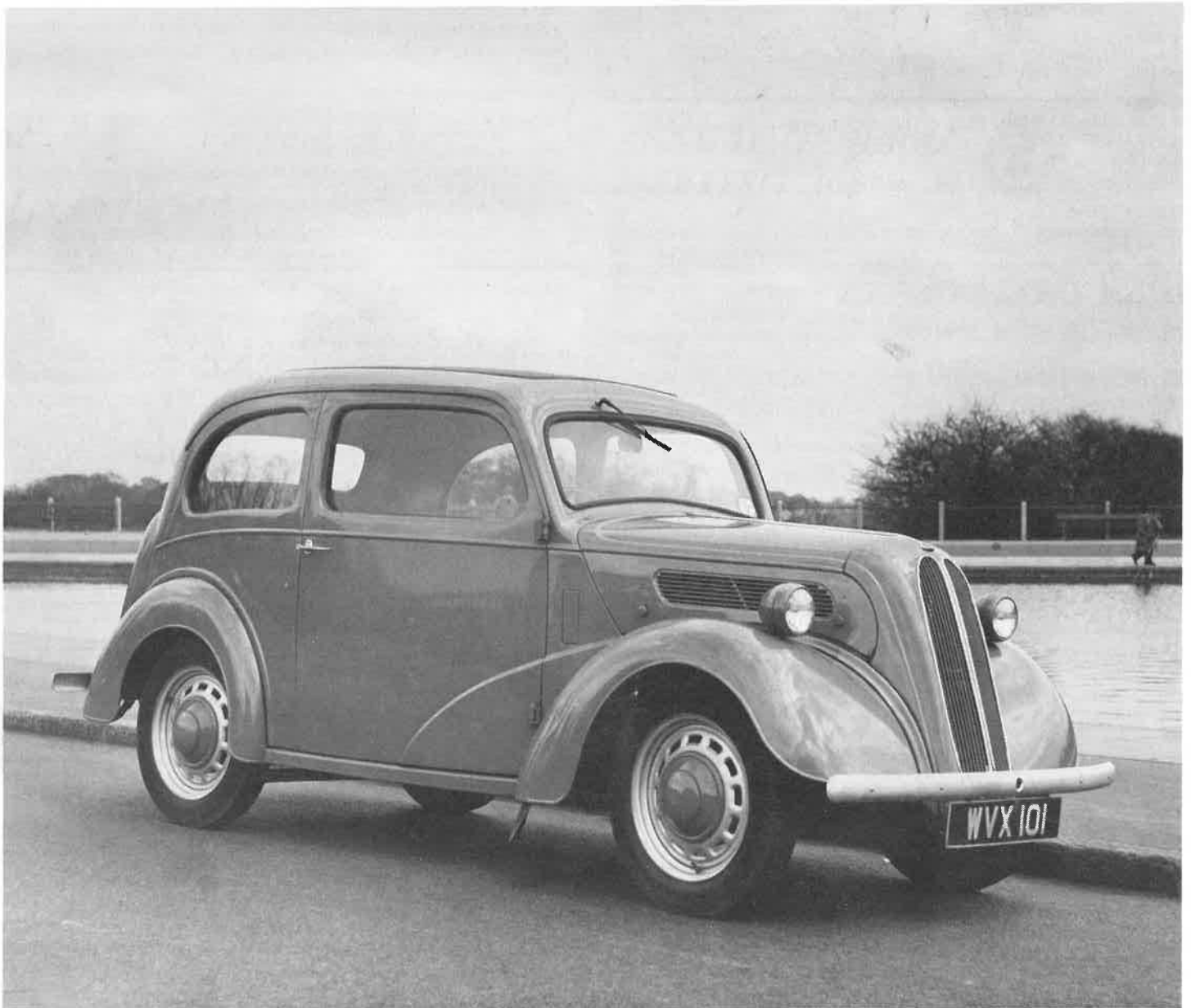


CLUB NEWS

AUGUST 1983



Popular FOR
30 YEARS
1953-1983



FORD SIDEVALVE OWNERS' CLUB

VICE-PRESIDENTS David Burgess-Wise & Roger Palmer

GENERAL SECRETARY

David Laxton, [REDACTED]

TREASURER

Tony Young, [REDACTED]

MEMBERSHIP SECRETARY

Jill Myers, [REDACTED]

PUBLICITY OFFICER

(position vacant)

CLUB BOOKS & REGALIA

Yvon Precieux, [REDACTED]

MODEL REGISTERS

Y & C

Graham Game, [REDACTED]

E83W

Howard Stenning, [REDACTED]

Popular & Prefect

Bruce Palmer, [REDACTED]

'Special'

Martin Ortell-Shaw, [REDACTED]

100E

Mel Smith, [REDACTED]

107E

Dave Simpson, [REDACTED]

John Charlton, [REDACTED]

100E & 107E Models

Jim Norman, [REDACTED]

FORD SIDEVALVE SPARES LIMITED

Reg. No.1647548

SECRETARY

Eileen Saunders, [REDACTED]

SPARES SECRETARIES

Y & C Models

Graham Game, [REDACTED]

All 8 & 10hp Models

Steve Waldenberg, [REDACTED]

(Club Stores, [REDACTED])

Open to members

9am - 5pm, Mon - Fri only)

100E & 107E Models

Steve Myers, [REDACTED]

Tony Saunders, [REDACTED]

REMANUFACTURED PARTS

Andy Main, [REDACTED]

ENQUIRIES

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

HAVE YOU MOVED?

Please notify the Membership Secretary of any change of address as soon as possible

AREA ORGANISERS

Monthly Local Group Meetings

Avon & Somerset

FSOC members welcome at meetings of The Classic & Historic Motor Club, every 1st Wed at the Midland Spinner Warmley, and every 2nd Tue at the Snooty Fox, Theale (on B3139)

Berkshire

Andy Fayers, [REDACTED]

Buckinghamshire

Mike Furse, [REDACTED]

Cambridgeshire

Ian Maddams, [REDACTED] Every 2nd Mon, 8pm, at The Greenhill, Linton (on A604)

Devon

Neil Crook, [REDACTED]

Dorset

Roger Hide, [REDACTED] Every 1st Thu, 8pm, at the Horse & Jockey, Wimborne Rd, Bournemouth

East Sussex

John Norris, [REDACTED] Every 1st Wed, 7.30pm, at the White Hart, Catsfield

Essex

Martyn Babb, [REDACTED] Every 1st Wed, 7.30pm, at The Plough, Hutton (on A129)

Greater London

NORTH
Tony Sykes, [REDACTED]
NORTH-WEST
Ian Musgrove, [REDACTED] Every 3rd Wed, at The Ship, Joel St, Northwood Hills
SOUTH-EAST
Yvon Precieux, [REDACTED] Every last Thu, 8pm, at the Grove Tavern, Dulwich (on A205)

Greater Manchester

Bill Ballard, [REDACTED] Every 1st Wed, 8pm, at the Denton Cricket Club, Denton

Hampshire

Mick Crouch, [REDACTED] Every 3rd Wed, 8pm, at the Village Inn, Swanwick (on A3051)

Hertfordshire

Mayur Jobanputra, [REDACTED]

Humberside

FSOC members welcome at meetings of the Yorkshire Thoroughbred Car Club, every 1st and 3rd Sun, 7pm, at The Triton, Brantingham

Isle of Wight

Colin Hull, [REDACTED] Every 1st Wed, 8pm, at the Waverley Hotel, Carisbrooke

Merseyside

Mark Prescott, [REDACTED] Every 3rd Mon, 8pm, at [REDACTED]

Norfolk

Dennis Smith, [REDACTED] Every other Sun (from Aug 14), 8.30pm, at the Trowel & Hammer

North Yorkshire

Martin Hatfield, [REDACTED] Northallerton. See 'Area News' for local meetings

Northamptonshire

Danny Moody, [REDACTED] Every 1st Thu, at the Griffins Head, Mears Ashby

Nottinghamshire

Barry Draycott, [REDACTED] Every 1st Wed, 8pm, at the Crown Inn, Beeston

South Yorkshire

Robert Taylor, [REDACTED]

Surrey

Tony Russell, [REDACTED] Every 2nd Tue, 8.30pm, at the Parrot Inn, Shalford (on A248)

West Midlands

COVENTRY
Steve Hancock, [REDACTED] Every 2nd Thu, 8pm, at the Queens Head, Meriden
WOLVERHAMPTON
Keith Rose, [REDACTED]

West Sussex

John Skinner, [REDACTED] See 'Area News' for local meetings

West Yorkshire

Steve Waldenberg, [REDACTED] FSOC members welcome at meetings of the Yorkshire Thoroughbred Car Club, every 2nd Mon, at the Grove Inn, Wakefield

AUSTRALIA

Gordon Cowley, [REDACTED]

CANADA & USA

Ed Ingold, [REDACTED]

IRELAND

Pat Hemphill, [REDACTED] Every 3rd Tue, 8pm, at the Deerpark Lounge, Harlech Grove, Dublin 14

NEW ZEALAND

David Green, [REDACTED]

THE NETHERLANDS

Roel Hoekman, [REDACTED]



EDITORIAL

After two and a half years and ten issues of 'Club News' I am sorry to say that this is my last magazine as Editor. Having been persuaded to take over the job from John Norris in the early part of 1981, only as a "stop-gap" editor, I am now finding it increasingly difficult to be able to devote as much time to editing the magazine as it requires. So far, there has been no response to the announcement in 'Sidevalve' magazine and who actually is going to edit the next issue of 'Club News' is anybody's guess.

In October 1979, the then editor, John Renouf, wrote in his editorial, 'It is ridiculous that the organisation for 700 members be carried out by a few people, in some cases the same ones that were doing the work nine years ago!' We now have over 1700 members and apart from that very little else has changed in the last four years, which means that we still have only a few people running the Club, but they are having to work far harder than ever before. The Club must have more people involved in its organisation if it is to survive. I am sure 90% of you will not take the last statement at all seriously. Maybe you will when the day arrives when 'Club News' won't come crashing through your letter box (when it really will be late) or there isn't a Sidevalve Day arranged for you, or when the Club can no longer supply you with a Parts Book for your 100E or a gear lever gaiter for your Popular 103E? It's entirely up to YOU.

Which conveniently brings me to this year's AGM (see below). You will notice that it is proposed to raise the subscription to £10 per year from the present £8. Why? You might well ask. But the only way you are going to find out is by attending the meeting on 17th September. And this is the only way you'll defeat the motion if you want the level to remain at £8. On the other hand, we might have to resort to getting 'Club News' professionally type-set (as opposed to being typed on an electric typewriter as at present) if a new editor cannot be found. This is one good reason for the £2 increase. Again, the choice is yours.

I certainly need no reminding from Cyril Rogers as to the origins of our Club. The constitution clearly states, 'The Club shall cater for Ford models 100E, 107E, 300E, other Ford sidevalves and vehicles with Ford sidevalve engines in particular...' I think you have missed the point of the argument, Cyril! For my comments in April 'Club News' are quite clear, and as this extract from the report of Southern Sidevalve Day 1978, which appeared in October 'Club News' of that year says, '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.' I think this answers the question beyond doubt.

Don't forget that the posts of General Secretary, Treasurer and Membership Secretary become due for re-election at the AGM, as well as the Committee Members whose jobs should be allocated at the first committee meeting after the AGM.



John Skinner

ANNUAL GENERAL MEETING 1983



NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club to be held at 12 noon on Saturday 17th September 1983 in the Durrant Room of the Angel Hotel, Market Harborough, Leics.

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

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

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

AGENDA

1. Apologies for absence.
2. Minutes of the last AGM.
3. Matters arising.
4. Auditors' Report of the 1982-3 Accounts.
5. Annual Reports of Officers and Committee Members:
 - a General Secretary
 - b Treasurer
 - c Membership Secretary
 - d Spares Secretaries
 - e Model Registrars
 - f Club News Editor
 - g Sidevalve Editor
6. Report from Secretary, Ford Sidevalve Spares Ltd.
7. Election of Officers and Committee Members.
8. Motion concerning the 1984 Annual Subscription:

'It is proposed that the membership subscription of the Club for the year ending 31st December 1984 be £10'

(Proposed: D.E. Laxton Secoded: A.B.R. Young)
9. Any other business.

D.E. LAXTON
General Secretary

FRONT COVER: A 1953 Popular 103E - Popular for Thirty Years! (photo: 'Motor')

There's a challenge



THIS 50-year-old Ford 8 Model Y hadn't moved out of a shed for many years until Oxford Motors, Oxford, took it in a part-exchange deal. Now the firm is looking for a buyer who will renovate it and get it on the

road again in good running order. Managing Director Gerald Bate said: "I am sure an enthusiast will enjoy stripping and repainting the Ford. I think the engine is alright. The bits and pieces all seem to be there."

—FORD NEWS, MARCH 25 1983—



THE History on Wheels show at Southend's Southchurch Park provided an ideal opportunity for Ford man Owen Raiman to take a test run in a 1939 Ford E83W dropside truck he has helped to restore. "It had been stored for two years, so it was a good opportunity to see how it went," said Owen, who works in Process Engineering, Trafford

House. "Apart from an adjustment to the distributor, we covered about 80 miles on the day without any trouble at all. "It went very well," he added.

Transport

The Ford belongs to Mick Utteridge of Canvey

Island who drove it to the assembly point at Ford Central Office, Warley, before the run to Southend. More than 150 cars, vans, trucks, buses and public service vehicles took part in the event, organised by Castle Point Transport Museum Society.

The show attracted a crowd of 4,500.

—FORD NEWS, JUNE 17 1983—

A NEW 8 & 10hp MODELS SPARES SECRETARY REQUIRED

Peter Lilly has decided not to carry on as Spares Secretary for 8 & 10hp models, which means there will be another position to be filled on the Committee for 1983/4. Thank you Peter, for all the hard work you have put in for the Club over the past eighteen months.

NORTHERN CLASSIC CAR SHOW

To be held at Belle Vue Exhibition Halls, Manchester, 24th/25th September. YOUR chance to run an FSOC Stand at this year's exhibition - we missed it last year. Offers of help to Bruce Palmer, tel. [redacted] If nobody volunteers we will not be represented!

FSOC MUTUAL AID SCHEME

Following the announcement in the last 'Club News' these four members are prepared to assist fellow members in difficulty through breakdowns:-

Buckinghamshire

Andy Brown, [redacted] High Wycombe
(Tel 30812) - A(100E/107E) B C(100E/107E) Da

Kent

Bob Cooper, [redacted]
(Tel [redacted] - A B C Da(emergency only) & b

Powys

D.A. Lewis, [redacted]
A C(103E)

West Midlands

Steve Hancock, [redacted]
(Tel [redacted] - A B C

- A = I will assist with minor repairs
- B = I can tow a Sidevalve to a helpful garage
- C = I have/can get spares for Sidevalves
- D = I could put members up for the night: a) bed and breakfast b) campsite accommodation

EVENING ECHO Thursday, May 26, 1983

Old timer going strong



photo: Maurice Edwards

Ford's new plastic truck is a technological age away from the natty little truck with the shiny mudguards pictured above. The 1939 workhorse is one of Ford's early models and is still owned by the Perry group. Graphic designer at Perrys, 24-year-old Anne Jenkins, in our picture, found the E83W truck still in good shape.

*Reprinted by kind permission of 'Southend Evening Echo' from an article about the prototype Ford Concept Cargo truck, recently on show with the E83W truck at Ford dealers Perrys of Southend.

LETTERS

Laid-Up for the Summer!

I read with amusement how you people put-up your cars etc., for winter. I use my E83W as daily transport only during the winter. The rest of the year is bicycle weather! A number of the teachers at school are English and I gather things are a lot colder in the "old country" and you have a much denser population - I mean per square mile?!

When I get my '33 Model Y Fordor restored, or at least a bit closer to completion, I must write you an article and send some pictures, but I'm afraid it will still be some time.

Masterton, New Zealand

David Green

*Thanks for your letter, David. I know of one man here in West Sussex who uses his 100E throughout the winter months and, like yourself, uses his bike in the summer - when the weather is a little warmer! He spends these months searching for spare parts for the 100E, unfortunately for him without any help from the Club - Ed

Did You See?

I had just come in from the garden where I had been painting the wheels of my Ford Prefect E493A and sat down to watch the Sunday afternoon film on television called 'Soldier of Fortune' when, before my eyes in this 1955 film I saw a brand new E493A Ford Prefect drive past in a Chinese waterfront scene. This was very unusual in a Clarke Gable film set in China. Did anyone else spot this grey-coloured car out of the blue? Who will be the next Sidevalve Fan to spot an old Sidevalve in one of these old movies?

Romansleigh, Devon

David Hobson

Give "Everyday Cars" a Chance, Please

Here are some ramblings from the Isle of Wight. To start with, since my last letter, we have been visited by fellow member Norman Watkins and his family from Norfolk. They were good enough to attend our Local Group Meeting and seemed very enthusiastic about more or less everything. After a photographic session in the pub car park we all retired to the bar to consume some lotion!

During the course of the evening, which was most enjoyable, a couple of things cropped up, namely 1) As the FSOC Spares Section is now a limited company, who is liable in the event of a collapse of the company? 2) Why not solve the problem that now exists with the OHV 100E conversions within the Club, as follows:-

Most owners of this type of car, if they are like myself, use their cars up to 400 miles per week as an only form of transport. The conversion on my car was undertaken 11 years ago when it was just an "old banger" with no thought of it ever being preserved, and also to make it a more up to date car to drive. Surely a couple of extra classes of competition - one for OHV 100E conversions and another for everyday use cars wouldn't set the Club's finances beyond reach?

