

CLUB NEWS

APRIL 1983



FORD SIDEVALVE OWNERS' CLUB

CLUB NEWS

Volume 4 Number 2 APRIL 1983

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EDITORIAL

Your 1983 MEMBERSHIP CARD is enclosed with this issue, so please look inside your magazine envelope now!!

As I haven't left myself very much space this month, I will just ask you all to try and make a special effort to support the Sidevalve Days listed below.



John Skinner

EVENTS for 1983

Northern Sidevalve Day Saturday July 9

This year your Northern Rally will be held on SATURDAY July 9th in the historic grounds of Kirkstall Abbey, on the A65 Skipton road out of Leeds. It will be in conjunction with the Kirkstall Festival, so there will be lots for the family to see and do. The rally will kick-off at 11am and ALL ENTRIES MUST BE PRE-BOOKED. This is due to space limitation and site regulations. So do not turn up on the day and expect to be able to enter your car.

Enclosed with this issue you will find a Rally Entry Form. Please fill in and post to Steve Waldenberg as soon as possible and certainly before June 25th.

Spend the evening in Kirkstall! If you intend staying overnight after the rally, or live in the area, why not join us for a buffet evening at the Vesper Gate from 7.30pm? Cost will be £2 per person and will include a well catered buffet supper. The landlord is a friend of SW! Include the cost of the buffet when sending your rally application.

HELP AT THE RALLY.....Would all members living within the Leeds district who could assist on the day please come along to a pre-rally meeting on Monday May 23rd at the Vesper Gate, Kirkstall (opposite the Abbey).

East Anglian Weekend Fri 2 - Mon 5 September



At the East Anglian Museum of Transport last year The East Sussex and Essex Local Groups are again running the East Anglian Weekend at Lonely Farm at Saxmundham in Suffolk, and again the date is the first weekend in September, so please make a note in your diaries now!

We guarantee you will have a good time, and that means the whole family and not just the drivers! We will tell you more about the programme we have lined up for you in June 'Sidevalve' magazine, but I can promise you it will be good. For a good family Sidevalve Weekend the East Anglian Weekend is a must! For further details write to:-

Martyn Babb or John Norris

NATIONAL SIDEVALVE DAY 1983

At Stanford Hall

1953-1983

Sunday July 17th-11 a.m.-4 p.m.



Send your entry to:
Mel Smith
"Springfield"
The Ridge
Epsom
Surrey

Entry £1.50. Entry form enclosed with this issue.
Commemorating 30 years of the 100E and 103E

Midland Sidevalve Day Sunday September 11

Unfortunately, our plans for the rally at Wollaton Park have fallen through, and Midland Sidevalve Day 1983 will now 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 will be a concours event with the following classes:-

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

The entry fee is £1.00. For further details send an SAE to:-

Steve Hancock

Southern Sidevalve Day Sunday September 11

Contrary to details published in the last 'Club News' Southern Sidevalve Day 1983 will now be held at Syon Park, Brentford, Middlesex.

Syon Park is of course the home of the BL Heritage Collection, but offers plenty of other attractions for the family, including a butterfly house, an aquarium, a garden centre, beautiful gardens, and restaurants. We will have an enclosure to ourselves.

For further details send an SAE to:-

Martin Ortell-Shaw or Tony Russell

Eastern Sidevalve Day Sunday September 18

This event will be held at Thursford Museum, Fakenham Norfolk. For full details send an SAE to:-

Norman Watkins

FRONT COVER: How nice to see a photo of an E83W not pictured as a brand-new show piece! This van, owned by Stormont Engineering of Tunbridge Wells, Kent, actually has mud splattered across the back panels. An early post-War example, it retains the original type 'short' rear wing pressings. Note too the home-made tow-bar looking rather ungainly. But who can argue with the slogan in the showroom window: "Ford will continue to make history"?!
(photo: Ford Motor Co)

NEWS

I NEEDED THE EXPERIENCE!

It was decided at a Committee Meeting last November to bring the club's E83W Utilecon to the south, and I arranged to meet Steve Waldenberg on the M1 near Chesterfield to collect it. The weather was very cold on December 7th, about -3°C , and I decided to borrow my daughter's leg warmers as Utilecons without heaters are very cold also. I met Steve at 11.30am and set off back down the M1 at 40mph, and for sixty miles those projectiles called articulated lorries kept overtaking me! Then the thing I most feared happened; it started to rain. If anyone has never driven a Utilecon, or any other vehicle that leaks badly and has wipers that are stationary when travelling over 25mph, then I can tell you that it was a nightmare. Three hours after leaving Steve I arrived home cold, wet through and fed up with E83W Utilecons!

The next day, with my enthusiasm restored, I covered the roof with a heavy gauge polythene sheet, as a temporary measure to stop water getting through. Steve had told me that the engine was using a lot of oil, so I checked the level only to find no oil registering on the dipstick, and after topping up with three pints of oil it was plain that a new engine was needed. This probably explains why the vacuum wipers were bad and also why the engine had little compression and was difficult to start.

The following day I spoke to Gary Miller at Belcher Engineering and organised an engine for the Utilecon to be fitted on December 14th. I drove 97 miles to Belcher's works, which is between Bury St. Edmunds and Diss in Suffolk, and the engine was on its last legs when I arrived. We soon had the old engine out and the new one was ready to fit, apart from the manifold and distributor, etc. At 5 o'clock we pulled the starter and the new engine burst into life with no problems, and when we tried to put it into gear there was a loud grating noise! One and a half hours later it was plain there was a serious problem inside the clutch housing and I would not be driving home that night in the Utilecon. A phone call home explaining my position to a super wife was all that was required, and we all arrived home after Julia had driven 200 miles in the middle of the night.

