I. Wilson, [REDACTED]

FOR SALE: 1955 100E, 84000 miles, 2 owners, original condition, mainly rust-free, 4 good tyres, new battery, MoT 3/79, no tax. Mr. Clapinson, [REDACTED]

FOR SALE: 1959 100E, basically sound, engine needs slight attention. Also complete car for spares. £90 ono. [REDACTED]

FOR SALE: Payen gasket set (inc. head gasket) for Ford 4, 1935, 10hp, deluxe model. J.R.H. Rowland, [REDACTED]

FOR SALE: 1958 Popular chassis in excellent cond. from Rochdale GT. Includes all running gear with many spares. Offers over £100. N. Greenwood. [REDACTED]

FOR SALE: 1953 E493A Prefect. Fully restored mechanically & bodily. S/steel exhaust, MoT. S. Waldenberg, [REDACTED]

FOR SALE: 100E oil filters 90p. Pitman 103E handbooks & 100E/107E handbooks 40p each. Complete 100E exhaust systems £11 (please collect). S. Waldenberg [REDACTED]

FOR SALE: 1956 100E Prefect, excellent condition. Offers. P. Burrows, [REDACTED]

FOR SALE: Popular 100E, 1961, green, 60000miles, 30000 on recon engine. MoT Aug '79, running order, £50 repairs to pass test. Offers. B.D. Palmer, 13, [REDACTED]

FOR SALE: 1956 Prefect 100E. Tyres & exhaust less than 12 mths old. Recent clutch, steering box & front struts. Good cond. MoT. Offers. D. Evans, [REDACTED]

FOR SALE: Popular 103E, partly customised. Moving house forces sale. Contact A. Main, [REDACTED]

WANTED: 103E Popular front wings, good cond. Model Y rad., good or easily repaired. Y steering box, noslack, good Y semaphores. Ford sign, either class classic enamel blue/white oval or new style plastic on white rectangular background. Ford flag (tractors considered) and any plaques (eg. A-1, servicing) in Ford colours. Also showroom promotion posters. Only apply if in Lincs. or near. Nick Wiles, [REDACTED]

WANTED: Front windows for 4-door Model 'Y'. FOR SALE: Front windows for 2-door Y, or will exchange. R.J. Starmore, [REDACTED]

FOR SALE: Ford Rochdale. D. Simmonds, [REDACTED]

FOR SALE: 100E spares- 5wheels/tyres, rad, starter dynamo, carb, bumpers, other body parts and spares. Also 3 wheels/tyres for 103E, 4.50x17. J. Bowen, [REDACTED]

FOR SALE: '58 103E spares - complete engine & g/box runner but needs attention, £25. New 6v battery £10. 2 wheels £6. 4 black hubcaps £5. Cross member less rad mounts £3. Foot pedals etc. £3. Phone Steve, [REDACTED]

### ADVERTISING

Advertise your wants and sales in these pages - just send your advert to: John Renouf, 29, Eva Rd., Gillingham, Kent, ME7 5NE. Ads are free to members and £1.00 to non-members (cheques and postal orders made payable to 'Ford Sidevalve Owners Club' and crossed 'A/C Payee Only', please). Non-motoring items may be advertised. Rates for Trade adverts available on request.

The Ford Sidevalve Owners Club does not guarantee the described condition of items advertised herein, nor will it be held responsible should any such item prove to be defective, or a dispute arise from any transaction carried out as a result of an advert placed in this magazine.