The expense incurred in providing two extra trophies would be minimal compared with the amount of extra interest that would be sparked off, and thus put an end to the "show-piece attitude" that seems to prevail at present.

This in particular has come about since I have travelled many hundreds of miles to a show, only to be told that my car is not very presentable, which I am rather annoyed at, because what can you expect from a person who arrives at a show after a week's motoring around muddy Cotswold Hills and the like, as well as having covered 15,000 miles the previous year only to find that his car is to be judged alongside a car that spends all winter in a garage and is only used weekends in the summer - if it's fine!?

Having said all that, no offence is meant to the owners of that type of car. An extra class or two would give members in our position a fighting chance at Club Events.

Carisbrooke, Isle of Wight

Colin Hull

Coventry Transport Museum

I noted in the last 'Club News' the mention about the Museum of British Road Transport in Coventry. One Sunday some time ago now, I took my family for a visit to the museum which houses a collection of not only cars but also bicycles, motor cycles, buses and military vehicles, and although it covers the period from 1896 to the present day, there are no Fords at all in the collection. Nevertheless, it was definitely a worthwhile visit. May I also point out that the admission charges have been drastically reduced since then.

Coventry, W. Midlands

Steve Hancock

MODELS

Did you know that Revell produced a 1/25 scale plastic kit of a 1951 Anglia - but unfortunately as a custom car? The body moulding was of stock dimensions so that a little skilful modelling could produce a very nice little vehicle - the proportions of the kit look dead right! One small problem however - the kit was introduced as long ago as 1970, so not many shops are likely to have one in stock. If you want to write to Revell direct the kit is called Skipper's Critter and their address is:- PO Box 66397, Los Angeles, California, USA 90066.

SIDEVALVES IN BOOKS

I've been looking through a few odd motoring books and came across one entitled 'Light Vans and Trucks' which includes pictures of the Ford Model Y van and pick-up, though blunder of blunders, it mentions the 7Y van as having 4-wheel hydraulic compensated Girling brakes! Another book 'Early Motoring in South Africa' includes just one picture of a small Ford; a 1934/5 Model C Special sans wings and upper bodywork sprinting across the sands. Looks good! Have you seen any other Sidevalves in Books? - Yvon Precieux

EVENTS for 1983

East Anglian Weekend Fri 2 - Mon 5 September

The first weekend of September sees Sidevalve Club members and their families gathering at Lonely Farm near Saxmundham in Suffolk for a family weekend of camping and caravanning. This is the third year the Essex and East Sussex Local Groups have run the event and each time those who have been previously have returned with eager anticipation of a really good weekend. This is what we have planned for you this year:-

Members start arriving on Friday (for those who can get the time off) and we will have a barbecue in the evening. Saturday morning is normally filled with camp chores, exploration of the locality, and a few games, before we set off for somewhere of special interest. This year the venue (still being negotiated at present) looks like being the Museum of East Anglian Life. On Sunday we head for a quiet part of the Suffolk Heritage coast. Some members will remain on site for Sunday night and travel home on Monday, whilst others will head for home on the Sunday evening, but whatever their choice, one thing is for sure, and that is they will be putting next year's East Anglian Weekend date in their diaries at the first opportunity.

We guarantee you and your family will have a good time, so for a good family Sidevalve Weekend the East Anglian Weekend is a must! It is not too late for you to join us. For further details write to:-

Martyn Babb

or John Norris

Midland Sidevalve Day Sunday September 11

This year's Midland Day will be held at Coombe Abbey, which is on the A4114 between Brinklow and Coventry. The event will open at 10am and close at 5pm, and it will be a concours event with the following classes:-

PRE/POST WAR 103E 100E/107E COMMERCIAL

The entry fee is £1.00. Please return the Entry Form enclosed to:-

Steve Hancock

Eastern Sidevalve Day Sunday September 18

Our first Eastern Day will be held at Thursford Museum, Fakenham, Norfolk. The museum is off the A148 road between Holt and Fakenham, and the event will open at 11am and close at 5pm.

At the museum is a collection of Steam Road Locomotives, Showmen's Traction Engines, Mechanical Musical Instruments, etc., and promises to be a good day out for all the family. Please return the Entry Form enclosed to:-

Norman Watkins

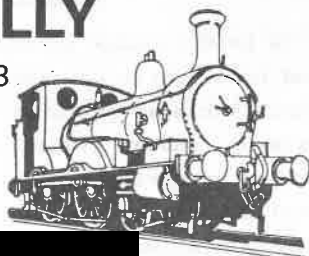
ALL FORD RALLY

September 25th 1983

QUAINTON ROAD STATION
QUAINTON, AYLESBURY
BUCKS. HP22 4BY

Please reply to:-

Garry Tredwell



Quainton Railway Society Ltd

SOUTHERN SIDEVALVE DAY 1983 at Syon Park Motor Museum West London on Sunday 11th September, 1983 Sponsored by Chiswick Garage Ltd., Ford Main Dealer



Yes! We have really got a good one for you all this year.

Last year we had 100 cars at Waringham, this year let's see every club vehicle in the South, and from the Midlands! Syon Park Motor Museum has over 90 of the finest Historic British Cars on display. There is also a beautiful country house and gardens, aviary, butterfly house, aquarium and garden centre.

There will of course be our annual Concours 'D'Elegance with classes for all types of vehicles.

As usual our day will be very informal, with plenty of time to view the museum and other attractions at Syon Park.

Every entrant will receive a commemorative plaque of course!

The entry fee this year is £2.50. But this includes free admission to the Motor Museum and paddock area for two adults and up to two children.

IMPORTANT: All 100E Types: Return your entry forms to Tony Russell, [redacted]

All other entries: Uprights, Pre War, Commercials, and Specials; Return your entry forms to: Martin Shaw, [redacted]

Cheques and Postal Orders to: Ford Sidevalve Owners Club with large 9" x 6" S.A.E. (16p)

See you all at Syon Park

CHISWICK GARAGE LTD.

Sutton Lane Chiswick
London W4 4LF
Telephone: 01-994 7661/6

USED CAR CENTRE

104/106 Chiswick High Road
London W4 1PY
Telephone: 01-994 4411



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£12.50 overseas surface mail. Back Nos. £1.20.



Popular FOR 30 YEARS 1953-1983

**A Special Feature
to Celebrate the
30th Anniversary
of the
Popular 103E
by
Bruce Palmer**



FORD POPULAR
(Model "103E")
1953/59



Ford Motor Co

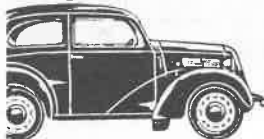
POPULAR FOR ANOTHER 30 YEARS? - Thirty years ago the Dagenham production lines were being prepared for their biggest change since 1949 and the most fundamental alteration to Ford's small car range since the introduction of the Model A twenty-five years previously.

In October, not only the new 100E range emerged, but also the 103E Popular, the child of a rather forced marriage of the Anglia and Prefect lines, already 16 years old. Fords perhaps didn't suspect that the infant would survive and prosper in post-War Britain and, as the "lowest-priced car in the world" go on to provide many people's first experience of motoring before quietly fading away in June/July 1959.

We can look back today at those days a generation ago in amazement that such an already obsolete car could sell in such numbers - 155,000 were eventually produced, but it was cheap - £275 plus purchase tax. It was also reliable and a "real" car by comparison to its motor-cycle engined and often three-wheeled competitors.

In 1983 the attractions of the Popular are still the same - its cheapness provides for many an easy entry into old-car ownership and its simplicity and reliability make it attractive to young people still learning about motor mechanics. They also have the benefit of the Ford Sidevalve Owners' Club and since 1977 an increasingly active committee have done much both to publicise the Popular to the general public as well as car enthusiasts and to provide a steady stream of reproduction parts, regalia and historical material, and articles about the cars in the Club's magazines and in the car enthusiasts' press.

The Ford Popular, the world's lowest priced car - by a long margin - is now, more than ever, the answer to today's motoring problems. Proved over millions of miles, this 4-cylinder, 4-seater car is easy to buy, easy to drive, easy to run.



POPULAR TODAY? - What the Popular does not have are owners who are prepared to develop the lead of the last six years to bring the model to the cult status of the Austin Seven or Model A Ford. Most of the 600 or so 103E owners tend to be young (under 25) and to have only recently bought their car - a few eccentric owners have been running them in everyday use for at least ten years or so - or inherited them from their parents or other relatives. However the car was acquired, lack of experience or money or simply the club spirit of co-operation, means that virtually none of these 600 have done anything to help the Register or the Club in its achievements of the past few years.

Offers of help have all too often vanished when the person concerned has been presented with a mound of work and left to get on with it - never to complete the job and leaving the three or four people running the Register to pick up the pieces!

That these dedicated few all come into the category of inherited owners who are not basically car enthusiasts (buses and trains are more our line), nor do we work in the motor industry, makes it surprising that so much has been achieved and we are able to celebrate the 30th Anniversary with so many items and services for Popular owners.

POPULAR TOMORROW? - Let us hope that in 2013 there will be an owners' club to celebrate 60 years of the Ford Popular. By then the present committee will be drawing their old age pensions and hopefully will still be driving their cars, but equally hopefully not having to run the Ford Sidevalve Owners' Club and the Popular Register!

This summer let's celebrate the 30th Anniversary of our marvellously old-fashioned cars, but in addition to all the fun, let's all try and ensure that it's going to be "Popular for Fifty Years" by joining in running the Club and helping our fellow owners!

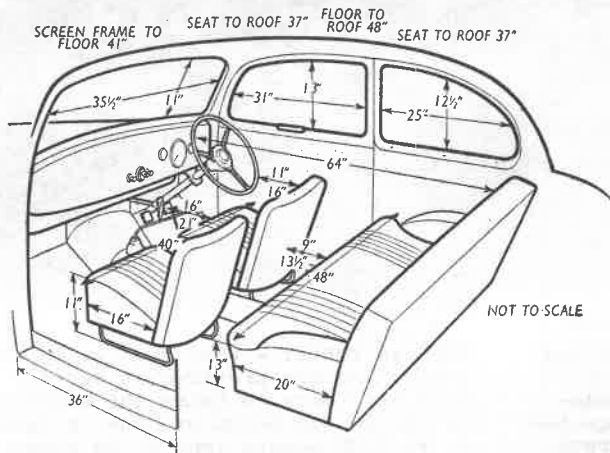
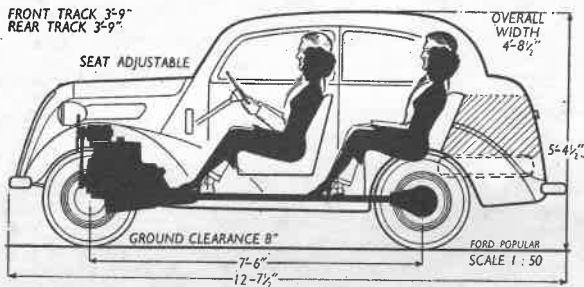


The Motor Road Test No. 15/54

Make: Ford

Type: Popular

Makers: Ford Motor Company Ltd., Dagenham, Essex



WEIGHT
Unladen kerb weight .. 14 1/2 cwt.
Front/rear weight distribution .. 49/51
Weight laden as tested .. 18 cwt.

HILL CLIMBING (At steady speeds).

Max. top gear speed on 1 in 20 .. 50 m.p.h.
Max. top gear speed on 1 in 15 .. 45 m.p.h.
Max. gradient on top gear .. 1 in 10.6 (Tapley 210lb./ton)
Max. gradient on 2nd gear .. 1 in 6.1 (Tapley 365 lb./ton)

BRAKES at 30 m.p.h.

0.85 g retardation (= 35 1/2 ft. stopping distance) with 80 lb. pedal pressure
0.80 g retardation (= 37 1/2 ft. stopping distance) with 75 lb. pedal pressure
0.52 g retardation (= 58 ft. stopping distance) with 50 lb. pedal pressure
0.20 g retardation (= 150 ft. stopping distance) with 25 lb. pedal pressure

Test Data

CONDITIONS: Mild, dry weather with light wind. Standard-grade pump fuel. Smooth tarmac road surface.

INSTRUMENTS

Speedometer at 30 m.p.h. .. accurate
Speedometer at 60 m.p.h. .. accurate
Distance recorder .. accurate

MAXIMUM SPEEDS

Flying Quarter Mile
Mean of four opposite runs .. 60.3 m.p.h.
Best time equals .. 60.8 m.p.h.

Speed in Gears

Max. speed in 2nd gear .. 41 m.p.h.
Max. speed in 1st gear .. 24 m.p.h.

FUEL CONSUMPTION

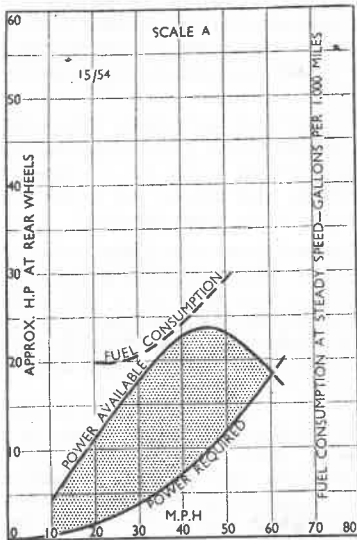
50.0 m.p.g. at constant 20 m.p.h.
48.5 m.p.g. at constant 30 m.p.h.
41.5 m.p.g. at constant 40 m.p.h.
34.0 m.p.g. at constant 50 m.p.h.
Overall consumption for 506 miles, 13.9 gallons, = 36.4 m.p.g.
Fuel tank capacity 7 gallons.

ACCELERATION TIMES Through Gears

0-30 m.p.h. .. 8.6 sec.
0-40 m.p.h. .. 14.4 sec.
0-50 m.p.h. .. 24.1 sec.
Standing Quarter Mile .. 25.6 sec.

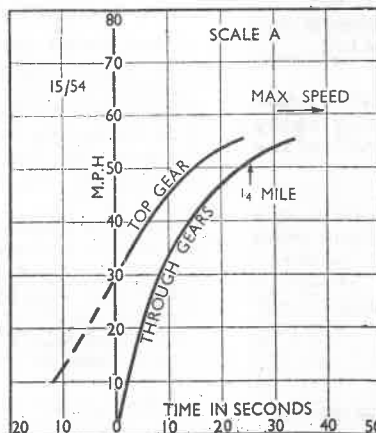
ACCELERATION TIMES on Two Upper Ratios

	Top	2nd
10-30 m.p.h. ..	11.8 sec.	6.5 sec.
20-40 m.p.h. ..	11.9 sec.	10.5 sec.
30-50 m.p.h. ..	15.3 sec.	— sec.



Drag at 10 m.p.h. .. 21 lb.
Drag at 60 m.p.h. .. 113 lb.

Specific fuel consumption when cruising at 80% of maximum speed (i.e. 48.2 m.p.h.) on level road, based on power delivered to rear wheels .. 0.96 pints/b.h.p./hr.



Maintenance

Sump: 4 pints, S.A.E. 30 summer; S.A.E. 20 winter (1 pint extra in filter, if fitted). **Gearbox:** 1 pint, S.A.E. 90 E.P. gear oil. **Rear Axle:** 1 pint, S.A.E. 90 E.P. gear oil. **Steering gear:** S.A.E. 90 E.P. gear oil. **Radiator:** 10 pints (1 drain tap). **Chassis Lubrication:** By grease gun every 1,000 miles to 23 points. **Ignition timing:** 0-4 on scale. **Spark plug gap:** 0.020-0.022 in. **Contact breaker gap:** 0.014-0.016 in. **Valve timing:** I.O., 9 1/2° b.t.d.c.; I.C., 50 1/2° a.b.d.c.; E.O., 53 1/2° b.b.d.c.; E.C., 6 1/2° a.t.d.c. **Tapet clearances:** (Cold) Inlet 0.0115-0.0135 in. Exhaust 0.015-0.017 in. **Front wheel toe-in:** 1/16-1/8 in. **Camber angle:** 1 1/2°. **Castor angle:** (unladen) 4 1/2°. **King pin inclination:** 8 1/2°. **Tyre pressures:** Front and rear, 28 lb. **Battery:** 6-volt, 85 amp.-hr. (13-plate.) **Lamp bulbs:** 6-volt. **Headlamps:** 36/36 watt or 24/24 watt. **Pilot and instrument panel lamps,** 3 watt. **Tail/stop lamp,** 6/18 watt. Ref. B/12/54.

The Ford Popular

Britain's lowest-priced car combines roominess with lively top-gear performance

In Brief

Price £275 plus purchase tax	
£115 14s. 2d., equals £390 14s. 2d.	
Capacity	1,172 c.c.
Unladen kerb weight ...	14½ cwt.
Fuel consumption ...	36.4 m.p.g.
Maximum speed ...	60.3 m.p.h.
Maximum speed on 1 in 20 gradient	50 m.p.h.
Maximum top gear gradient	1 in 10.6
Acceleration:	
10-30 m.p.h. in top ...	11.8 sec.
0-50 m.p.h. through gears	24.1 sec.
Gearing: 13.9 m.p.h. in top at 1,000 r.p.m.; 57.5 m.p.h. at 2,500 ft. per min. piston speed.	

LOWEST-PRICED British car by a substantial margin, the Ford Popular in which members of our Editorial Staff have recently covered substantial mileages offers considerably more than the bare essentials of transportation. No claim to refinement is made concerning this particular model, and only the most important items of equipment are standardized although a great variety of extras can be added by a purchaser when and if desired. But, although its purpose is to provide motoring at an exceptionally low cost, the Ford Popular does, in fact, offer seating roominess and top-gear acceleration which are superior to those of almost any other "economy" car.