The next morning Gary phoned me to explain the problem, which was an over-size plate in the centre of the clutch plate fouling the bore of the pressure plate, thereby not allowing the plate to free itself. It was raining again when we drove back on the Sunday to collect the Utilecon and we had a terrible journey. On the way we met a 103E Popular near Bury St. Edmunds, so it was nice to know that I wasn't the only fool out on the road that day!

The lesson to be learnt from this is to check the fit of a new clutch plate in the pressure plate before assembly, or it could cost you the inconvenience of having to make a four hundred mile journey and wasting twelve hours of your time - David Laxton

THANKYOU VERY MUCH

We would like to thank everyone who sent us their best wishes on the birth of our son, Richard; they were very much appreciated. We are pleased to say Richard is very well and, we hope, looking forward to the day when he can have his own Sidevalve! - Jill, Steve and Rachael Myers

NEW MEMBERS

We welcome the following new members to the club:-

A. Baker, Wokingham, Berks.	103E Popular
A. Barratt, Birstall, Leicestershire	
D. Boswarua, Fulham, London	100E Anglia
G. Bowler, Wareham, Dorset	100E Anglia
M. Charmelie, Ewell, Surrey	107E Prefect
P. Coughlan, Cloghan, Co. Offaly	E493A Prefect
Ms. F. Denyer, Hoddesdon, Herts.	100E Anglia
J. Dyson, Hornchurch, Essex	107E Prefect
M. Edwards, Freeland, Oxford	100E Popular
P. Edwards, Connah's Quay, Clwyd	300E Estate
P. Edwards, Kempshott, Hants.	100E Prefect
B. Foord, Maplehurst, W. Sussex	Model Y
B. Foster, Old Coulsdon, Surrey	100E Popular
K. Greenhill, Romford, Essex	Model Y
A. & G. Greenslade, Barry, S. Glam.	103E Popular
W. Hall, Intake, Sheffield	103E Popular
D. Harman, Hornsey, London	100E Prefect
Ms. T. Harvey, Ipswich, Suffolk	100E Popular
S. Hines, North Wotton, Norfolk	103E Popular
G. Holmyard, Southall, Middx.	100E Popular
S. Jakobs, Harrogate, N. Yorkshire	
G. Jopson, Accrington, Lancs.	E493A Prefect
G. Ketley, Burstwick, N. Humberside	E493A Prefect
S. Kirkham, Appleton, Cheshire	E493A Prefect
Ms. M. Knaiflova, Cricklewood, London	100E Prefect
L. Laflin, Phoenix, Arizona, USA	Special
J. Lambert, Hull, N. Humberside	E83W 10cwt
B. Leggett, Norwich	E493A Prefect
S. Lee, Bordon, Hants.	E83W 10cwt
G. Little, Hamilton, Lanarkshire	100E Popular
Iain & Nicol Mackintosh, Dundee	E83W 10cwt
G. Mitchell, Bognor Regis, W. Sussex	103E Popular
D. Mockford, Bedford	
Peter & Shirley Moore, Hurstpierpoint, W. Sussex	7Y Eight
C. Nielsen, Bronshoj, Denmark	E494A Anglia
Ms. P. Osborn, Bracknell, Berks.	100E Anglia
W. Phair, Irvinestown, Co. Fermanagh	Model Y
P. Potter, Willaston, Cheshire	E494A Anglia
I. Prior, Carshalton, Surrey	103E Popular
P. Rawlinson, Fakenham, Norfolk	100E Popular
G. Robinson, Nuneaton, Warwickshire	100E Popular
S. Searle, Feltham, Middx.	100E Popular
K. Sharples, Leeds	107E Prefect
A. Shaw, Houghton Regis, Beds.	100E Anglia
P. Silverthorne, Maidenhead, Berks.	Special
Ms. E. Spicer, Isleworth, Middx.	100E Anglia
D. Stenning, Horley, Surrey	
E. Stopps, Swindon, Wilts.	103E Popular
R. Swinfield, Leicestershire	100E Anglia
Ms. C. Thwaites, Tadworth, Surrey	100E Popular
H. Van Der Merwe, Pietermaritzburg, South Africa	100E Anglia
P. Veale, South Molton, Devon	100E Popular
V. Walters, Llanelli, Dyfed	100E Anglia
A. Westwood, Birmingham	100E Anglia
J. Wheeler, Church Crookham, Hants.	103E Popular
R. White, Wingrave, Bucks.	E4930A/B Anglia
D. Williams, Llangennech, Dyfed	
Ms. E. Williams, Bishopsworth, Bristol	100E Anglia
Ms. C. Wooster, Slough, Berks.	100E Popular

CONTACT CARDS NOW AVAILABLE

The club has had some new Contact Cards printed for you to slip under the windscreen wipers of any Sidevalve you may see not displaying a club badge. This is one way in which YOU can help the club - and especially so if you live in one of those areas (like South London) where 100Es are still a common sight in everyday use. Please send a large SAE for your supply to either Bruce Palmer or Neil Smith (addresses page 2)

THE HISTORY OF FORD

'Custom Car' magazine ran a series last year called

The History of Ford, recalling the story of the company and the various models produced through the years, ending with the Anglia 105E and the MkII Consul, Zephyr and Zodiac. Good ol' CJ packed in plenty of facts and figures about our kind of Sidevalves, although he can't be that clever cos he made one or two mistakes, like saying that the Ford Eight (or 7Y, right?) had (and wait for this) hydraulic brakes!