In their approach to the task of meeting the very large demand for personal transportation of the least costly variety, the Ford Motor Company have chosen different methods from those of other manufacturers. Instead of evolving a new design, scaled down to the minimum weight and with performance restricted in the interests of extreme fuel economy, they have slightly simplified the specification of a model which has already been in production for many years. Purchase price is thus kept down, there being no need to provide for great expenditures on new factory tooling and new stocks of spare

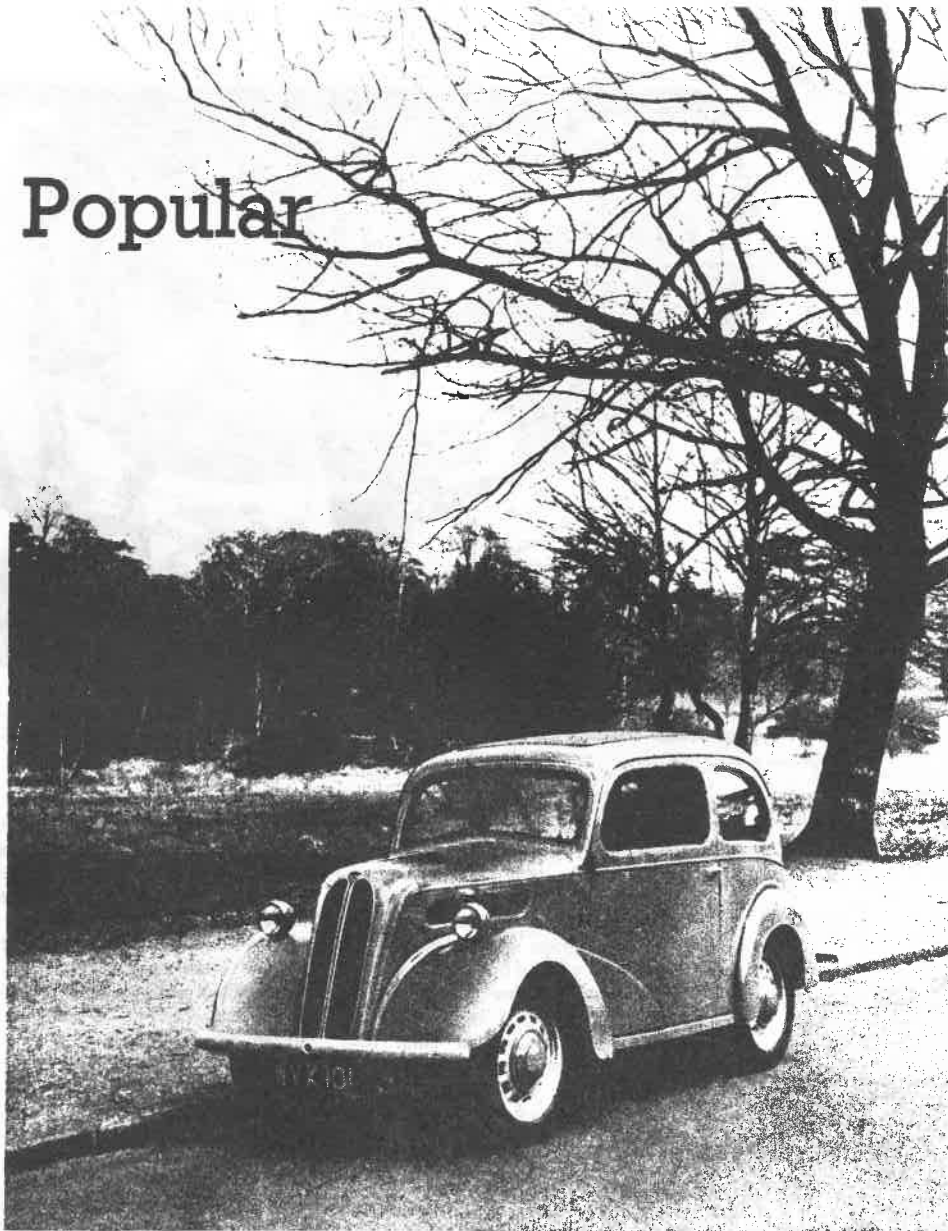
parts at agencies throughout the world; maintenance cost also is kept down, since the car is well tried and most garage mechanics are already very familiar with its mechanism; finally, the fuel consumption of the Popular is very far from extravagant, as is indicated by our overall consumption figure of 36.4 m.p.g. which covers a proportion of quite hard driving—even 10 m.p.g. better economy would only save 24s. per 1,000 miles on petrol cost.

In converting the Anglia of 1953 into the Popular of 1954, the bold step has been

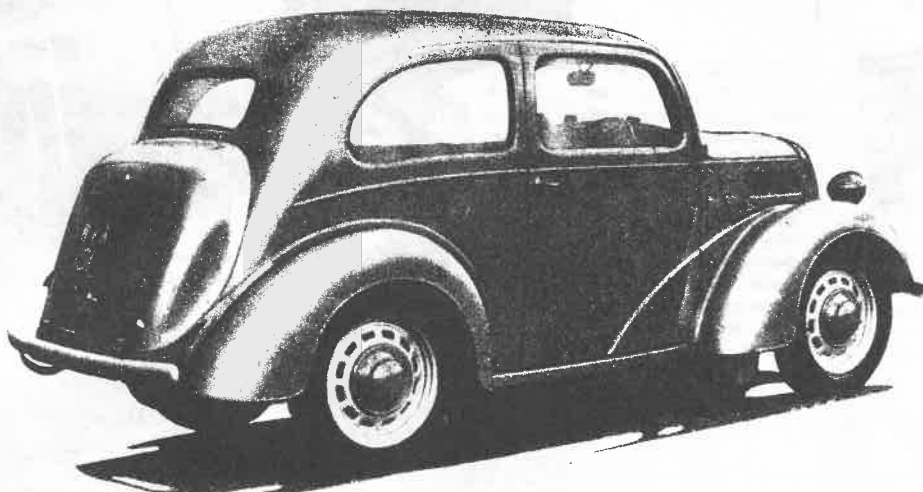
taken of replacing the 933 c.c. engine by the 1,172 c.c. size which was already fitted to export examples of the Anglia. Very good top-gear acceleration and pulling power on hills, in the vital speed range between 15 and 50 m.p.h., result from use of this relatively large engine, and no appreciable loss in overall fuel economy results under average driving conditions. The fact that this model which is being made in very large numbers is more than able to keep up with other traffic, accelerating briskly even without skilled use of the gearbox, is important in these days of congested roads on which too-slow vehicles can be serious obstructions.

Top-gear performance is what really gives this model its character, and makes it unexpectedly attractive despite its rather austere specification. Below 15 m.p.h. in top gear, snatch in the transmission can set in, and above 50 m.p.h. the acceleration

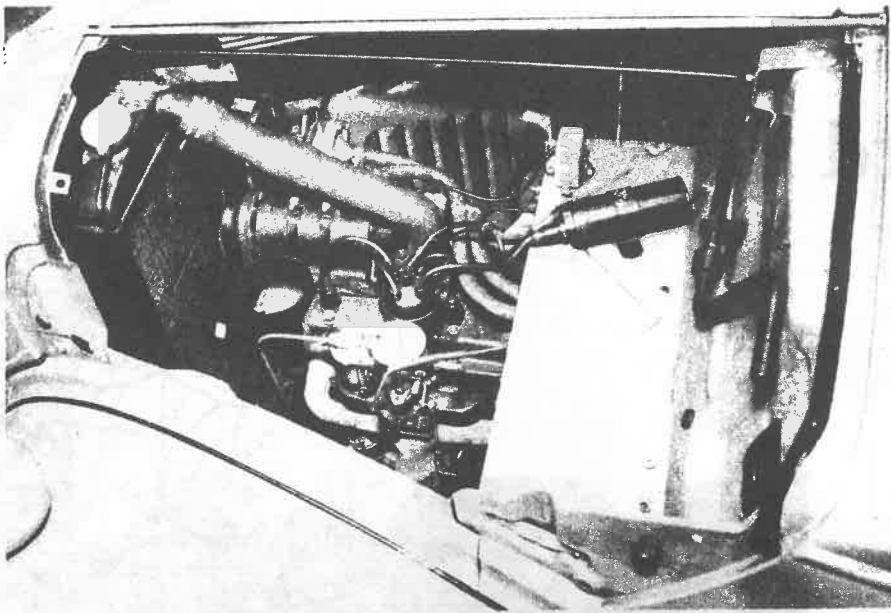
PAINTED bumpers and hubcaps are the main identification points which distinguish the Popular from the lower-powered 1953 Anglia model of similar outline from which it has been developed.



CONVENTIONAL in appearance, the Ford Popular is a lively four-seater car which puts the emphasis on low purchase and maintenance costs rather than on extreme fuel economy.



The Ford Popular



WELL TRIED after more than 20 years of production in gradually developing 933 c.c. and 1,172 c.c. forms, the 4-cylinder engine uses non-adjustable side valves, thermo-siphon water cooling, a downdraught carburetter, and coil ignition with centrifugally-controlled timing.

tails off rapidly towards the ultimate top speed of a mile a minute, but between these speeds there is a fine surge of power available. It is very, very rarely necessary to change out of top gear on a hill, and, to quote a specific example, three people and their weekend luggage were taken up the sharp hill which climbs out of the city of Winchester towards Alton in top gear, despite a starting speed of little more than 20 m.p.h. When pulling at such low speeds, however, the test car pinked quite considerably on the standard-grade fuels which it had been suggested should be used during this test.

Widely spaced ratios are used in the three-speed gearbox, and, in consequence, extremely steep hills can be climbed in the 2nd ratio, engagement of which is facilitated by reasonably effective synchromesh mechanism; 1st gear is rarely needed except for starting from rest or crawling through very heavy traffic. The wide-

ratio gearbox means, however, that most overtaking must be done in top gear, upward changes from 2nd normally being made at around 25 m.p.h. and use of this ratio being actually disadvantageous beyond 35 m.p.h. The clutch is rather sudden in action, the 30 lb. pedal pressure needed to disengage it being incidentally rather above average, and it would be true to say that whilst this is an extremely easy car to drive, definite skill is needed to drive it with expert smoothness at all times.

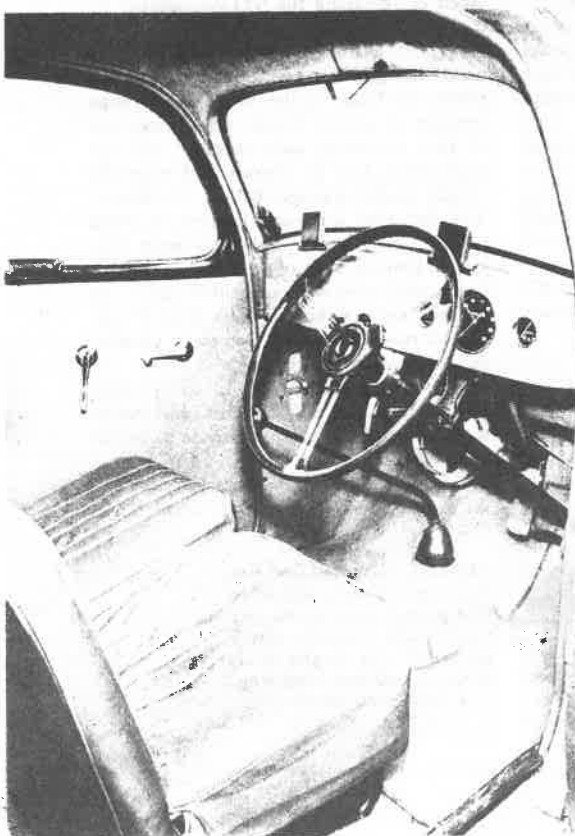
Following the principles which all Ford cars used for many years, the Popular has transverse leaf springs and rigid axles for its front and rear suspension. Higher tyre pressures than are nowadays usual have been combined with springs which are firm enough for the carriage of very heavy loads, so that there is some decidedly jerky movement of the car when indifferent road surfaces are negotiated. At medium

rather than maximum speeds, however, riding comfort in the rear seat is entirely tolerable even if hardly praiseworthy.

Firm suspension prevents this car rolling to any abnormal extent during fast cornering, despite its higher-than-average build and moderate track, but there is a considerable amount of body sway when entering or leaving a corner. Small changes in the steering geometry since we tested a Ford Anglia in 1949 seem greatly to have improved the stability of this chassis, which no longer wanders on the straight when lightly loaded, although with passengers or luggage in the back of the car conscious correction of slight "wander" still becomes necessary above 45 m.p.h. unless the ratio of rear/front tyre pressures is adjusted to suit the tail-heavy weight distribution. Precise mechanically, the steering transmits gentle road reaction back through the spring-spoke wheel, and despite reduced castor angle has adequate self-centring action. The turning circle is compact in both directions, and only two turns of the steering wheel are needed from lock to lock, making this a most convenient car for use in crowded towns.

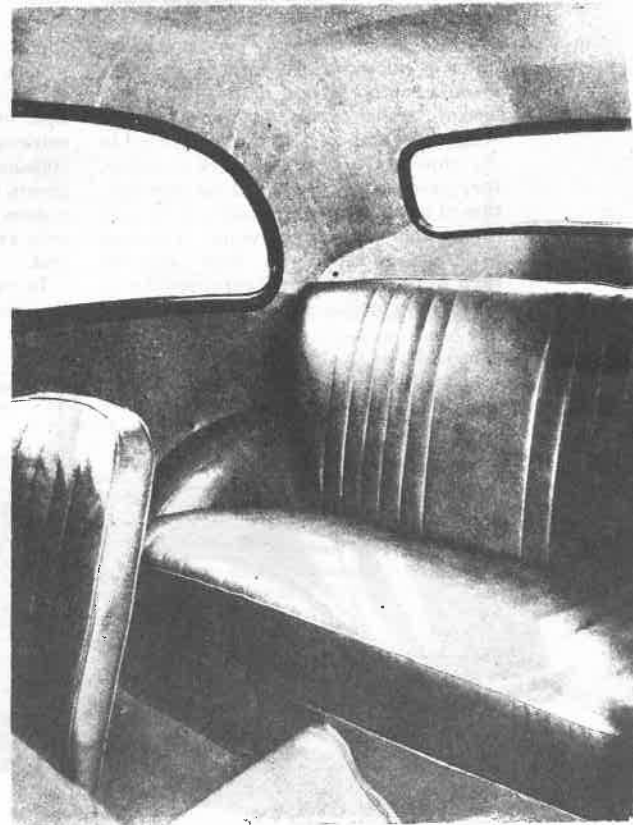
Mechanical brakes have gone out of fashion nowadays, but the dimensions of the Girling brakes on the Popular are very generous and the results obtained are excellent in every way. A pull-out handbrake under the fascia panel, acting on the rear wheels, is also effective even for parking on steep gradients.

Unlike quite a number of modern cars, the Ford Popular appears reasonably quiet to passers-by, but is apt to seem noisy to its passengers. No sound damping material is applied to the body panels (although the plastic-coated felt floor carpets do a good deal of sound insulating) and there is no silencer on the carburetter air intake. Thus, with the throttle open there is a healthy "power roar" from the lively engine, and at high speeds or at high r.p.m.



SIMPLICITY is the keynote of the fascia panel design (left), but the large speedometer is unusually accurate. Visible in this view are the spring-spoke steering wheel, central gear lever, and pull-out handbrake. The heater is an extra fitting.

UNUSUAL ROOMINESS characterizes the plainly furnished rear compartment (right) of this lively small car, and entry to the rear seat is easier than with many two-door bodies. Large windows give rear-seat passengers an excellent sideways view.



- Contd.

UNLIMITED capacity for carrying bulky luggage is provided by the let-down platform and adjustable straps which supplement a usefully roomy rear locker. The number plate and single tail lamp are on a suitably hinged mounting.



in the indirect gears there is a fair amount of general fussiness. Driven at a gentle 30 m.p.h. the Popular is, in fact, quite quiet, and restrained use of the throttle will keep the sound level very moderate indeed up to a cruising speed of 45 m.p.h., but beyond this pace there is progressively more noise. Given tolerance of the sound effects, however, this car seems just as willing as were its predecessors to cruise indefinitely at its maximum speed whenever the need for haste arises. Fast driving with the windows closed produced a slightly "oily" smell inside the car, but in 800 miles only 1 pint of engine oil was actually used.

Orthodox simplicity characterizes the interior and exterior furnishing and decoration of the Popular. Externally, a very few parts such as the door handles and bonnet hinge are chromium plated. Inside the body, there is conventional trimming in relatively inexpensive leathercloth and fabric, and conventional wind-down windows in the front doors.

Seating Arrangement

Although not so wide internally as are some more recent designs, this body has unusually generous interior height and length for an "economy" car. Elbow width for two people is, in fact, quite adequate, and the rear seat headroom and knee room are ample even for tall men. Furthermore, although only the driving seat is adjustable and only the passenger seat is hinged to tip forwards, wide doors make rear-seat access easier than on many two-door cars and possible even without tilting a seat forwards. Although quite comfortably shaped, the front and rear seats do feel slightly "cheap" in respect of skimpy padding over their internal springs. A potentially dangerous detail noted was the downward-facing handle on the driver's door which could catch the turned-back cuff of certain types of coat.