DID YOU SEE.....

The Channel 4 programme transmitted just before last Christmas called "First Love - Experience Preferred But Not Necessary"? This had a 1950s setting (1959?) and the outdoor sequences had a couple of shots of Sidevalves - an E93A and an E493A. I presume these were owned by our members and are a result of the Classic Vehicle Hire Company's mention in February '82 'Club News'. I'm not sure where it was filmed - Scarborough possibly - but so far we have had no reports from members about being involved in the filming - Bruce Palmer

MUTUAL AID SCHEME

Would you be prepared to participate in a "mutual aid" scheme? The B.M.F. operates such a scheme with a published list of members in certain areas prepared to assist fellow members in difficulty through breakdowns. Only expenses are expected to be recovered at a cost charged to the assisted person - Martin Moores *Sounds like a good idea, Martin. The Citroen 2cv Club of Great Britain operates a similar scheme and every member receives a copy of the 'Help Booklet', which not only lists those helpful members but also includes a motorway map, a calendar, and first aid advice (for driver and passengers - not the vehicle!). The service offered by members is listed as follows:- A) I will assist with minor repairs, B) I can tow a 2cv to a Citroen garage, C) I have/can get spares for older models, and D) I could put members up for the night. Obviously, in our case, B) would need to be amended to read "I can tow a Sidevalve to a helpful garage" and C) to read "I have/can get spares for Sidevalves" (specify model). If you are interested in helping other Sidevalve Owners please write to me with the details for publication in the next magazine - Ed

CAN YOU HELP?

One of our Dutch members, Jack Noordermeer, would like some help and advice from other restorers of Sidevalve Tourers. If you can help please write to him at this address:- [REDACTED]

GERMAN SIDEVALVES

The West German issue of 'Ford News' of 1st September 1982 had a story about Bruno Ziemer, who owns a 1933 Koin and a 1935 Eifel, and of Maria Maillard who once owned a Weltkugel-Taunus. I know the information is rather vague, but could Morten Reimer investigate please?

MUSEUM OF BRITISH ROAD TRANSPORT

This museum in Cook Street, Coventry, was established in 1980 and must rank amongst the top collections in this country. The motor vehicle collection contains

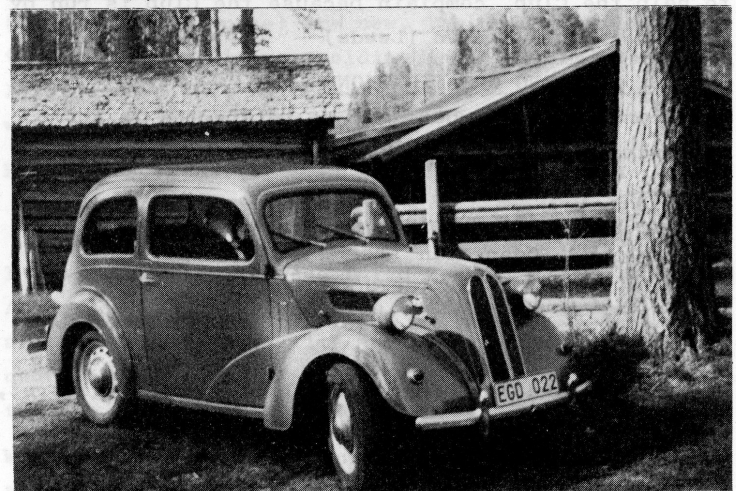
some 160 exhibits, and all the famous manufacturers are represented including Daimler, Jaguar, Humber, Hillman, Riley, Rover, Singer, Standard, Triumph, Swift, Rolls Royce, Maudslay, etc., and cover a period from 1896 right up to the present day. Well, that's what they say, though with admission charges of 20p for adults and 10p for children and senior citizens who's complaining! April-September: open daily. October-March: open Friday, Saturday and Sunday. For further details phone Coventry (0203) 25555 extn. 2315

NOSTALGIC JAGUAR EVENING

Nothing at all to do with Sidevalves, but why not come along to the National Motor Museum, Beaulieu, on April 23rd, and listen to a talk given by Duncan Hamilton and Tony Rolt who, in 1953, scored Jaguar's second win in the Le Mans 24-Hour Race with a C Type. The evening begins at 7.45pm and also includes archive film of Le Mans and the days when Jaguar swept the board. Museum opens for the evening at 7pm and admission is £1.40

TVATUMFYRA KLUBBEN

We have received a letter and photographs from David Mellergardh, the former Secretary of this Swedish club for E93A-type Anglias, Prefects and Populars. The Tvatumfyra Klubben has about 100 members and we shall be writing to as many of them as possible in the hope that some of them will join the FSOC.



The photo (top) shows Gunnar Olofsson from Hedhamreg with his '52 Anglia, and the '52 Anglia (above) belongs to former member Jan Fredrik Helmersson from Vannas

THE NEXT MAGAZINE IS 'Sidevalve'

Articles, letters and adverts for June 'Sidevalve'

should be sent to Steve Waldenberg, [REDACTED], to reach him before May 15th

BEWARE HOT-RODDERS!