No door pockets or "cubby hole" are provided as standard in this model, and the only parcel shelf is the small one below the rear window. On the very plain fascia panel, however, the ammeter and fuel contents gauge flank a large circular speedometer which shows-up the instruments of more costly cars by its clear and accurate calibrations. Cold air intake vents are provided on the sides of the scuttle to keep the car cool in hot weather, and

the test example had been equipped with a heater and windscreen de-mister as an extra, a water pump, driven by an additional jockey-pulley on the fan belt, feeding hot water from the engine's thermosiphon cooling system to the car heater. Despite their small size, the 36-watt headlamps gave quite an adequate driving light and a good non-dazzling dipped beam, the charge rate of the 6-volt dynamo proving not quite sufficient to balance the full headlamp load on the test car. Only a single stop-tail lamp is at present fitted, and direction indicators are not part of the specification. As usual on Ford cars, the combined ignition and lighting switch is arranged "sidelamps-off-headlamps" instead of having the more natural "off-sidelamps-headlamps" layout, and in switching from sidelamps to headlamps it proved rather easy to switch off the ignition accidentally.

A very considerable amount of luggage space is provided in the rear locker of the Popular, on top of the horizontally-mounted spare wheel, a "coach key" being needed to open the locker which shuts itself securely when slammed. Unusual nowadays, but very practical despite possible ill-effects on stability, is the let-down luggage locker lid provided with adjustable straps to permit the carriage of immensely bulky loads. Like the body, the luggage locker has normal rubber seals around the door to exclude dust.

Cheap to buy, cheap to maintain over very long periods of years, and quite inexpensive in day-to-day running costs with a consumption of standard-grade fuel which could vary between 30 m.p.g. and 45 m.p.g. according to driving methods and conditions, the Ford Popular brings new-car motoring within the reach of many people who otherwise could only afford a motorcycle or the uncertainties of purchasing a second-hand car. Although making no pretensions to great silence or smoothness, this lively and straightforward machine gives a "ready to go anywhere and do anything" impression which makes it unexpectedly acceptable even to many who are accustomed to far more costly vehicles. As a "knockabout" vehicle to be left always out of doors and used mostly for short runs in town, or as a farmer's car with external carrying capacity and with ample weight on the driving wheels, the "Popular" has merits quite independent of its low cost.

Mechanical Specification

Engine	
Cylinders	4
Bore	63.5 mm.
Stroke	92.5 mm.
Cubic capacity	1,172 c.c.
Piston area	19.64 sq. in.
Valves	side (non-adjustable tappets)
Compression ratio	6.16/1
Max. power	30.1 b.h.p.
at	4,000 r.p.m.
Piston speed at max. b.h.p.	2,430 ft. per min.
Carburettor	Zenith 26 mm. downdraught
Ignition	6-volt coil
Sparkling plugs	14 mm. Champion L10
Fuel pump	AC mechanical
Oil filter	Optional extra by-pass

Transmission	
Clutch	Single dry plate
Top gear (s/m)	5.5
2nd gear (s/m)	9.71
1st gear	16.99
Propeller shaft	enclosed in torque tube
Final drive	6/33 spiral bevel
Top gear m.p.h. at 1,000 r.p.m.	13.9
Top gear m.p.h. at 1,000 ft./min. piston speed	22.9

Chassis	
Brakes	Girling mechanical
Brake drum diameter	10 in.
Friction lining area	85 sq. in.
Suspension:	
Front	Transverse leaf spring and rigid axle
Rear	Transverse leaf spring and rigid axle
Shock absorbers	Piston-type hydraulic
Tyres	4.50-17

Steering	
Steering gear	Worm and nut
Turning circle: Left	31 ft.
Right	32 ft.
Turns of steering wheel, lock to lock	2

Performance factors (at laden weight as tested)	
Piston area, sq. in. per ton	21.8
Brake lining area, sq. in. per ton	94.5
Specific displacement, litres per ton mile	2,810
Fully described in <i>The Motor</i> , October 21, 1953	

Coachwork and Equipment

Bumper height with car unladen:	
Front (max) 17½ in., (min.) 14½ in.	
Rear (max), 18½ in., (min.) 16 in.	
Starting handle	Yes
Battery mounting	On scuttle
Jack	Screw type, operated by wheel-brace
Jacking points	Four on chassis, reached through trap-doors in floor
Standard tool kit: Tool bag, wheel-brace, jack, starting handle, box spanner, adjustable spanner, wrench screwdriver.	
Exterior lights: Two headlamps with pilot bulbs, one stop/tail/number plate lamp.	
Direction indicators	None
Windscreen wipers	Single blade, vacuum operated, self parking
Sun vizors	None
Instruments: Speedometer (distance recorder with decimals, but no "trip"), ammeter, fuel contents gauge.	
Warning lights	None
Locks:	
With ignition key	Right-hand door
With square carriage key	Luggage locker
Glove lockers	None
Map pockets	None
Parcel shelf	Behind rear seat
Ashtrays	None
Cigar lighters	None
Interior lights	None
(except instrument lighting)	
Interior heater	None
Car radio	None
Extras available: Seat covers, parcel tray, direction indicators, exterior mirror, reversing lamp, fog lamp, long-range lamp, inspection lamp, dual horns, interior heating, draught deflectors, bumper over-riders, floor mats, oil-bath air filter, locking petrol cap, windscreen washer, touching-up paint, etc.	
Upholstery material	Plastic leathercloth
Floor covering	Plastic-coated felt
Exterior colours standardized	4
(Black, Bristol fawn, Winchester blue, Dorchester grey)	
Alternative body styles	None

JULY 7, 1954

The Motor

EVERY WEDNESDAY
ONE SHILLING



**YOU
WANT
CHEAPER
MOTORING**

THIS IS IT !

FORD POPULAR £275

WORLD'S LOWEST-PRICED CAR

EASY TO DRIVE · EASY TO RUN · EASY TO BUY

PLUS P.T. £115 · 14 · 2

POWER!

Freed from the former crippling horse-power tax, the three new Ford light cars are engineered for the top gear performance which means real economy.

FORD ★ ★ ★ ★ ★ MAIL

MOTOR
SHOW
EDITION

FORD MOTOR COMPANY LTD DAGENHAM ESSEX

EARLS COURT

OCTOBER 1953

WORLD'S LOWEST PRICED CAR

SENSATION AT EARLS COURT

NEW POPULAR SALOON AT £275

Selling at £275 plus £115 14s. 2d. purchase tax, Ford's Motor Show surprise is the Ford Popular, the lowest priced car in the world, and the only family saloon with an all-in price below £400. Britain thus leads the world in meeting the motoring needs of the people.

Following close upon the announcement of the New Anglia and New Prefect, the Ford Popular completes a sensational programme for Ford light car production in 1954.

THE car is based on the well-proved and trusted Anglia ("too good to give up," said Dagenham employees who owned them) which has sold in its thousands for some 14 years and has been tried and tested all over the world. The Popular, however, freed from the crippling horse-power tax, is powered by the lively, reliable former Prefect engine, instead of the smaller unit fitted to the former Anglia.

Sensational Price

Ford are able to sell the Popular at this sensational price because, in the first place, the model has recovered its initial tooling charges—the chief consideration when pricing a new model—and secondly, the methods of quality-and-quantity production at Dagenham enable tremendous savings to be made. As usual, Ford pass on the benefit to the customer.

5 Star Light Cars

The Popular, however, is only one reason why the Ford Stand is the sensation of the 1953 Motor Show. Also to be seen are the New Anglia and New Prefect, the powerful, beautiful and economical models recently introduced in Paris, with resounding success. Press comment on these Five Star light cars since their introduction last month has brought public interest to a high pitch, and orders at home and from abroad are already rolling in.



Sir Patrick Hennessy, Deputy Chairman and Managing Director of the Ford team pictured against the Ford Popular

Winner on Show

Then there are the latest Consul and Zephyr Six face-lift models, the cars which introduced Five Star motoring to the world and have since proved themselves in the varied conditions of many lands. In view of the Zephyr's wonderful victory in this year's Monte Carlo Rally, it is natural that the actual car which won that most arduous of all motoring trials should be on show.

New Thoroughbred

To complete the picture there is the latest and most luxurious thoroughbred from the Dagenham stables, the Zephyr Zodiac. The phrase used by those who saw the first model of this car sums it up: "This is a lovely car."



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Ford Motor Company Limited

THE CRITICS PRAISE NEW ANGLIA & NEW PREFECT

The New Anglia and New Prefect made headlines. The space devoted by newspapers showed the great interest of their readers in the latest Ford cars.

"Let me confess right away that I fell in love with this amazing little car (the Ford Anglia) in the first few miles of our week-end together," said Courtenay Edwards

in the *Daily Mail*.

"It has everything—good looks, a lively performance (including a genuine top speed of 65 m.p.h.), low first cost, operating economy (I averaged 40 m.p.g. in 200 miles of hard driving), and first-class road-holding.

"I took the Anglia over some really rough roads and was astounded by the way she rode the pot holes and ruts without complaint from passengers in the back.

Scarcely a Roll

"Yet on a fast, winding road she cornered steadily at 55 m.p.h. with scarcely any roll.

"The new 1,172 c.c. four-cylinder engine was surprisingly eager . . . and I found the three-speed gearbox quite adequate.

Woman Appeal

"The Anglia . . . will make a special appeal to women drivers. For the two doors open wide and stay open; the steering is light and positive; the central gear-change is easy to operate; and the draught-preventing pendant foot controls require very little pressure.

"The Anglia is, above all, a well-planned car. Good use is made of every inch of space, with the result that there is generous leg and elbow room for adults."

Over the Hills in Top

Said Robert Walling in London's *Evening Standard*.

"First road tests show the new Ford Prefect to be faster, safer and more economical than most light cars I have handled since the war.

"The vivid acceleration was continued up to 48 m.p.h. in second and 70-75 m.p.h. in top . . . and the car ran straight and with no sway at maximum speed. With a 40 m.p.h. start, the car took steep hills in top without slowing down at all. In traffic the steering was prompt and light.

Economical, Too

"Including the speed trial, I estimated that my 150-mile trip with three passengers was achieved at 45 miles to the gallon."

Ford makes your dream come true

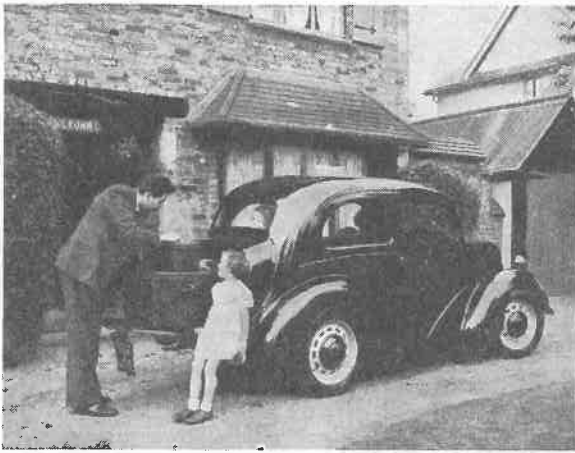
THE FORD POPULAR

Easy to drive, easy to run, easy to buy

Speaking to the Press about the New Prefect and New Anglia, Ford Managing Director, Sir Patrick Hennessy, hinted that the Company might have something more up their sleeve. Now Ford's "chief conjurer" as the *Sphere* so aptly termed him, has waved his wand with sensational effect, producing the most outstanding motoring value since the Dagenham company, in 1935, gave the world a saloon car for £100.

To quote the well-known motoring correspondent Courtenay Edwards, "If you have regard to such things as the cost-of-living index—a £1 note today goes only as far as 9s. did in 1938—and a three-fold rise in manufacturing costs, a car selling today for less than £300 on list price is as 'cheap' as the £100 pre-war car." The price of the Popular is £275 plus purchase tax of £115 14s. 2d., a total of £390 14s. 2d.

This model provides family, or business, saloon car motoring—



The boot of the Popular is large and holds extra luggage in the lid, which serves as a platform if needed.

comfortable, safe, economical travel for four people and their luggage—at a lower price than any other car in the world.

Safety margin

To give a wide margin of safety the body is of welded steel, and two wide doors, as well as providing easy access to the front and rear seats, have handles beyond the reach of lively youngsters riding in the rear. A wide, one-piece safety glass windscreen and wide-sweeping wiper give excellent all-weather visibility.

Instruments consist of a speedometer, ammeter and fuel gauge and are as easy to read as the Popular is to drive. Pull-type choke and starter controls, together with the combined lighting and ignition switch, are mounted in the centre of the dash. The ignition key also locks the driver's door and luggage compartment.

Better seats

The latest tubular-steel framework has been used in the construction of the bucket-type front

seats, which are sprung to give extra comfort and eliminate driving fatigue. The rear seats are equally comfortable and there is plenty of space.

The weather-proof luggage compartment, accessible from outside the car, is spacious enough for family or business needs and the lid can serve as a platform to carry still more.

The Popular is not, after all, the austerity car many believed it would be. The body is based on

(continued at foot of next column)

Ford Use Rouge on Their Teeth

No. It's not a new idea in make-up, Ford have been doing it for years now and it's jeweller's rouge; not lipstick.

They use it to show the teeth contact between the pinion and crown wheel which go into the Ford back axle. After cutting and hardening, the pinion is "married" to the crown wheel and the perfect union is only attained when the movement between the pinion and wheel teeth can be measured in thousandths of an inch. Ford call this movement "backlash" and the marriage ceremony is complete when "backlash" is between two and three thousandths of an inch.

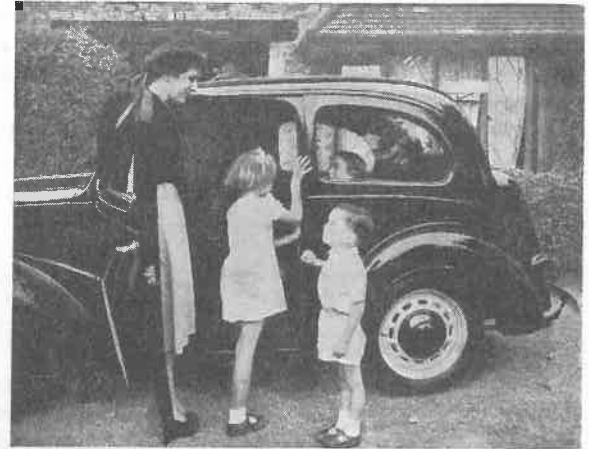
On final test the rouge is used. It is put on the teeth to show the contact between them and to tell if the running together of the teeth is correct.



Typical of the many happy families who will enjoy saloon car motoring thanks to the advent of the Ford Popular—lowest priced car in the world.

POPULAR POINTS

- World's lowest priced car.
- Easy purchase (see your Ford Dealer).
- Comfortable saloon motoring.
- Safe, welded steel body.
- Wide, one-piece windscreen.
- Easy controls.
- Adjustable driver's seat.
- Spacious, weatherproof luggage boot, accessible from outside.
- Lid serves as platform for extra luggage.
- **£275** plus £115-14-2 purchase tax.



No trouble getting V.I.P.'s in or out of the wide doors of the new Popular.

HURRY!

The Ford Popular will be—popular. See your Ford Dealer as soon as you can about your free trial run.

the former Anglia two-door saloon, but it is more powerful (1,172 c.c. engine developing 30.1 b.h.p. compared with 933 c.c. developing 23.4 b.h.p.) and even more comfortable than that great favourite.

Ford of Dagenham have a habit of making automobile history. Only last month they introduced Five Star motoring to the light car class with the New Anglia and New Prefect. With the Popular, there is no doubt that they have made it again.

THE FIVE-STAR LIGHT CARS

THE NEW ANGLIA AND NEW PREFECT

HOME AND OVERSEAS DEALERS ORDER ON SIGHT FOR THEIR CUSTOMERS

INTRODUCING the New Anglia and New Prefect to the Press on September 28th, Sir Patrick Hennessy, Ford Managing Director, said, "The performance you will find quite striking, for we have sufficient power to obtain splendid acceleration, the maximum speed exceeding 65 m.p.h."

Concerning fuel consumption, he revealed that at 20 miles an hour both cars had exceeded 54 miles to the gallon. At 40 miles an hour, a consumption of 46 to the gallon had been obtained.

★ ★ ★ ★ ★

Public Demand

To ensure that the motoring public received the light cars it wanted, Ford instituted a sales research in the United Kingdom and most important world markets. The answer left no doubt — power; beauty, easily accessible and large luggage space; economy in operation; the lowest price compatible with these essentials, was what the public demanded.

★ ★ ★ ★ ★

Right Power

At Dagenham, it was felt that, being no longer limited by an obso-

lete tax formula, they could provide the power—and the safety that goes with it; and could therefore supply space with beauty, economy, and comfort. The New Anglia and New Prefect are the successful result.

★ ★ ★ ★ ★

New Comfort

In them, there is beauty of line, whether seen from the side, front or rear, and unusually large luggage space for cars of this class.

Safety factors include the remarkable visibility front and rear; the low centre of gravity; the outstanding power to weight ratio; the 36 brake horsepower at 4,400 r.p.m.; the independent front suspension similar to the famous Ford Consul and Zephyr Six, and the between-axles ride.

★ ★ ★ ★ ★

Demand Answered

For all this, summed up in the Ford phrase "Power, room and style, at less per mile," the prices of these Five Star light cars answer the demand shown by the sales research. The New Anglia costs £360 plus £151 2s. 6d. purchase tax, and the New Prefect £395 plus £165 14s. 2d. purchase tax.