An article in a recent issue of 'Street Rod & Machine Monthly' intimates that our club might be prepared to sell FSOC Remanufactured Parts to their readers, and even suggests that they try their chances by writing to Andy Main, ensuring not to mention the name of the magazine! If they do, they will be told that the FSOC sells Remanufactured Parts (and Spare Parts) only to club members and not to anyone else, whether they are customisers or not. In another article in the same magazine, it appears that they spied on the Sidevalves at Stanford Hall last August, although the writer did admit that the turn-out was impressive!

HOW TO DISRUPT THE CLUB!

1. Don't attend meetings, but if you do, arrive late.
2. Be sure to leave before the meeting is closed.
3. Never say anything at meetings; wait until you get outside.
4. When at a meeting, vote to do anything, then go home and do nothing.
5. The next day, find fault with the officers and members.
6. Take no part in the organisation's affairs.
7. Be sure to sit at the back so you can talk with your friends.
8. Never ask anyone to join the organisation.
9. Take everything the Club gives, but don't give anything in return.
10. At every opportunity threaten to resign and get others to do the same.
11. Talk cooperation, but don't cooperate.
12. If asked to help, say you don't have the time.
13. Never read the Club magazine.
14. Never join the committee, then it's easier to criticise.
15. If you receive a Renewal Notice - ignore it!
16. Don't do anything more than you have to and when others willingly and unselfishly use their abilities to help the Club, complain because the Club is run by a set of idiots - Anon (Leeds)

SWEDISH MOTORING ORGANISATIONS

Our Scandinavian members may be interested in the following addresses:-



Automobilhistoriska Klubben
Odengatan 14
114 24 STOCKHOLM
Sweden (Old Motor Club)

Motorhistoriska Foreningen, Engelska Smabilsregistret,
c/o Israelsson, O:a Banvagen 36 B, 182 46 ENEBYBERG,
Sweden (Old Motor Association/English Car Register)

Motorhistoriska Riskforbundet, Tomtebogatan 25,
113 38 STOCKHOLM, Sweden (National Old Motor Assn.)

PLEASE HELP ME!

George Marsh, of [REDACTED], would like to get in touch with fellow Prefect E493A owners on this side of the Atlantic

MORE NEW MEMBERS

We welcome the following new members to the Club:-

F. Ayre, [REDACTED]	
J. Bailey, [REDACTED]	100E Popular
W. Ballard, [REDACTED]	
B. Barker, [REDACTED]	Special
R. Belshaw, [REDACTED]	E493A Prefect
G. Blyth, [REDACTED]	100E Popular
M. Borlace, [REDACTED]	E493A Prefect
N. Bricknell, [REDACTED]	103E Popular
S. Browne, [REDACTED]	103E Popular
B. Buzzard, [REDACTED]	E04C 5cwt Van
D. Caffrey, [REDACTED]	100E Popular
G. Cooling, [REDACTED]	
R. Copey, [REDACTED]	Special
R. Crabtree, [REDACTED]	Model Y
G. Cyster, [REDACTED]	Model Y
A. Davies, [REDACTED]	E493A Prefect
N. Dunstan, [REDACTED]	Special
G. Everitt, [REDACTED]	E493A Prefect
P. Falconer, [REDACTED]	103E Popular
D. Farhan, [REDACTED]	E493A Prefect
Ms. R. Grey, [REDACTED]	103E Popular
F. Guess, [REDACTED]	100E Prefect
K. Hawkins, [REDACTED]	103E Popular
J. Hendry, [REDACTED]	100E Anglia
A. Hickerton, [REDACTED]	
G. Hirst, [REDACTED]	103E Popular
P. Horan, [REDACTED]	100E Prefect
P. Hudd, [REDACTED]	100E Anglia
R. Irons, [REDACTED]	103E Popular
J. James, [REDACTED]	100E Popular
R. James, [REDACTED]	103E Popular
D. King, [REDACTED]	E83W 10cwt
Ms. J. Laughey, [REDACTED]	100E Prefect
O. Lid, [REDACTED]	
J. Light, [REDACTED]	Model Y
J. Lisewski, [REDACTED]	103E Popular
R. Lucas, [REDACTED]	103E Popular
R. Lyons, [REDACTED]	107E Prefect
J. Mangnall, [REDACTED]	103E Popular
P. Marston, [REDACTED]	E493A Prefect
J. Martland, [REDACTED]	E494A Anglia
T. McCarthy, [REDACTED]	103E Popular
N. McComb, [REDACTED]	Special
E. Miller, [REDACTED]	7W Ten
C. Moffatt, [REDACTED]	100E Popular
J. Nostelnik, [REDACTED]	E494A Anglia
K. Olive, [REDACTED]	E93A Prefect
M. Pinfold, [REDACTED]	E493A Prefect
E. Potter, [REDACTED]	E493A Prefect
L. Rolls, [REDACTED]	E493A Prefect
C. Sayles, [REDACTED]	
B. Seeley, [REDACTED]	103E Popular
B. Shaw, [REDACTED]	107E Prefect
Ms. P. Sloper, [REDACTED]	100E Popular
R. Smith, [REDACTED]	Model Y
A. Stafford, [REDACTED]	
T. Stockill, [REDACTED]	100E Popular
W. Stokes, [REDACTED]	103E Popular
Ms. A. Sullivan, [REDACTED]	103E Popular
P. Tinsley, [REDACTED]	
Ms. J. Turner, [REDACTED]	107E Prefect
T. Twomey, [REDACTED]	103E Popular
F. Voller, [REDACTED]	

BACK COPIES OF 'Club News'

A few copies of August and October '82 'Club News' are still available at 75p each inclusive of postage from John Skinner, [REDACTED]

[REDACTED] first to secure your copy

FORD SIDEVALVE OWNERS' CLUB

Membership subscriptions are as follows:

- £8 Britain, BFPO and rest of Europe
- £10 Overseas (magazines sent by air mail)
- £1 Joint Membership Supplement

An Entry Fee of £1 is payable with the first year's subscription. Renewal Date is January 1st

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
(For Sale/Wanted) Non-members & Trade: £2

LETTERS

One Satisfied Customer!

I have recently joined the FSOC and wish to say how much I enjoy reading the club magazines.

I have bought from the club some new and some second-hand spares for my 103E Popular, and I was very pleased at the speed I received the parts and also the prices.

Penybont, Powys

David Lewis

Were They "The Good Old Days"?

I was interested to read Reg Skolfield's letter in October 'Club News' on how the Club has changed. In my opinion the Club has only changed for the better. The Spares Secretaries are doing a fine job, having very good stocks of spares for all models - as well as having hard to find items remanufactured. All the other secretaries and organisers deserve a pat on the back for all the hard work they do, as does yourself for producing such a fine newsletter - a far cry from the first 'Club News' which I still have. I believe the club newsletter to be one of the most important things in any club as it reaches every member. The present 'Club News' is certainly a credit to our Club.

Going back to the early days, when the Club was formed, we all owned 100Es, and it was "the in thing" to have all those horrible extras fitted to one's car that we now frown on at concours meetings (extra spot-lights, extra dash instruments, electric wipers and so on). Most members only owned one car - their 100E - not like now where most members have an everyday modern car as well. It's interesting to note that when the Club was formed in 1969, the youngest Sidevalve, which would have been a '62 Popular, was then only seven years old - just as a '76 Escort is today.

I remember the time when the Club was low on funds in the early days, and each of the Committee put £10 into the Club's kitty so that the next edition of the Newsletter could be printed and sent out! This was only lent to the Club, and was duly paid back when times weren't so hard.

Yes, they may well have been "The Good Old Days", but compared with now, we certainly now have a better Club. Keep up the good work.

Dave Watson

They Were "The Good Old Days"

As an older member of the Club (in more ways than one) may I say how much I agree with Reg Skolfield's views in October 'Club News', and also the direction in which the Club seems to be moving, i.e., amending the constitution to restrict 100Es with OHV engines from 100E Classes at events organised by the Club. As we all know, there are some very good OHV 100Es in the Club, and some have been for a long time. If they cannot enter FSOC concours d'elegance, then what is the point of them being in the Club? All were welcome when I joined, though it doesn't seem so now. Maybe some OHV 100E owners will air their views on the

matter, or have I got it all wrong? Perhaps they can enter the 107E Class? What do I enter with my OHV 300E? Don't all tell me!

Any members taking up the caravan holiday offer of Jean and Ian White, or going to the Isle of Wight anyway, should try and go to one of the Local Group meetings in Carisbrooke (on the 1st Wednesday of the month) or at least give Colin a ring. We managed it last year on our annual visit, but unfortunately in our 300E's big brother, a 400E Dormobile. At their pub we met some very nice ladies and gentlemen, all very keen on their cars, which was very pleasing. One word of warning though; some own OHV 100Es, and good luck to them! They have a true club spirit, and it is a pity we can't see more like them at our meetings. I hope to see some, if not all of them again this year. So look out for the "Old Green Snail"!

John Farrer

*John. Believe it or not, but it was the appearance of your 300E at last year's Southern Sidevalve Day that prompted me to propose at the AGM that OHV-engined 100Es and 300Es be excluded from entering classes for otherwise standard 100Es and 300Es. I quite agree with you that there are indeed some very good OHV 100Es in our Club and due credit must go to their owners for the ingenuity with which the conversions have been carried out, but do you really think it is fair to judge your OHV 300E, however well presented, next to another Sidevalve-engined 300E or 100E, when the very basis of the club is the Sidevalve engine? I think not - Ed

No Improvements Necessary!

With reference to Steve Waldenberg's article 'Improve Your Roadholding' in December 'Sidevalve', although we don't use our 100E as much as Steve uses his 107E, our roadholding is definitely not erratic, and it is only when cornering so hard that oil surge causes the warning light to come on that body roll is noticeable. Adhesion in the wet is adequate and stability at 70mph is good. Our secret? The car is exactly to the maker's specification.

We've replaced the front struts, top mountings and all bushes. Joints are regularly greased and the tyres (cross-ply of course) are new. The point I'm trying to make is that if roadholding is to be improved, at least ensure that all the mechanical components are working exactly as they should.

Mike Dawes

Another ex-Local Government Anglia

I was interested to read David Berry's letter in last August's 'Club News' about his Anglia E04A, as yet another Anglia, this time an E494A, which was once owned by the council in Kingston-upon-Thames, has come to be owned by a club member.

Would David please phone me on [redacted] so that we may share interests.



SUTTON LIONS
Cheam Fair & Transport Spectacular 83
MONDAY (MAYDAY) 2nd MAY - CHEAM PARK

WE SERVE



ROAD TEST

FORD POPULAR

Engine: 933cc 4-cylinder, side valve, 8hp (RAC rating).
Running costs: 29mpg.
Cost of petrol: 8p a gallon.
Price: £100 in 1937 (20 times average 1932 wage of £5 per week). Purchasing power of the pound: £100 in 1932 represents £2,018 in 1982.
Max speed: 55mph.