Five Star motoring at lowest cost—the New Ford Anglia costing £360 (plus £151 2s. 6d. purchase tax). The smart lines of the two-door saloon and the curved windscreen are shown to advantage in this picture.

COMMENT

THE PRESS SAY:

Daily Telegraph:

"At their prices, the Anglia and Prefect will be regarded as setting a new standard of value for money. Comparative acceleration and maximum speed figures show that they will provide something new in family car motoring, up to an initial cost of, at any rate, £600."

★ ★ ★ ★ ★

News Chronicle:

"The graceful modern styling with clean-flowing lines (there can be no snags in cleaning these cars) have been cleverly achieved to combine roominess and adequate luggage space. Many of the well-proved features of the Consul and Zephyr are incorporated in the design.

"Striking points include the wide visibility and feeling of spaciousness inside the cars. The functional beauty is indicated by the way the headlamps blend smoothly into the lines of the coachwork. The practicability is revealed by the accessibility of the engine and the sensible arrangement whereby the bonnet is raised forward and can be locked in a completely vertical position."

★ ★ ★ ★ ★

Daily Mirror:

"The big-car look has come to the small-car market with the arrival of two new Ford models."

★ ★ ★ ★ ★

Daily Sketch:

"Some Babies Now They've Grown Up—And Just Look at the Boots They've Got."

Star:

"The general opinion was that Ford's have fired some very heavy artillery into the battle for the low-price market. In no way has road performance and all that it involves been sacrificed to price, and the new cars offer cheaper miles than ever before.

"They are by no means austerity cars, but rather cameos of higher-priced luxury cars."

★ ★ ★ ★ ★

Daily Express:

"There is no austerity about these two cars. They are both really cars—complete down to ash-trays and hub caps."

★ ★ ★ ★ ★

Daily Mail:

"Ford's, traditional producers of Britain's cheapest cars, swung into the new 'battle of the baby cars' last night with an away-from-austerity offensive. They announced the New Anglia and the New Prefect—completely fashion-designed, with emphasis on streamlining, roominess, performance and luggage space. The new Fords are sleek, handsome and practicable."

★ ★ ★ ★ ★

Motor:

"Unveiled this week are two of the most promising new models which ever carried the world famous name of Ford."



The New Prefect, leader of the light car class. Costing £395 (plus £165 14s. 2d. purchase tax) this four-door saloon has many refinements of styling. It is powered for top gear performance—which means economy.

THE WORLD ON FORD WHEELS

Dagenham-built Cars Go To The Four Corners of the Globe

"One thing which always linked me with home," said a much-travelled visitor to the Ford factory at Dagenham, "was that wherever I went, I was almost certain to see a British Ford car." Which is hardly surprising when one considers that of the many thousands of cars produced at Dagenham each year, a tremendous number are shipped to almost every country in the world.

IN the first six months of this year, one-quarter of the Motor Industry's total export production came from the vast Thames-side plant. And to Sweden, Australia, South Africa, Ceylon, New Zealand, Pakistan, Turkey, the Netherlands, Belgium, Switzerland, Denmark, Norway and Eire, Ford Motor Company Limited shipped more passenger cars than any other manufacturer in Britain.

Proof from Paris

Further proof — if proof was needed—of the popularity of the British Ford cars overseas was shown by the tremendous reception they received at the Paris Salon this month.

Visit Britain Plan

Ford of Dagenham offer special facilities to residents overseas who are visiting the United Kingdom for a period not exceeding twelve months.

FORD IN YOUR LIFE TODAY

This statement bears analysis: Ford of Dagenham make passenger cars, merchant vehicles, tractors; they make industrial units. Thus, Ford motive power is used by the Government and civic services, by the Forces, industry, commerce and private enterprise.

Somewhere at this moment a Fordson tractor is helping to grow food that you will eat; a Thames van or truck is carrying goods that you will use; Ford passenger cars are transporting people who will render you personal service.

Somewhere, everywhere, there is a Ford in your life.

★ ★ ★ ★ ★

Leadership in design, in production, in value for money, in the availability of spare parts, is largely responsible for Ford be-

Under the plan, residents overseas who are spending their leave or are on holiday in Britain can order a Dagenham-built Ford car free of purchase tax at the Company's London Office, 88 Regent Street, London, W.1. When they return home, the Company will arrange shipment of the car to their overseas destination.

Shipment Home

Residents preparing to visit Britain can order a British Ford car for delivery when they arrive, and when they return home the Visit Britain Plan provides for shipment of the car.

Details

Ford Dealers all over the world have details of the various prices, and charges and methods of payment operating under the Visit Britain Plan.

coming part of the pattern of life for us all.

On any journey you may be sure that the Ford organisation has made available a store of spares within easy reach of even the remotest locality.

Dagenham is the most self-contained motor factory in Europe, the largest motor exporting factory in the world. It produces more units than anywhere in the world outside America.

★ ★ ★ ★ ★

It produces its own gas and electricity; makes its own iron; rolls its own steel and controls production from raw material to the finished article. These facts mean initial saving in costs.

More important than the gigantic machinery at the Plant are the people who design and operate it—their name is legion and they embrace hundreds of professions and trades.

Everything they do may not satisfy all the people all the time, but the sum of their endeavours is a fact of which they and Britain may be proud. It is the fact that there is a Ford in your life and in the lives of the whole community.

"FORD SERVICE IS PUBLIC SERVICE"

SAYS SALES CHIEF

"When a Ford car is purchased the owner gets more than a vehicle," said Mr. Harold Mortimore, Ford's General Sales Manager, and a well-known figure in the motoring world. "He buys a mode of travel that belongs to the best traditions of British life . . . the traditions of service. Today, Ford service takes its place with all other public services; the telephone, postal facilities, electric lighting and public transport."

AFTER-SALES service has always been Ford's most potent selling aid, founded on two important principles—availability and price. There are over 300 Ford Main Dealers in the British Isles and more than 1,250 other authorised Ford Dealers, so that every Ford owner, wherever he may be, can be sure of finding a Ford Dealership close at hand. Repair charges throughout the organisation are low and fixed by the company.

Special Equipment

Dealers' workshops are well equipped with all the usual tools necessary for repair work and, in addition, they have equipment designed especially for the maintenance and repair of Ford cars. This special equipment enables work to be carried out quickly and accurately and, in consequence, reduces the cost of repairs.

Proficiency Certificate

In every Ford Dealership there are mechanics trained at the Ford Service School in the maintenance and repair of every Dagenham-built vehicle. When their instructors consider them proficient, they receive a certificate as tangible proof of their knowledge. These certificates expire after two years and the mechanics must periodically take a refresher course, thus ensuring that their knowledge is up to date.

Quick-Service Bays

When a customer drives his car into a Ford Dealership, everything

is planned to ensure that the work required on his vehicle is carried out quickly, efficiently and at the lowest possible cost. Here, the layout of the Dealership, which conforms to standards set by Ford Motor Company Ltd., is extremely important. Repair work is segregated, quick-service bays set apart from long repair jobs, and the workshops are marked out in white lines to separate one job from another. Progress Boards inform those concerned how quickly a particular task can be undertaken and customers are not inconvenienced by undue delay.

New or Old

The availability of replacement parts is an outstanding feature of Ford service. Whether a car is new or several years old, its owner can be sure that genuine EnFo spares, manufactured at Dagenham and identical with the originals, are available everywhere. Thus, when a replacement part is necessary, it is normally available immediately in the Ford Dealership; it fits exactly.

Unique Asset

The world-wide Ford Dealer organisation is a tremendous advantage to the Ford owner. It is a unique asset when he purchases his new vehicle, throughout his ownership and, because of its many services—particularly the availability of replacement parts—when he wishes finally to dispose of it.

★ ★ ★ ★ ★

DEMAND

This issue gives a general impression of the full Ford programme for the coming year. One salient fact emerges—the Ford range, starting with the world's lowest-priced car and headed by the elegant Zephyr Zodiac, offers outstanding value for money in each class. The inevitable result is demand. It is important that—whatever the choice—all readers should see their Ford Dealer without delay.



FORD MOTOR COMPANY LIMITED
DAGENHAM ESSEX

Ford Popular makes Headlines

Typical Quotes from National Press:

"Competition between British motor manufacturers, has led to the production of the cheapest car in the world—to sell at £390 14s. 2d. The news came as a sensational overture to the Motor Show." —Daily Express.

"This car must solve the problem for many of the one and a half million pre-war car owners on the road today." —London Evening Standard.

"It is £54 10s. cheaper than the old Anglia with its 933 c.c. engine, yet it is not an austerity car. The seats, indeed, are more comfortable." —Daily Mail.

"Among features of the Popular—its namesake was the first £100 saloon introduced nearly 20 years ago—are bucket-type seats and a three-speed gearbox." —Daily Herald.

"Although its dashboard is bare by modern standards, everything is provided for the owner-driver who wants a reliable cheap-price economical car—an outside-opening luggage boot, spare wheel and tyre, and simple controls, including a central stick gear lever. The new baby car can be bought on hire-purchase for a minimum of £130 down and just under £16 per month (including interest) for eighteen months—the maximum permitted." —Daily Mirror.

"Already 250 Populars a day are being produced in four colours." —Daily Mirror.

"To keep the price down Fords have taken off a little chromium here and there—the bumpers are in aluminium paint—and supply only one windscreen wiper.

"But against this it has a 10 h.p. engine—as fitted to the export version of the Anglia.

"It is a fully-furnished, four-seater saloon complete with an outside luggage boot, bumpers and hub caps.

"Inside—no austerity cuts—a trim dashboard, winding windows and plenty of room." —Daily Sketch.

"In tests it has shown a fuel consumption of about 45 miles to the gallon, which can be increased to nearly 60 miles per gallon at a steady 30 m.p.h.

"There are two large bucket seats at the front and, in general, the car's roominess equals that of many 12 h.p. and 14 h.p. models." —News Chronicle.

★ ★ ★ ★ ★

FORD MAIL

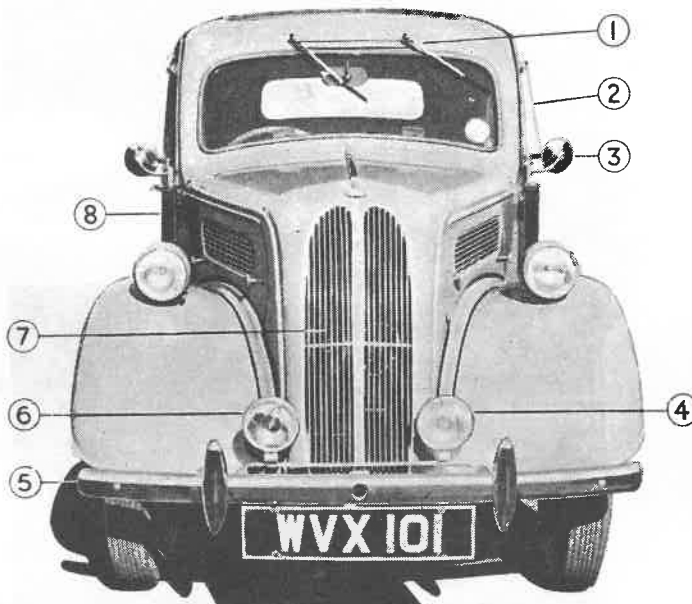
OCTOBER 1953

ADVERTISING DEPARTMENT
FORD MOTOR COMPANY LTD.
DAGENHAM, ESSEX, ENGLAND

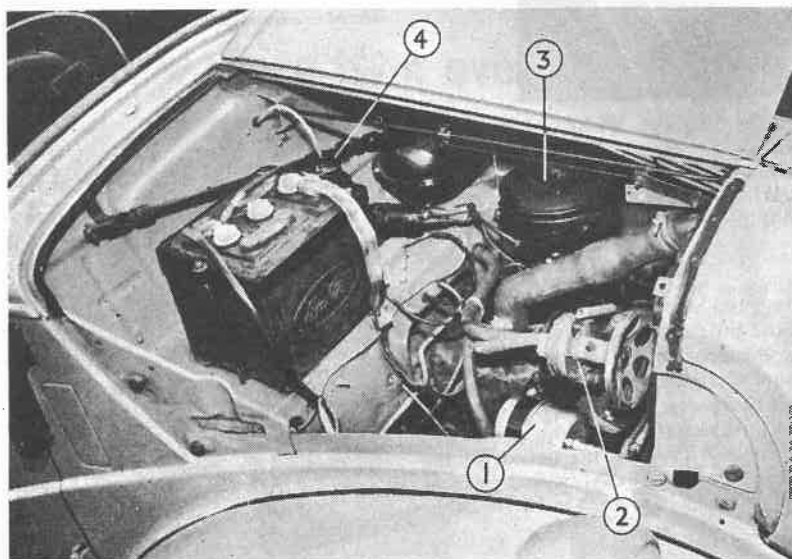
A Plutocratic "POPULAR"

Removing Austerity from
Britain's Cheapest Car
By Adding Selected
Specialist Accessories

"DOLLING-UP" of motorcars has been in vogue almost as long as the motorcar itself. No matter how comprehensive the manufacturer may consider his equipment, many proud owners will continue embellishment according to their tastes either to stamp their individuality upon the car or with the idea of improving it in some way or another, or both. Even the cottage curtains in the back windows of pre-war Austin Sevens and the bobbing birds of post-war vintage, although



(1) Twin screen wipers. (2) Draught excluders. (3) Outside mirrors. (4) Fog light. (5) Chromium plated bumper and over-riders. (6) Long-range driving lamp. (7) Dual wind-tone horns. (8) Trafficators.



(1) Oil filter. (2) Heater circulating unit. (3) Oil-bath air cleaner. (4) Reservoir for screen washer.

serving no useful purpose, are an expression of the owner's ego.

Some of the latest versions of the economy car are supplied with a minimum of ancillary equipment so that they can be produced at the lowest possible price, a case in point being the Ford Popular—the cheapest car on the British market by no less than £85; such cars provide great scope for intelligent "dolling-up." Realizing this, the Ford concern, through their dealer network, offer a wide range of accessories bearing the trade name EnFo; by their aid, a basic Popular can be turned into one that is positively plutocratic.

With the aid of an EnFo list, a consensus of opinion was taken among members of *The Motor* staff as to their choice, under the headings Mechanical Aids, Driving Aids and Comfort,

Convenience and Embellishment. A standard Popular was duly equipped with the selected articles; its pictures appear on these pages.

Mechanical Aids. Our choice in this direction was limited to three—an oil-bath oil cleaner which also damps out a proportion of intake noise, an oil filter and a radiator blind operated from inside the car. We would also have liked an oil pressure gauge, but there was not one listed.

Aids to Driving. Having a predilection for seeing where we are going and what is coming at us, lights and mirrors figured prominently in our selection. At the front, a fog lamp and long-range lamp were mounted low down on each side of the grille; a reversing lamp on the rear bumper provided illumination for going astern after dark, and twin

rear lights with combined reflectors brought the Popular into more than full compliance with regulations which come into force on October 1. Twin outside mirrors took their place one on each of the top hinges of the door and provided good visual coverage astern. Then, to ensure good forward view, other than from artificial illumination, twin wipers to sweep a wider section of windscreen, a screen washer to deal with mud and flies, and operated by compressing a small bulb in the centre of the fascia, and a tinted transparent sun visor attached on the driver's side, were specified and fitted. The latter is a very effective device but costs 16s. 6d.—6s. 6d. more than the usual fabric-covered model. However, one of the latter was fitted for the passenger and backed with a vanity mirror as an aid to facial restoration.

Pointing and Warning

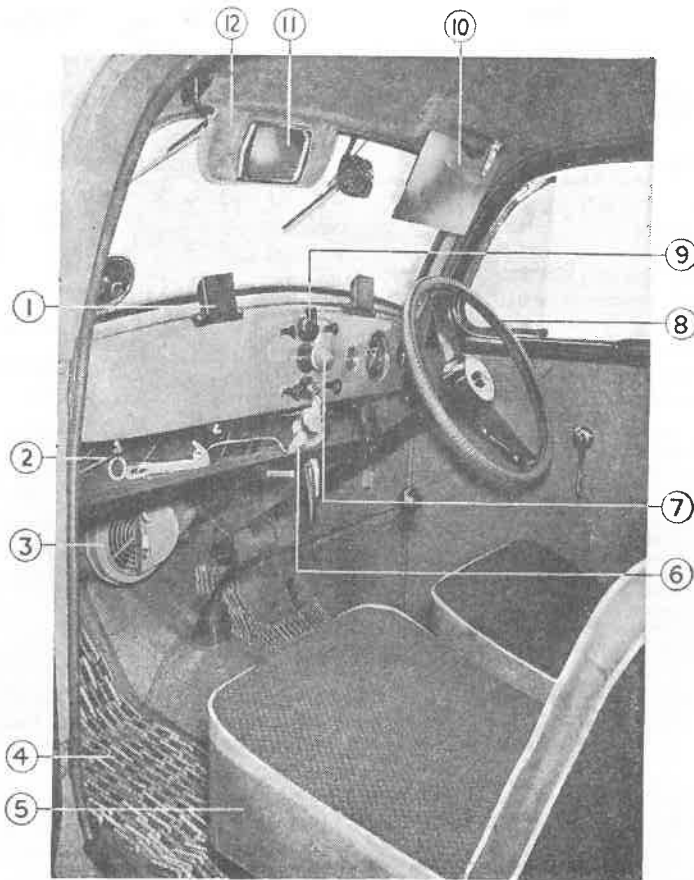
EnFo trafficators, of which a set was fitted, bolt on to the scuttle sides; they are operated by a simple turn switch on the fascia and are non-cancelling. Therefore, one feels that the addition of a small warning light in the centre of the switch would be a useful addition.