MINI CITY

Engine: 998cc 4-cylinder, overhead valve, 39bhp.
Running costs: 42.2mpg (two-star fuel).
Cost of petrol: Approx £1.70 a gallon. £2,999 (24.38 times this year's average wage of £123 per week).
Max speed: 82mph.

Then and now

How the car for everyman has changed in half a century

THIS WEEK I took a step back in time. I decided to go for a spin in the most successful car of the Thirties — the Ford Popular — and see how it runs on the roads of the Eighties.

I also wondered just how this car, one of the first to be designed for the masses, would compare with today's equivalent — the Mini.

Both are noisy, lumpy over the bumps, short on luggage space and hampered by awkward driving positions.

Yet the Ford Popular and the evergreen Mini are still thought of with affection by millions of drivers.

It is 50 years since the Popular was launched at Ford's Albert Hall Exhibition of 1932. Then it was the 8hp model Y, the last new car of significance in which Henry Ford was personally involved.

It sold for the fiercely competitive price of £120 (a Morris Minor would have cost £150 and a large saloon £450).

Space

Within three years it had become the Popular — the price had been cut to an astonishing £100 and it was taking four of every ten small car sales in this country. Yet it lasted only five

years and was replaced by the Ford Eight in 1937.

The post-war Popular, based on that same Eight, was launched in 1953 at the still modest price of £419. It lasted for six years.

The Mini has proved much more resistant to changing fashions. Launched in 1959, it is still selling 23 years later.

Both Popular and Mini have been the cheapest British-built cars on the home market. I found it a fascinating exercise to compare them.

Most impressive feature of the Popular is its size. It towers over the Mini and provides ample head and leg room for four adults.

Luggage space is a different matter. A folding rack behind the outside-mounted spare wheel might take a case or two; otherwise the bags must tuck in with the passengers. But no lack of space under the bonnet; there the tiny side-valve 933 cc engine occupies less than half the compartment.

Steering

More show than go, in fact. For the Popular is no greyhound. Forget about rest-to-60 times; this un-hurried accelerator trundles gently up to a maximum of 55 mph and takes more than 20 seconds to reach 30.

Ride quality is best des-

cribed as agricultural (it's no coincidence that the Popular's transverse suspension used what are described as 'cart springs'). And the steering on my test car, kindly loaned by Ford's Swansea museum, was as vague as a poorly-briefed Minister at Question Time. But then, it had travelled a mountain of miles. For all that, the Popular still strikes me as a practical and enjoyable car. If you get the chance to drive one, remember there are no turn indicators. Are you sure you can indicate a left turn by hand?

No such problem with the Mini, of course. It has most of the electrical gadgets of the modern car, though the base-line Mini City — at £2,999 the closest comparison with the Popular — doesn't have reversing lights or heated rear window.

But its huge advance on the Ford is in performance. Getting to 60 is no problem; the Mini's 998 cc engine develops 39 bhp, and that will hustle the little machine to 60 in 18 seconds, and push it on to a top speed of more than 80.

The car is still noisy, after

all these years, but it is markedly quieter than the earlier Mini buzz boxes. And the Popular.

Handling is in a different league from the Ford. You can take the Mini securely through fast corners where the Popular would be lurching like a drunken sailor.

Inside room is surprisingly good, considering how tiny the Mini looks alongside the Popular. It does take four adults, albeit with less leg and head room than in the older car. And it does have a boot of sorts, though that has come down to a meagre four cubic feet since a bigger petrol tank taking 7½ gallons, was introduced.

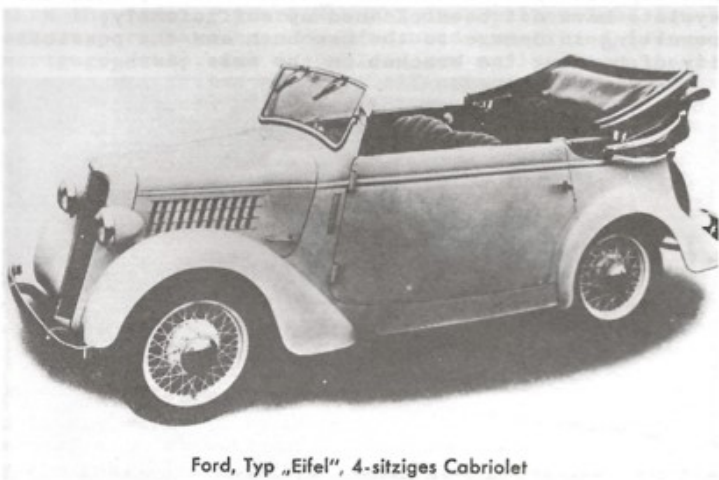
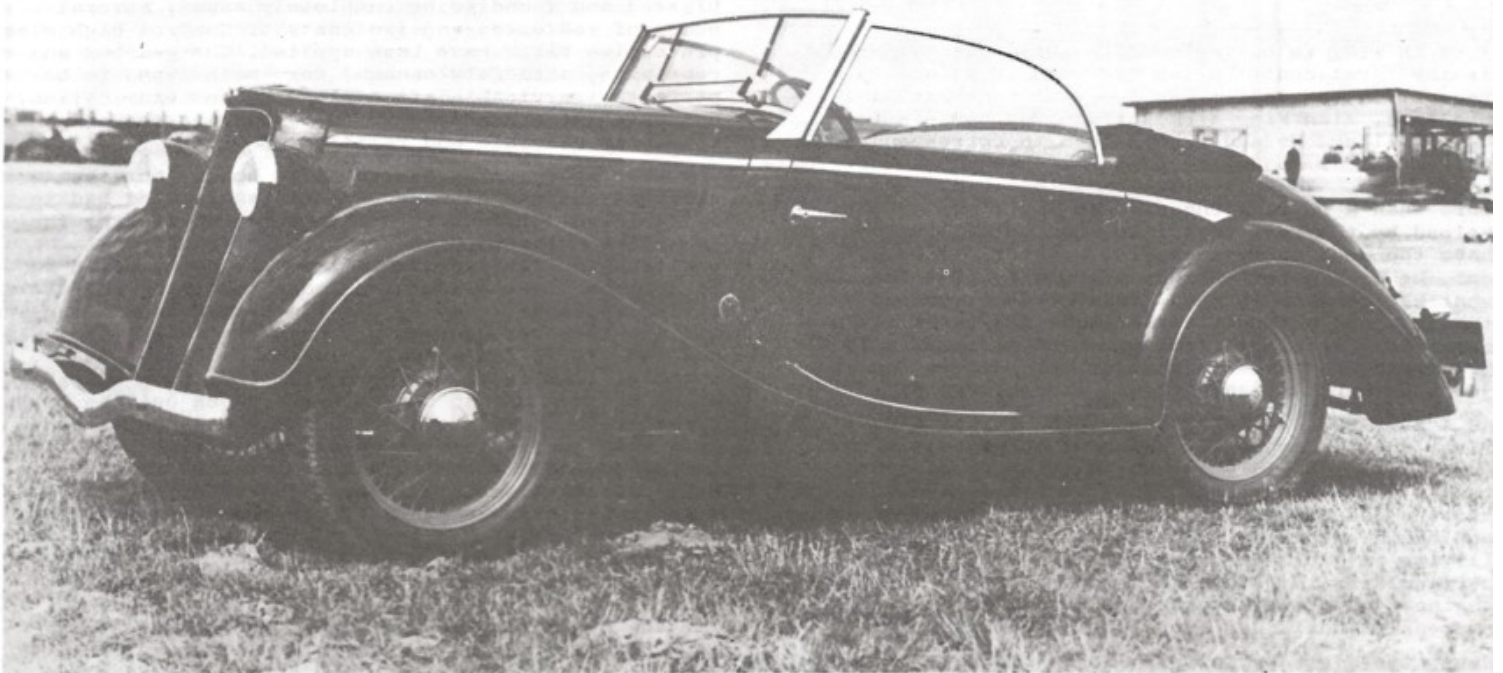
Primitive

However, some old snags of the Mini are persistent. I find the driving position, not aligned with the steering wheel, distinctly uncomfortable and the basic instruments well below the standards of most modern small cars.

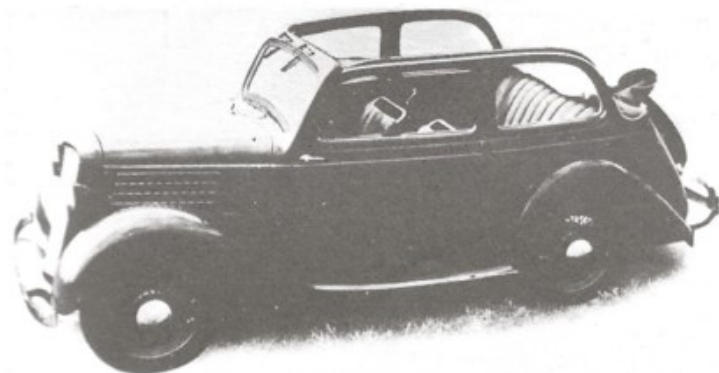
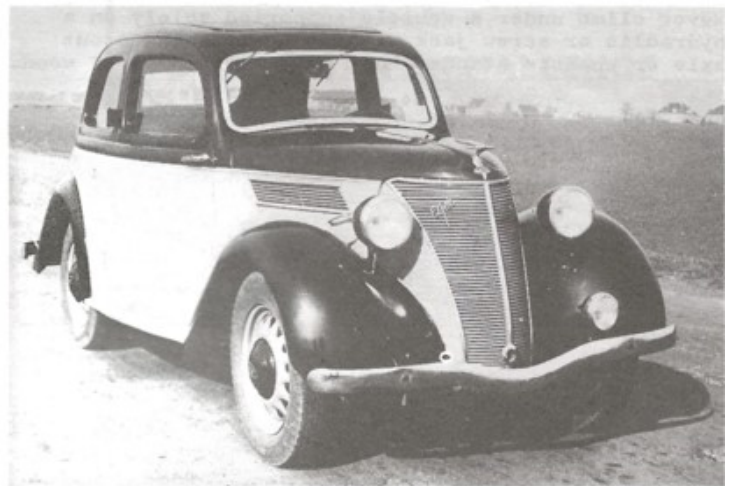
It's still fun, though. Zipping in and out of the traffic, scooting into parking spaces nobody else can consider — that's where the Mini can steal your heart.