Whether dual wind-tone horns do in fact provide more audible warning of approach than the horn normally fitted is a matter for research. On the assumption that they do, a pair was fitted behind the radiator grille, where they pandered to our ego by emitting a far more "classy" note than the usual rather agonized squawk.

Comfort, Convenience and Embellishment. Having looked after the mechanical and driving side of the business, our attention was turned to matters of comfort and appearance. A heater

B29

A Plutocratic "Popular." Contd.



(1) Demister nozzles. (2) Radiator blind control. (3) Heater. (4) Rubber link mats. (5) Loose seat covers. (6) Hand lamp standing on parcel tray. (7) Screen washer control bulb. (8) Steering wheel grip. (9) Trafficator switch. (10) Plastic sun vizor. (11) Vanity mirror. (12) Cloth sun vizor.

tarian. There was, for example, no need to have the front and rear bumpers chromium plated and equipped with overrides except that they looked so much better and blended with the other bits of chrome that now adorned the car. Petrol thieving is now rare rather than almost commonplace; nevertheless, a lockable petrol filler cap seemed a nice thing to have and the final polished touch was added by the fitment of a plated exhaust deflector which not only rounded off the rearward embellishment but also seemed to improve the exhaust note.

Then we went through the EnFo list once more and selected two further items—a steering wheel cover to protect our lily-white hands and an inspection lamp to show us where to get them dirty again.

Twenty-seven items in all, none of them absolutely essential, but all of them desirable in one way or another according to taste. And the cost? £75 13s. 8d. Which means that even so plutocratic a Popular as this is still cheaper than any other car on the British market except its standard sister.

List of accessories fitted to Popular WVX 101

	£	s.	d.
Parcel tray	..	..	12 6
Trafficators	..	..	2 16 6
Heater	..	..	13 0 0
Draught excluders	..	..	4 10 0
Radiator blind	..	..	3 5 0
Assist cords	..	..	10 0 0
Chrome bumpers	..	..	4 5 6
Overrides	..	..	2 8 0
Moquette seat covers	..	..	10 10 0
Rubber link mats	..	..	4 10 0
Oil bath air cleaner	..	..	2 10 0
Plastic sun vizor	..	..	16 6
Cloth sun vizor	..	..	12 0
Fog lamp	..	..	3 8 0
Long range driving lamp	..	..	3 8 0
Reversing lamp	..	..	1 10 0
Hand lamp	..	..	12 0
Exterior mirrors (two)	..	..	1 12 6
Screen washer	..	..	1 10 0
Dual Windtone horns	..	..	4 7 6
Petrol locking cap	..	..	1 0 0
Exhaust deflector	..	..	12 9
Steering wheel grip	..	..	7 6
Oil filter	..	..	2 2 0
Dual windscreen wipers	..	..	2 9 6
Vanity mirror	..	..	11 11
Twin rear lamps and reflectors	..	..	1 16 0
Total	£75	13 8	

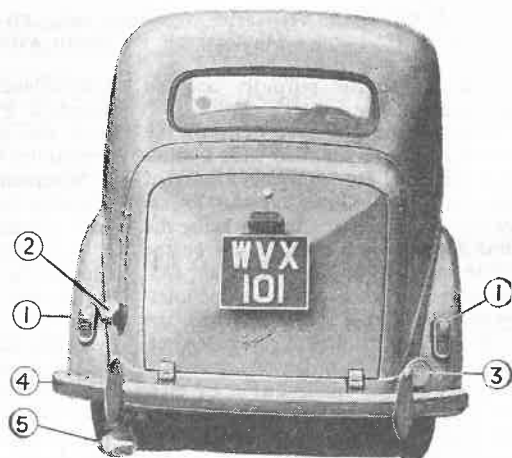
is now regarded as almost a necessity. The EnFo model, of the recirculating type, depends on water from the engine cooling system for its heat supply, and this is provided by a circulating pump driven by a friction pulley off the fan belt. The heater-body sits very neatly over the transmission tunnel and feeds heat not only to the occupants of the car but also, via a pair of demisting nozzles, to the inside of the windscreen. A pair of swivelling glass deflectors fit nicely into the front curve of the window apertures to obviate draughts when the windows are opened.

Unless there is a proper place for maps, cigarettes and other odds and ends, they tend to get strewn about the car and are difficult to find when wanted; thus a parcel shelf to fit across the full width beneath the fascia was a *sine qua non*—and a very good shelf it is, with a wide lip to stop things falling off. Loose covers not only protect the upholstery, but can add a little colour to an otherwise rather plain interior; those selected were a pleasant red with cream piping. A less expensive variety is also available in cellulose weave. There was a vote for link mats to protect the carpets, and the finishing touch was added to the interior by a pair of assist cords. In case you don't

recognize the term, assist cords are those little dangling grips on the inside of the door pillar by means of which Aunt Gertie is enabled to raise herself out of the rear seat where she has been snoozing for the last 50 miles or so.

Coming finally to the outside of the Popular, we must confess that none of our chosen additions, was strictly utili-

(1) Combined rear lights and reflectors. (2) Petrol locking cap. (3) Reversing lamp. (4) Chromium-plated bumper and overrides. (5) Exhaust deflector.



FOR A LIMITED
SEASON ONLY

£83

FIRST PAYMENT
FOR A BRAND NEW
FORD POPULAR

(ex works)

Now more than ever the World's lowest-priced car!

CHOOSE A POPULAR NOW — SAVE WHEN YOU BUY — SAVE AS YOU RUN

FORD POPULAR

FOR EASIEST PURCHASE
AND UNRIVALLED ECONOMY



SEE YOUR DEALER NOW



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Popular FOR
30 YEARS
1953-1983



RALLY REPORT

FESTIVAL HISTORISCH VERVOER, St. Maarten, Holland

14th/15th May

This year, Holland held its Historic Vehicles Festival at St. Maarten in Northern Holland, and my family and I went to take part in our 107E Ford Prefect. We left Harwich on the Thursday morning for Hock Van Holland and had a very good crossing, camping at Hock Van Holland that night.

On Friday we made our way to Alkmaar for shopping and sight-seeing, after which we went to the venue and set up camp. We were later joined by other members of the FSOC; Tony Russell, Peter Denton, Bob Knight, Mel Smith, Yvon Precieux, and Tony and Eileen Saunders, who arrived with their cars, families and friends.

A little later that day we had a short storm, lasting for about ten minutes, which made the field very wet to say the least. This caused problems for some of us who had to push our cars onto the showground through a very muddy entrance, made worse, of course, by the passage of cars in and out. However, the sun then came out and was with us for the rest of the weekend.

At the show there were old cars, motor bicycles, tractors and fire engines, altogether totalling about 700 entries, as well as an autojumble.



On Saturday night the organisers of the show arranged entertainment for the participants, consisting of a jazz band, and food and drink in the beer tent. This was most enjoyable!

On Sunday the weather was fine again and yet more cars arrived. We broke camp at 3pm in order to make our way back to Hock Van Holland. On our way back we were stopped by the police just past Alkmaar because we were travelling too slowly! We were doing 45mph but should have been doing more than 50mph on the motorway. They were very pleasant about it, showing interest in our 107E and wished us a safe journey home!

In conclusion I would like to thank Tony Russell, Tony Saunders and Peter Denton for their help in organising this trip to Holland for us. (John Powell)

*A full account of the trip by Mel Smith, with more photographs, will appear in October 'Club News'.

Northern Sidevalve Day 9th July

What a glorious day and a superb venue! Thirty-two cars came along. Tony Chesters headed the procession of carnival floats in his Model C Tourer with the Festival Queen and her attendants on board. There was lots to do and see for all the family. Many thanks to all the helpers and judges who did a good job, and an especial thankyou to Pauline and Andrew Bradley for letting us use their caravan as the control point. The results were as follows:-

Pre-War	1st Tony Chesters (Model C Tourer)
Post-War	1st Dave Laxton (Popular 103E) 2nd Ken Langley (Prefect E493A) 3rd Phil Whiteley (Popular 103E)
100E/107E	1st Maurice Hughes (Prefect 107E) 2nd Les Kingan (Prefect 107E) 3rd Ed Scott (Popular 100E)

No Commercials or Specials arrived!

Classic Corner 1st Steve Waldenberg (Jowett Javelin)



Tony Chesters' Model C Tourer heading the parade



Some of the Pre-War section



Some of the 100Es at Kirkstall Abbey

We hope to repeat this successful rally next year. Date not fixed, but no doubt around the same time in July. (Steve Waldenberg)

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SPARE PARTS NEWS

8 & 10hp SPARES (E93A Types) - Club Stores (Leeds)

E93A Engines - Still no firm news at time of writing. However, contact me if you would like one reserving, at about £100 if in fact the batch does materialise.

Crownwheel & Pinion Sets - Thanks to the help of one of our members in South Wales, Ford's Swansea Plant has been approached as they make all the gears for FMC. They still have the drawings of the CW & P for the E93A range. This is the part needed by many of our members and they MAY be in a position to remake a batch especially for us. No idea of cost, but if we order about fifty sets, they should not be unduly costly. Contact me if you would like one. We will reply as soon as we know a price.

Export Water Pumps - Often requested by members. Does anyone know of a manufacturer???

Hub Caps - Will soon be available in plain primer at £20 per set.

ORDERING SPARE PARTS - Spare parts for 8 & 10hp Models and information on the above items are available from Steve Waldenberg, [REDACTED]

RE-MANUFACTURED PARTS

E93A TYPES

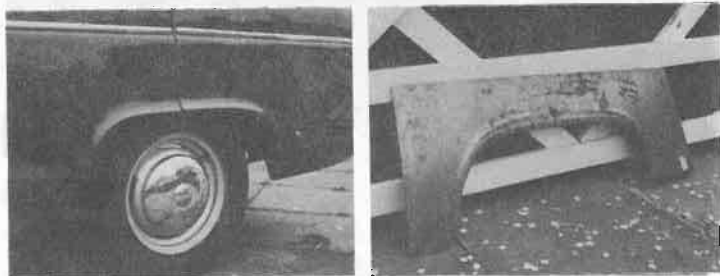
ORDERING REMANUFACTURED PARTS - Please use Order Form No.9 enclosed with June 'Sidevalve' magazine and send to Andy Main, [REDACTED]

Ordering Spare Parts and Remanufactured parts from the Club

Order from the correct Secretary and make all cheques and postal orders, etc., for these items payable to:-

"FORD SIDEVALVE SPARES LIMITED"

100E REAR WING REPAIR KITS - The two photos show the rear wing of a Prefect 100E fitted with Steve Waldenberg's genuine dimple hub cap and the rear part repaired with a Transit van rear quarter repair section, and a REPAIR SECTION that SW has had made, which is a very good match for the 100E wing section.



A test pair is going to Jim Norman for fitting to a 2-door saloon, together with a pair of SW's remade door sills. It would appear from the scrutiny made of the panel at Northern Sidevalve Day that this panel is as near as we will get without going to the huge expense of having new press tools made. They will have to be fitted in pairs, as the depth of the flat edge section is 3mm bigger than original. They will also line up well with the remade sills which do not have the outward bulge on the back end that the original ones had. Cost of these panels is £19.50 each. The reproduction sills are £15 each and those dimple hub caps £23 per set. Please note that all these items have been produced as a private venture

by Steve Waldenberg to whom all orders and cheques must be sent. This is not (as yet) a Club venture.

103E POPULAR WINGS & SILLS - Due to ill health, a member in Middlesbrough no longer needs the remanufactured steel front and rear wings and a pair of sills he ordered from Andy Main. Will interested members please write to Andy, enclosing an SAE, and he will pass on your enquiries. Remember, these items are no longer being produced by the Club.

E83W BODY PANELS - A limited number of reproduction body panels for E83W van or truck cabs are available from FSOC member Ronald Edgington, [REDACTED]. Send an SAE to Ronald for further details.

SPECIALIST SERVICES

ALUMINIUM BODYWORK - Adrian Rice, Carrosserie Sportif Central Garage, [REDACTED]

[REDACTED] Recommended by FSOC member Bernard Alley, for whom they hand-made a pair of rear doors for his E494C 5cwt van at a cost of £180.

CLUB BOOKS & REGALIA

by Yvon Precieux

'The History of the 100E Saloons' - Written by our own Mel Smith and published by the FSOC, this book, the only work dealing entirely with the 100E saloons is now available at £2.80 each inclusive of packing and postage, and with over 90 pages and many "never seen before" photographs and line drawings, it makes an admirable sequel to 'A History of Small Sidevalve Fords'.

30th Anniversary T-Shirts - In celebration of the 30th Anniversary of both the Popular 103E and the 100E range, a limited number of commemorative T-shirts have been produced depicting both types of vehicle. They are priced at £4.00 each and will be sold on a first-come first-served basis, so please phone me on [REDACTED] to secure your order.

Handbooks for 100E and 103E - All have now been sold and both items have been deleted from the Order Form.

Enamel Lapel Badges - I'm sorry to say this item is now out of stock and will not be re-ordered in the near future as the present manufacturer is asking too high a price. In the meantime a cheaper, but same quality badge is being sought. This item has also been deleted from the Order Form.

Parts Book Reprints - Now in stock are reprints of the Parts Books for the "upright" 8 & 10hp Models '32-'59 and also for the 100E/300E Models, priced at £9.00 each.

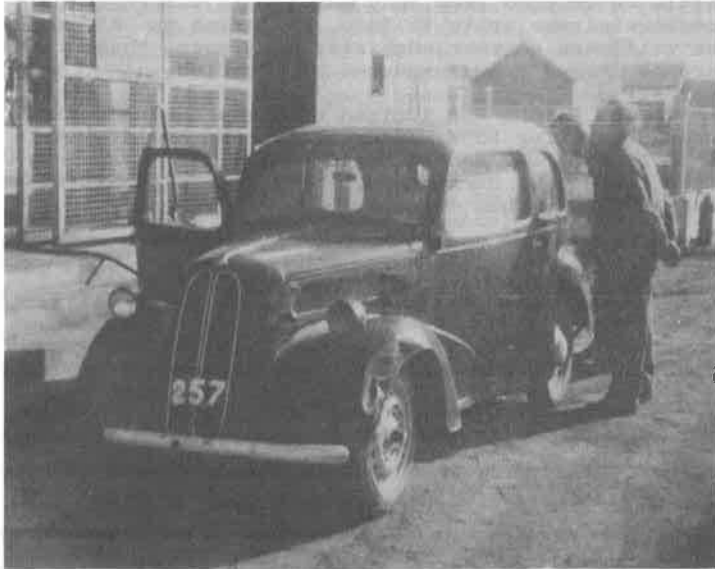
Handbooks for Ford 8, 10 and Prefect - Now available at £3.25 each. For "upright" Prefects, please note.

Ford Popular "Motoring at still lower cost" BOOKLETS - I have a number of 1953 Popular 103E advertising booklets at 45p each plus an SAE.

'Running in' Booklet - I also have a number of these booklets, applicable to "upright" models, dated 9/49 and also priced at 45p each plus an SAE.

SIDEVALVE SIGHTINGS

by John Skinner



A POPULAR ON THE FALKLANDS! Terry Vowles, who is stationed at Supply Depot Hohne, BFPO 30, writes..... 'While visiting an old friend, Cpl. Paul Ford, for a beer, he showed me his photos from a recent tour of duty in The Falklands. I have enclosed one of a 103E that I found interesting. I have been told that the car is in daily use and the owner probably works for the Falkland Company at Stanley Docks. Note the high standard of road worthiness and the Falklands number plate!'

THAT REMINDS ME of a letter I received in March 1981 from a Falkland Islander, Mr. P.G. Summers, who gave his address as PO Box 100, Stanley, Falkland Islands. He wrote.....'No doubt you will be surprised to receive a letter from the Falkland Islands. I receive Old Motor publication and read with interest the details of your book A History of Small Sidevalve Fords. I own a 1956 Ford 100E Squire which is still in everyday use and giving good service, but only on short runs as we only have approximately 12 miles of road, some of which is pretty rough.'

BRUCE PALMER has been on holiday.....'In Cornwall I visited the Cornwall Aero Park mentioned in October '82 'Club News'. This exhibition, whilst unashamably a tourist trap, is very well done and features a Flambards Museum and many Royal Navy aircraft (it is situated on the perimeter of Helston Air Base).

It also includes the Ford Collection, apparently restored by Peterborough Motors and shown to celebrate Ford's 75th Anniversary - funny nothing appeared in the FSOC magazines at the time!



The Sidevalves at Cornwall Aero Park, which is open every day 10am - 5pm from Easter to October 31

It now includes a January '38 7Y, DRO 986; an E493A Prefect, NUV 952 (April '53 again; that makes two April '53 Prefects in Helston - see the last 'Club News!); a February '37 Model Y, DLX 415; a January '57 100E Prefect, FFL 996 - must be the first 100E in a museum; I can't remember another one (the Rathgory Transport Museum has a Popular 100E - see December '82 'Sidevalve' - JS); and a '55 Popular 103E, MBC 75 supplied by Whitbys Motors in Leicester to a virtually identical specification to my own 103E - even to the unique pattern of number plate made up from riveted white-painted cast aluminium letters.

Also on display are other old Fords. It is an excellent little museum and well worth seeing. Information on the cars is a little sparse, but the FSOC is about to rectify this!'

BRUCE PALMER (again) saw this Sidevalve at Launceston Vintage Rally at Launceston Rugby Club on May Bank Holiday Monday.....'Only one Sidevalve present at the show - where were all you Cornish and Devonian Club members? - Denis Williams' 1953 E494A Anglia, owned by him since 1978. Denis lives in Launceston!'



VEHICLES IN EVERYDAY USE?.....BDP of Croydon (yes, it is Bruce once more!) spotted these.....'SXP 871: a black 103E Popular seen at 12.45pm on June 13, on the A3 between Esher and the Toby Jug roundabout, Surrey; ROR 988: a restored E83W timber-bodied truck seen at 11.45pm (i.e. at night!) between Ewell and Banstead, Surrey, on Sunday June 5 - is the owner prepared to come forward and explain his nocturnal excursion?!'

MEHMET ONKAL has sent me a photograph (unfortunately not quite good enough for reproduction) of a Popular 103E which had been dumped in Ankara, the capital of Turkey.....'The engine number is [REDACTED] which is only 501 before my own 103E. Unfortunately, three days after the photo was taken, the municipality towed the Sidevalve to an unidentified scrapyards.' Mehmet adds that he promises to show every effort to retrieve the Popular.

WILLIAM MOORE from Wigan, Lancashire, picked up some useful spares at a small garage close to the M6 near Sandbach.....'A few hundred yards from M6 Junction 17 heading for Sandbach is the small 1930's Hill's Garage (Tel. [REDACTED]). Here are two 103Es and the shell of an early model which has the spare wheel recessed in the rear. A 100E derivative is also lying in the surrounding undergrowth, together with various other old cars. They are all beyond restoration, both 103E chassis having collapsed, but some useful spares may be obtainable.'

AREA NEWS

DERBYSHIRE

from Graham Cockcroft

Having been missed out from the list of New Members in the last 'Club News' (Membership Secretary please note - Ed) I feel it might be of interest to the other Sidevalve owners in the Derby area to know of another owner and enthusiast. My address is:-
[REDACTED]

DORSET

from Roger Hide

Since the group started last November we have held our regular meetings every first Thursday of the month at the Horse and Jockey, and membership seems to have settled to a regular group of seven. I have received several phone calls from prospective Club members but have yet to see any new faces. With a few more members it would make organising runs and film shows, etc., easier and more worthwhile. However, by having a small but keen number of members we have got to know each other very well, and many times our cars have been kept on the road by the help and knowledge shown by the others in our group.

As reported in 'Sidevalve' we had a very enjoyable run with the Hampshire Group in the New Forest, although I nearly didn't make it, due to my back axle deciding to seize on the previous day. It was only due to two good friends, Tony and Nigel, who stripped and re-assembled the axle while I was at work, that my trusty old Ford put in an appearance.

At present, a couple of us are busy getting a 1937 Y7 back on the road after many years stored in a garage. It is in remarkably good condition, the only major problem being that it had a seized engine. Gladly the project is almost finished after a number of unexpected minor problems, and should be on the road in time to attend a few late season rallies.

Since the rally season started we have attended many as a group, and the strange looks we receive as we

travel along in convoy are quite amusing! Mind you, I don't know how they can see us behind the smoke screen put out by Alan Flockton's E83W pick-up. Sorry Al! One thing that always stands out at these rallies is the total lack of pre-War Fords. Where are they?

ESSEX

from Dave Simpson

The July meeting was held on the first Wednesday at our usual pub, The Plough, Hutton (on A129). Plans were made to meet up the following Sunday at Martyn Babb's home in Chelmsford, from which we, together with two Populars and a 300E van, followed Martyn in his Squire to Saffron Walden via The Greenhill pub in Linton, home of Pauline Adams and family, where drinks were served whilst waiting for the arrival of the Cambridgeshire and Suffolk Sidevalvers. We then proceeded to Shire Hill Farm for the Annual Crank-Up with locals Ian Maddams and brothers, Ron Thorn and the Cowper Family taking part. Altogether fourteen Sidevalvers joined in the activities.

HAMPSHIRE

from Mick Crouch

Our local meetings continue to gather strength, the last count being twenty-one members, wives and friends. Although these meetings are very informal we somehow seem able to organise ourselves to attend quite a few rallies, shows and Sunday runs. Mike Cook is producing a very good monthly news-sheet on our successes and funny mishaps that occur on our outings and at rallies. (He had better look out for the FSOC Press Gang - we are searching for a new 'Club News' Editor! - Ed)

We have managed a very good turn out of Sidevalves at some of the local shows and rallies. Two in particular being the Southsea Spectacular & Road Run on June 12th, where Malcolm Cook took 1st Place in the commercial section with his E494C van, and at the Andover Club Road Run on July 3rd, where he was also successful in winning a trophy.

On June 19th we had eight vehicles attend the Andover Vintage Club Rally. We left in convoy from Fair Oak and proceeded along the Winchester by-pass to Andover. It certainly was an impressive sight and many a head was turned to admire our line of Fords. At the rally site we had a section to ourselves. We have our own Club sign, made and sign-written by Malcolm Cook, and some display boards giving the history of Sidevalves and promoting the FSOC, which I made with the help of some of our local members. On the whole it was a very successful day, including the brilliant weather, and once again our group was amongst the trophy winners.

I have received quite a number of enquiries from people who wish to become members of the FSOC, mainly due to our display boards, so it does pay to advertise, and I have found the new hand-outs supplied by David Laxton to be a very good introduction to our Club.

LINCOLNSHIRE

from Bill Hollin

I have been a member of the FSOC for nearly a year now and I have never seen a mention in 'Club News' of

anyone in my area, and notice there are no local meetings here either. Well, I am prepared to organise meetings in Lincoln, and if anyone else would like to join me, please write to me at:- [REDACTED]

The only problem is that I shall be moving house in the middle of September.

I own a 6-berth caravan at Ingoldmells, near Skegness and could let it to Club members in September at a special rate of £45 per week. Phone for details.

MERSEYSIDE from Mark Prescott
The Merseyside Local Group continues to meet at La Barbacoa in Waterloo every third Monday of the month. Our venue is a very pleasant lounge bar in one of the quieter areas of Liverpool and all members are welcome to join us for a drink and a chat. One small point is that the manager prefers us not to wear our workclothes or jeans.

Finally, a joint meeting of the Merseyside and Manchester groups has been arranged at the Foresters Arms (on the A574 Culcheth road) on Wednesday 5th October at 8pm. All members are welcome.

NORTH YORKSHIRE from Martin Hatfield
Local Group meetings will be held as follows:-
September 4th Dales Road Run - meet in High Street, Northallerton, at 10.00am with a view to starting at 10.30am
October 2nd Red Alligator, South Church, Bishop Auckland - from 11.30am

SURREY from Tony Russell
There we were, Pops and Prefects gleaming in the late sunshine, sitting outside the Parrot Inn at Shalford, usual local group activity - bird in one hand and a pint in the other! Suddenly, the landlord calls out, "Ere lads, be this lot yours?" To our amazement and delight the lane leading up to our pub was suddenly full of "upright" Sidevalves, and as they convoyed into the car park we recognised them to be Yvon Precieux's S.E. London Group, who had decided to pay us a surprise visit! Needless to say much "lemonade" was consumed and fun and jollity ensued! Many thanks to Yvon and your gang. A great surprise and much appreciated by all!

WEST MIDLANDS (Coventry) from Jim Tregortha
On May 22nd another successful Treasure Hunt was held, with a good turn-out of Fords, ten in all, taking part. After getting mixed up with the Bedworth Marathon and a large bicycle meeting, the contestants



arrived back at the pub with Steve and Lesley Hancock ending up as winners. The photos show Steve and Lesley with their E93A and trophy, and all those who took part.

Our meetings are getting larger by the month, but we would still like to see more. A number of us are also attending the meetings in Wolverhampton, keeping both West Midland Groups in good contact.

P.S. MIDLAND SIDEVALVE DAY, Coombe Abbey, Sunday, September 11th!

WEST SUSSEX from John Skinner
Local Group meetings will be held as follows:-
August 17th North Star, Durrington (A2032). 8pm
September 21st Red Lion, Ashington (A24). 8pm
October 19th Bridge Inn, Houghton (B2139). 8pm

We have been invited by the Austin A30/A35 Owners' Club to their Southern Counties Rally to be held at the Southern Leisure Centre, Chichester, on 3rd/4th September. Unfortunately, details about the event were received too late for me to be able to circulate entry forms to all of you, in time for the closing date of August 5th. However, if you would still like to attend, please phone the Rally Secretary, Norman Dobson, on [REDACTED] immediately.



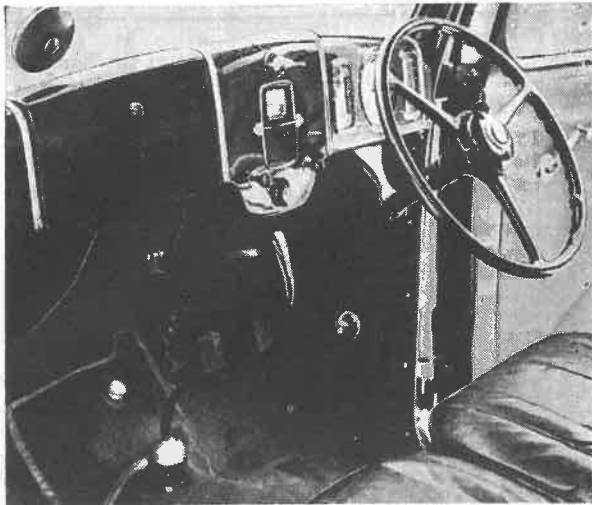
A SPECIAL 100E 30TH ANNIVERSARY
FEATURE IS PLANNED FOR OCTOBER
'Club News'

FORD SIDEVALVE OWNERS' CLUB
Membership subscriptions JULY-DECEMBER 1983 only:
£4 Britain, BFPO and rest of Europe
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An Entry Fee of £1 is payable with the first subscription. Renewal Date is January 1st 1984.
Full details from the Membership Secretary.

Copy deadlines

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

ADVERTISING RATES Members: Free
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DRIVER'S DEN: over a dozen different drivers have sat at the controls during the Ford Eight's 18,000-mile life. Everyone has praised, amongst other features, the sensible layout of the instruments.

PERHAPS as good a definition as has yet been coined of that useful maid-of-all-work, a "hack" car, must be credited to a factory foreman who adapted a popular song to say "That's the 'ack—nobody's darling and everyone's slave." And indeed he was right: the unfortunate hack car is dragged out of its comfortable garage at all times of the day and night to perform all kinds of work.

For some eighteen months now, we of *The Light Car* have had a Ford Eight saloon to fill that honoured yet unsung position. It has lived by itself in a large public garage surrounded on every side by overbearing commercial vehicles and sometimes, when one of the staff went to collect it for a particular job, it looked more than a little lonely among its hard-working neighbours. For that is one of the troubles of a hack car—it may be used throughout each succeeding 24 hours for a week or more, and then be allowed to lie fallow for the following week.

Beside me as I write is the log-book; the first entry in it sets things going with a bang—"April 30, 1938: Vintage and Mid-Surrey trials, 139 miles." That was the first occasion on which I used the car, and I can still remember the stiffness of the scarcely run-in engine. It was willing enough, Heaven knows. Time and time again, the speedometer crept up to the "50" mark, and stayed there until the driver's conscience smote him, and the needle returned to a more sedate 40.

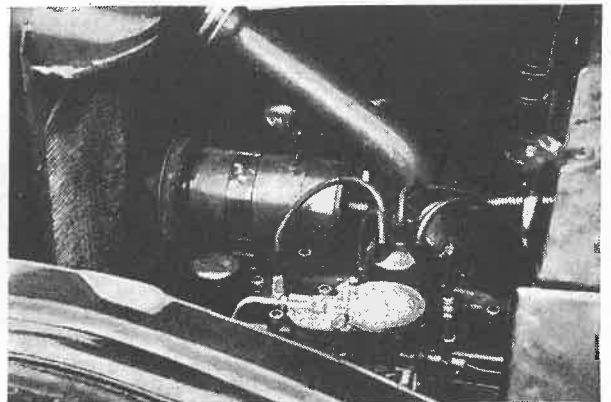
That was the start of the Ford's life as a hack (or, as it is called in the more formal language of the office, a General Staff Car). A week later it went to Lewes for the speed trials, and then filled in the next few days conveying an advertising man about London on his lawful pursuits. Followed a period of comparative peace until the middle of June, when I find the entry "Brighton-Beer Trial, 439 miles" (in less than 48 hours, I might add), and then a lot more "In and around London" running.

The 1938 Torquay Rally (448 miles) took it over Dartmoor to Fingle Bridge, and then came a really rapid piece of motoring to Simms. I seem to remember averaging a speed that you wouldn't believe over the twisting Devon lanes. And all that, including a quick-as-possible run back to London on Sunday, at over 34 m.p.g.!

A12

IT DOESN'T MIND HARD WORK

A Brief Biography of a
Ford Eight Which Has
Lived a Hard Life All Its
18,000 Miles



THIS DOES THE REAL WORK: a near-side view of the neat side-valve engine. Its 939 c.c. give a most satisfactory power output.

Apart from the Bristol Club's Backwell hill-climb (292 miles), eight visits to Brooklands (about 60 miles a visit), and umpteen "taxi" runs, the next two months were comparatively peaceful. Then it started real work again, and I cannot do better than to quote the log book: "October 9, M.C.R.A. meeting, 105 miles; 16, Harrow trial, 124 miles; 19, Singer trial, 65 miles; 23, Buxton trial, 480 miles; 31, Experts trial, 492 miles; November 6, Hertfordshire black-out (a topical note!), 186 miles; 14, Roy Fedden trial, 362 miles; 20, Cottingham trial, 232 miles; 23, Berkhamsted dinner, 80 miles; 27, Kentish Border trial, 289 miles . . ." And so on.

Ladies and gentlemen, I draw your attention to the number of trials. I make it seven in about as many weeks. That's what I call hard work, because a Press car used to cover a trial by no means keeps to the main roads. In fact, the general tendency is to drive as far as possible on the actual course, and anyone who knows trials will know that that's no easy job in most cases. Then, of course, there's always the dash from one's home to the start, and the equally rapid dash from the finish to the office with the eagerly awaited "copy." On the whole, I think covering a trial is, perhaps, the hardest work a car can do short of entering the event itself.

I won't labour the point by repeating here all the details in the log-book. They include a couple of

... .. IT DOESN'T MIND HARD WORK (Contd.)

Shelsleys (one of which, at least, was a there-and-back in the day from the depths of Surrey), a lot of running round in connection with the R.A.C. Rally of 1939, a Land's End (Hustyn was, I believe, the hill covered), an Edinburgh (Park Rash, that time), and plenty of trials in the West Country and the Home Counties. In all, it makes some 18,000 miles in 18 months.

Not much, you say? Well, perhaps it isn't, as miles go, but you must remember that the Ford was never used for gentle pottering or home-to-office motoring, or even Visits to Relatives in the Country. Its motto was "Strictly Business," and it usually went places in a hurry. There was plenty of very side-lane driving, and on at least two occasions the little car learnt the discomforts of Tank Corps test grounds.

More than once the Ford found its way into the tender care of other Temple Press journals. "Grande Vitesse," of *The Motor*, used it for two or three days when his own motoring magnificence was out of action, and I'm quite sure that the Staff Car still remembers all too vividly the time it covered a motorcycle trial for *Motor Cycling*. Despite the "nobody's darling" gag, we always checked it over carefully after others had used it, just in case they'd been too rough with our faithful Abigail.

For all that time, the fuel consumption averaged over 34 m.p.g., which can only be described as excellent, and the oil consumption works out at about 1,500 m.p.g. You certainly can't grumble at that; we don't, and we're supposed to be fussy. Top speed is still over the "55" mark, with "60" in stock if conditions are favourable. More definite figures I cannot give, for the fate of a hack car is such that it is never honoured with a stop-watch, although everyone means to find out the exact performance "one day." The trouble is that despite these good intentions, "the day" never comes.

Repairs? Well, of course, there have been some. No

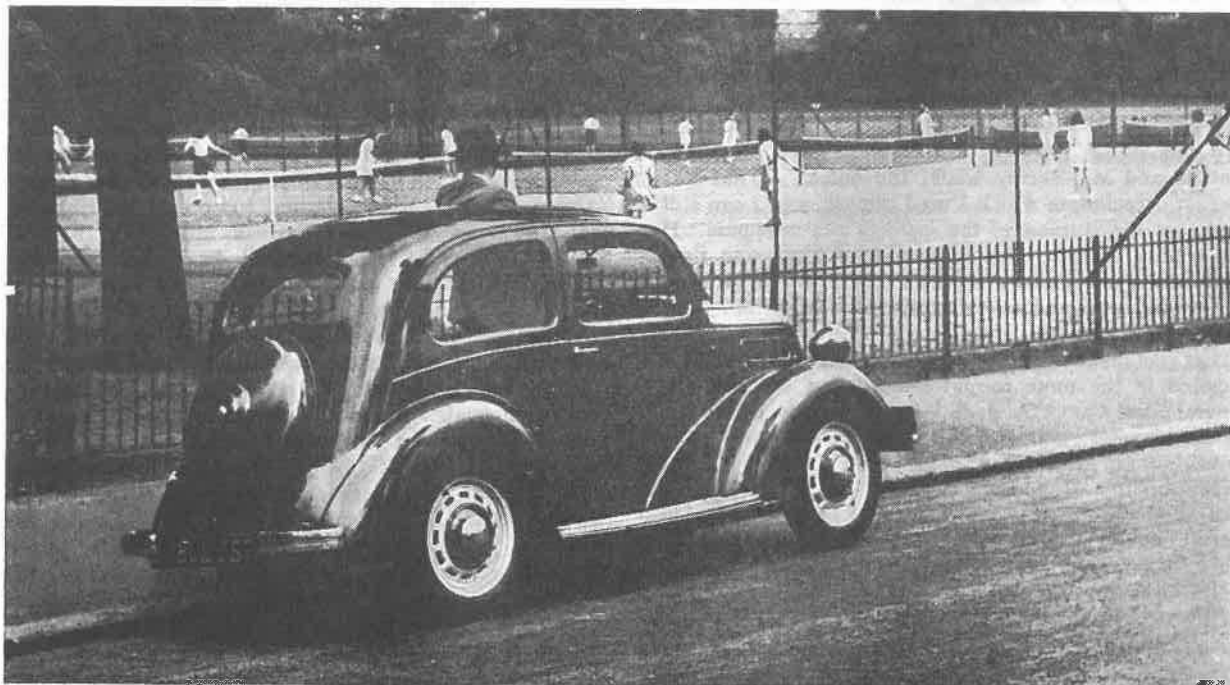
car could have stood up to hard driving at the hands of at least a dozen drivers without needing some attention. The most important operation occurred a couple of months ago, when the clutch came over all juddery. A garage took the whole thing to pieces before they discovered the chief reason for the trouble—a broken torque arm. Nevertheless, the clutch undoubtedly benefited from the almost unnecessary overhaul, and has behaved like a perfect little gentleman ever since.

Looking through the log-book again for those entries in red ink which mean repairs, I find only three other major items (I except, in all fairness, the time the Advertising Manager opened the door too soon and brought it into violent contact with a lamp-post). These are—new steering post and nut (the rocker shaft bearing in the nut had worked loose), new dynamo armature, and decarbonization (at 8,500 miles). You can't call that an excessive list for a car which has worked really hard for its living.

I mentioned at the beginning that there were periods when the Ford stood idle for a week or more at a time. Believe it or not, the car started on the starter every time after its long rest (the record "standstill" period was just over 12 days). The sole exception to this excellent record was an occasion when it had stood in an open shed all night with the temperature well below freezing point. That was the only time anyone used the starting handle—and no reasonable person will blame a car jibbing under those conditions.

The General Staff Car (journalists and advertising men, for the use of) now stands in its accustomed spot waiting for developments. I can't believe that it will stand there for the duration. Hack cars don't rest as easily as that; some work will be found very shortly and it will be back to the grindstone again. Here's wishing it luck; it has done well to date and will do better in the future.

Y.



RELAXATION: once in a while the Staff Ford went out to obtain suitable photographs which might be useful as "stock pictures." Here is a peaceful scene spotted on one such outing.

A13

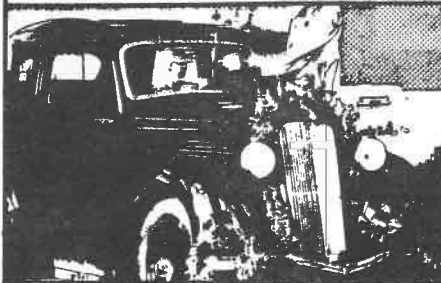
Die Ford-Story

Reprinted by courtesy of Ford Motor Co.

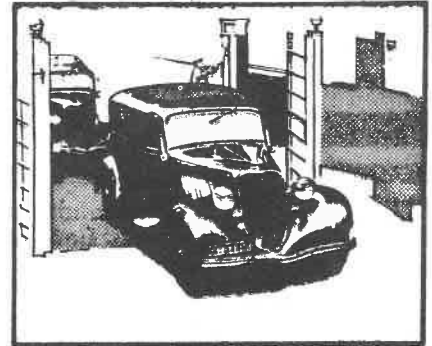
1934: Das Ford-Werk Dagenham erhält erstmals Besuch vom Königshaus. Prinz Edward, der spätere König, kommt und fährt im offenen V8 durchs Werk. Danach wünscht er zur Erfrischung Whisky Soda. Doch bei Ford gilt absolutes Alkoholverbot. Ellends wird erst per Telegramm aus USA Henry Fords Erlaubnis für eine Ausnahme eingeholt.



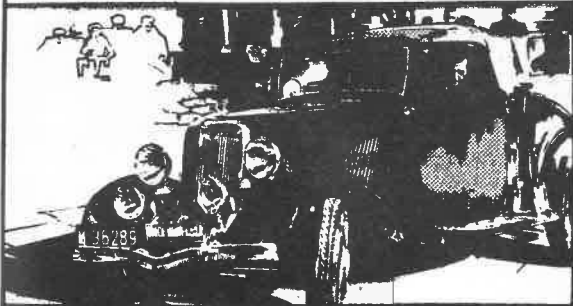
Ford erweitert seine Kleinwagen-Palette um ein 10-PS-Modell. Das „Autocar Magazine“ urteilte: „Es ist unmöglich, der neuen Ford-Initiative keinen Erfolg vorauszusagen.“ Das neue Modell C wird in Dagenham und Köln gebaut.



Die ersten europäischen V8 verlassen das neue Werk Köln 1933. Knapp zwei Jahre später konnte auch Dagenham mit der Produktion des kraftvollen Modells beginnen.



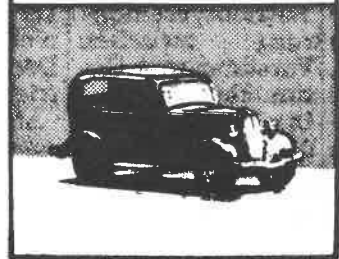
Der V8 eringt beachtliche Erfolge bei Europas wichtigstem Motorsport-Ereignis, der Rallye Monte Carlo. 1935 belegten V8-Modelle nicht weniger als vier der ersten zehn Plätze. Und 1934 siegten die Rumänen Ion Zamfirescu/Petra Cristea mit ihrem Ford-V8.



Der „Geschwindigkeits-König“ Sir Malcolm Campbell, Ford-Direktor in den 80er Jahren, benutzt einen V8 als Zugkraft für seinen „Blue Bird“. 1934 fuhr er mit 442 km/h in Florida Geschwindigkeitsweltrekord. **50**



Im Oktober 1936 senkt Ford Europa-Chef Percyval Perry den Preis des Y-Modells. Für 100 englische Pfund war dies damals der erste komplett ausgestattete „Salon-Wagen“ zu dem Preis.



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MODEL Y, 34, complete for restoration or spares, £300 M. Edwards, Tel Byfield (evenings)

7Y, 37, fully restored, present owner 9yrs, photo in Oct 82 Club News. Offers to good home. Tel

PREFECT E93A, 49, in Malta but can be exported, good cond. Details from Dominic Bonnici,

PREFECT E493A, 53, unfinished project, complete, £200 J.L. Morris,

PREFECT E493A, for restoration, too good to break, a few parts missing, £125. J. Bray,

PREFECT E493A, 52, MoT May 84, with spares, £550 ono D. Hobson,

PREFECT E493A, 52, very restorable, rebuilt engine, new kingpins, good tyres, orig logbook, reg BBG 223, £375 ono. Alan Smith,

ANGLIA E494A, 50, dismantled but complete. Offers (will split). Also 103E bodysHELL. Tel

POPULAR 103E, 56, MoT 1yr, £260.

POPULAR 103E, 53, in pieces, £100. Will split. Also new o/s rear wing & sills. T. Paine,

POPULAR 103E, 56, MoT Aug 82, needs work, £250 ono. Also spares, rad, wing. G.J. Burston,

POPULAR 103E, £600 ono. Needs roof lining & painting, mech sound. P.M. Leist,

POPULAR 103E, 54, complete & running, full MoT, body totally restored & resprayed professionally, retrimmed throughout, with spares, including g/box, st col, rad, clutch & flywheel, £500. Tel

EDWARDIAN TOURER, brass h/lamps, Ford based, first reg 1955, £1200. D.W. Stenning, Tel

10HP SPECIAL, 36, grp body(Rochdale?), recon engine, stored 5yrs, £600 ono. Also early 8hp engine, gear-driven camshaft, large plugs. Offers. Dick Crabtree,

ASHLEY OPEN SPORTS SPECIAL, rare, full Aquaplane engine, Ballamy ifs, complete, easy restoration read, £220 for quick sale. Tony Russell, Tel

FORD 1172cc ENGINE, c1937, with starter, dist, copper manifolds & twin SUs. Bought recon in 1958 and unused since. Offers. Also unused from new Falcon MkII body in grp. Tel

MARSHALL WADE SUPERCHARGER, complete, for 10hp engine £50; Aquaplane manifold/twin SUs for 10hp engine £15; front pass. seat, red, vgc, from Pop £7; 17" wheel &, tyre FREE; +0.025 piston set, 10hp, as new £15. Colin Shepherd, [REDACTED]

E93A ENGINE £50. Beaufort Restoration, Tel [REDACTED]
103E engine mounts £1 each, shackle bushes 2 $\frac{7}{8}$ " & 3 $\frac{3}{8}$ " long £1 per pr, fuel gauge E93A 9280B £3.50, fuel gauge sender £3.50. All new. Tel [REDACTED]

103E FRONT AXLE ASSEMBLY & wheels, ex-customiser. Mr. Curzon, Tel [REDACTED]

103E ENGINE & G/BOX, running gear, wheels & tyres, fr seats & instruments. Will split. Offers. Ex-customiser Mark, [REDACTED]

10HP ENGINE, ex-industrial use, with BW Handy governor & w/pump, £40. Jim Norman - see list of Club Officials

E93A RACING ENGINE, Aquaplane head, SU carb, starter & dist. Rebuilt in 1977 by Cotswold Eng Co and amused since. £100. W.J. Langworth, [REDACTED]

LOADS OF 103E SPARES, grp front wings, heater, king pins, etc. [REDACTED]

NEW 103E RADIATOR £30, 10hp starter £8, E83W wiper mtr, new E83W half-shafts £18pr. Tel [REDACTED]

5 x 4.50-17 wheels & good tyres £5 each; 1 used carb £7.50; 1 used distr £7.50; 3 used st/boxes £5 lot; 2 new grp front wings at half list price; 1 front axle with new spring, c/w shock absorbers, brakes & A-frame £15; 1 heater £10. D. Humphreys, Tel. [REDACTED]

E83W BODY PANELS. Ronald Edgington, Tel [REDACTED]

6v HEATER £15, new 107E crank £15, new 100E camshaft £15 ono. K.R. Thomas, Tel [REDACTED]

103E GRILLE, bonnet, o/s door, all glasses, 2 h/lamps, floor panels, 2 wiper mtrs, £25 lot. Tel [REDACTED]

100E, 61, good cond, £250 for quick sale. Also bonnet, grille & dash for E04A £40. Tel [REDACTED]

FORD 100E, 59, red, good cond, wide wheels worth £100, needs engine. Will take £150. Tel [REDACTED] 10am-2pm)

ANGLIA 100E, 59, complete but not running, £50. Tel [REDACTED]

ANGLIA 100E, 55, 37000 miles, one family ownership from new. Sensible offers. Tony Wood, [REDACTED]

ANGLIA 100E, 57, reg NHM 305, same family since new, ex orig cond, Ludlow Green, sun visor, good tyres, £300 ono to good home only. Tel [REDACTED]

ANGLIA 100E, 55, one family owned, MoT Mar 84, tax Dec 83, new tyres, £850 ono to good home. [REDACTED]

ANGLIA 100E, 56, MoT Sep 83, mechanically & structurally very good, body & int good but untidy, sound & reliable, £150. Tel [REDACTED]

ANGLIA 100E, 59, suitable for spares only, includes new steering box, £100. R. Postans, [REDACTED]

ANGLIA 100E, 59, new tyres, exhaust, brakes, recon engine, solid body, £100. Tel [REDACTED] nr Chester)

ANGLIA 100E, 57, 57000 miles, fair cond, price to be negotiated. Mrs. Sears, Tel [REDACTED]

PREFECT 100E, 57, good runner, body needs attn. Offers to P. Evans, [REDACTED]

PREFECT 100E, 59, recon engine, tow bar, MoT Aug 83, tax 84, plus spares. Offers. [REDACTED]

PREFECT 100E, 58, new brakes/pipes, wheel brgs, etc., int good, needs welding, £40 ono. [REDACTED]

PREFECT 100E, 58, ex cond, £650. Many spares available. Tel [REDACTED]

PREFECT 100E, 58, part restored, breaking for spares, house extn forces sale. Tel [REDACTED]

POPULAR 100E, 60, fair cond, long MoT, £250 ono. Tel [REDACTED]

POPULAR 100E, 62, MoT Oct, running order, £50. Tel [REDACTED]

POPULAR 100E, 59, recon engine 200 miles only, power assisted brakes, elec fan, £400 ono. [REDACTED]

POPULAR 100E, 61, 54000 miles, body needs attn, MoT Oct, £250. Also many 100E spares. Tel [REDACTED]

POPULAR 100E, 61, vgc, MoT & tax Nov, £400 ono. Tel Colchester [REDACTED] (eves)

POPULAR 100E, 59, good cond, used daily until recently, orig engine & g/box, etc., low milage, only 2 owners. Available after Sep 5. Offers. [REDACTED]

POPULAR 100E, 61, 60000 miles, history known, new clutch, body needs attn, £150 ono. [REDACTED]

POPULAR 100E, 61, one owner, undersealed when new, resprayed to orig Ambassador Blue 2yrs, recon engine 4yrs, MoT Jun 84, vgc, 69948 miles, £400. Mrs Mayger, Tel [REDACTED]

300E VAN, 57, side windows, new sills, good runner, £185. Small window rear doors, good cond, £30; bonnet £15; rad £15; propshaft £10. Breaking 1960 Popular. [REDACTED] after 6pm)

300E VAN, 59, 68000 miles, red, all orig, MoT & tax, a super three owner van, small rear windows, £850 no offers. L.P. Mawbey, [REDACTED]

PREFECT 107E, 60, above ave cond, MoT & tax, spares, sun visor, radio. Worth seeing. £500 ono. [REDACTED]

PREFECT 107E, 61, reg 5479 HK, one previous owner, MoT & tax, 48000 miles, good cond, £499. [REDACTED]

ALL PARTS from 56-58 Prefect 100E, in good cond. Tel [REDACTED]

100E GEARBOX MOUNTS £5 each plus p+p; complete E04A Anglia bakelite dash/instruments £5 plus p+p. John Hayfield, [REDACTED]

NEW 'MIDLAND' RADIATOR MUFF with fittings for 100E, 5 sets 100E brake shoes, new h/lamp cowl E68 NB1. Offers. John Colyer, Tel [REDACTED]

100E POPULAR 1960. G/box £25, new rad £25, s/h rad £10, st/box £15, propshaft £10, rear axle £25, front panel £30, lights, vacuum tank & wipers, screens. Tel [REDACTED] after 6pm)

PREFECT 107E ALL BODY PANELS, doors & trim, boot locks & badges, cross-member. All new. [REDACTED]

COMPLETE NEW GASKET SET & vacuum wiper motor for 100E Popular. Offers. Paul Cramp, Tel [REDACTED]

100E POPULAR ROLLING SHELL, rust-free, needs some attn, lack of space & time forces reluctant sale. Jon, Tel [REDACTED] (Croydon)

THREE 100E ENGINES, all runners, £30, £25, £20. Also some spares. Mrs. R. Hanks, Tel [REDACTED] (Devon)

TWO O/S PREFECT 100E DOORS, vgc, £15 each; o/s rear chassis leg £5; pair h/lamp bezels £4. [REDACTED]

A BIG PILE OF SPARES to be cleared from the garage of Mr. R.C. Winfield, [REDACTED]

[REDACTED] A nominal amount will secure the lot

LOTS OF 100E SPARES. S. Savill, [REDACTED]

POPULAR 100E WIPER MOTOR ASSY & vacuum tank £10 plus p+p; Pearsons 100E manual 85p plus p+p. [REDACTED]

WANTED

REAR BOOT LID BODY MOUNTING PANEL, door sills, overriders for 1950 E494A Anglia. Tel [REDACTED]

LIGHTWEIGHT ALLOY FLYWHEEL for E93A & Aquaplane alloy head. Neil Wooliscroft, Tel [REDACTED]

SET OF SHELL BEARING TYPE CON RODS for 100E. Will pay reasonable price or exchange for engine/gearbox parts. John Emery, Tel [REDACTED]

6v RADIO, clock & car heater for 1953 Anglia E494A. B.W. Kingston, [REDACTED]

CHROME SURROUNDS, front grille & w/screen wiper motor knob for 103E Popular. John Hayfield, [REDACTED]

FORDSON 5CWT FRONT DOORS in good cond. Model E04C or E494C. Tel [REDACTED]

REAR WINGS & running boards in good cond for 1953 E493A. P. Stapleton, [REDACTED]

REAR HUB PULLER No.A/CEY 115-A for 100E. Send price to G. Cockcroft, [REDACTED]

WHITE PIPING for h/lamps & rear light units for 100E Popular. Alan Hart, Tel [REDACTED]

BALLAMY WHEELS for 103E (4 if you have them but 2 will do) & Aquaplane oil cooler. Jon, [REDACTED]

PAIR OF FRONT SPRING COMPRESSORS for 100E. Send price to G. Cockcroft, [REDACTED]

DRIVER'S DOOR, front bumper brackets & red interior trim for 103E. G. Phipson, [REDACTED]