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German Sidevalves by Bruce Palmer



Ford, Typ „Eifel“, 4-sitziges Cabriolet



Ford, Typ „Eifel“, Limousinen-Cabriolet

The early German-produced Sidevalves contained a considerable amount of UK body pressings, etc., but soon distinctly German models began to appear. The Eifel Model 20C introduced in 1935 was very similar to the UK Model C. The photo at the top of the page shows a 1935 2-seater Cabriolet by Glaser of Dresden. The photos on the left show two 1936 Cabriolets, both completely different to the UK Model C open versions. In 1936 the Eifel was given a face-lift with a boot, V8-style front end and pressed steel wheels, as shown above. A feature of this model was the "alligator-style" bonnet, which was discontinued for the 1937 model (photos: Ford Motor Co)



E83W REGISTER

Registrar: **HOWARD STENNING**
CHALK PITS MUSEUM

Houghton Bridge
Amberley
Arundel
West Sussex
BN18 9LT

JUST IN TIME to be included in this month's notes is the first contribution received in answer to my request in the last issue for your restoration tales and tips. Alan King from Northampton has started the ball rolling. He and I have been in correspondence for a year or so now as restoration work has progressed with an E83W that first came into his hands as no more than a rusting chassis. An ambitious project not helped by the fact that like most of us Alan does not have too much money to spare. However, as he points out, he is a motor vehicle technician by trade, and what he lacks in finances is more than made up for by the full and unconditional use he enjoys of all his garage's specialist facilities and equipment. Indeed his employers have taken great interest in the project. Lucky chap! Anyway, on with the story:

AS A PROFESSIONAL MOTOR TECHNICIAN I feel I must first advise anyone who is about to attempt a total (body off) rebuild - without wishing to discourage them - to make sure that they at least have access to and the use and knowledge of, certain types of garage and engineering equipment, and small or medium range lifting or jacking equipment. The safety aspect is particularly important when attempting to lift engines, remove gearboxes, and complete axles and suspension units, or even complete bodies.

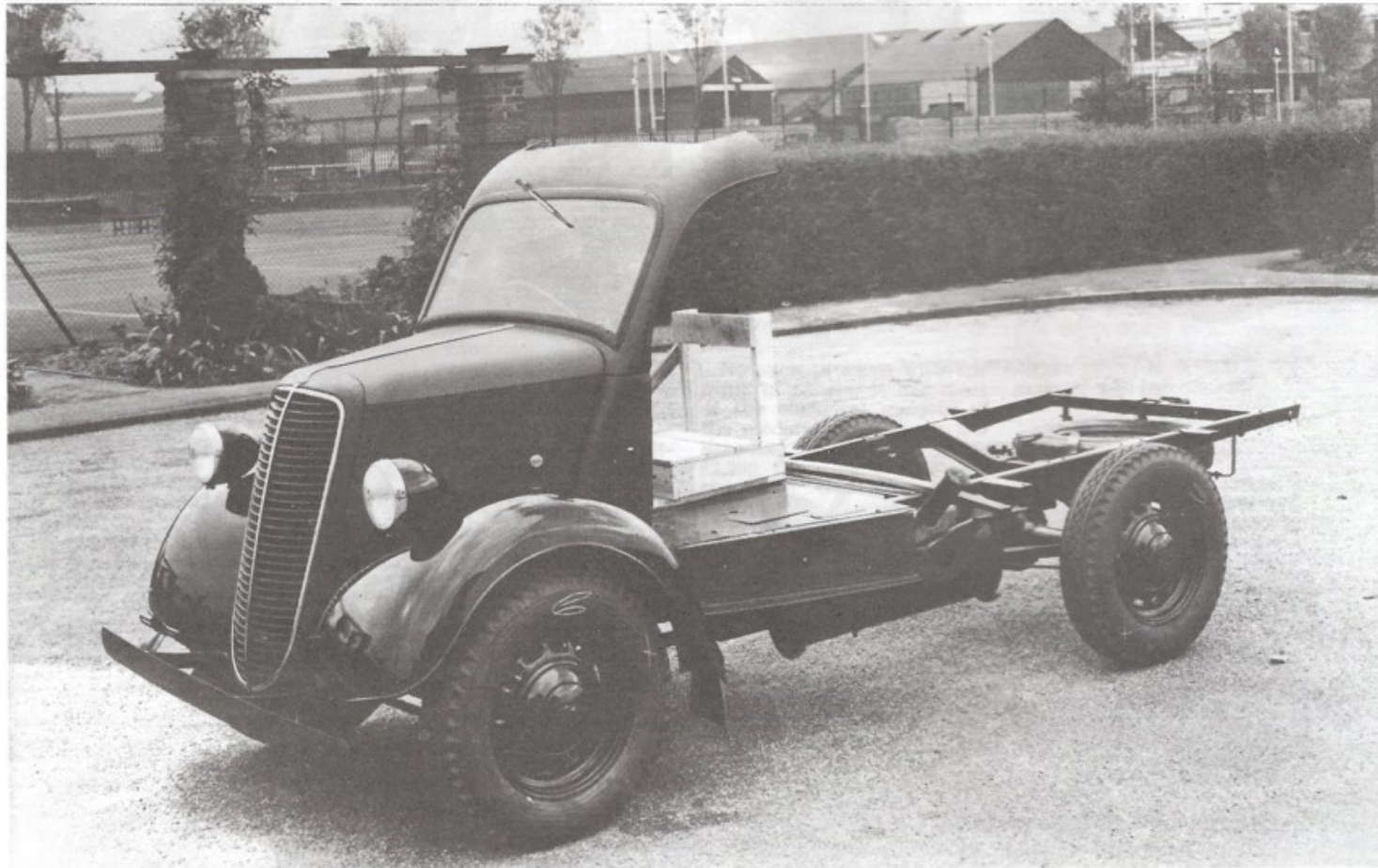
Never tie a granny knot in length of rope, however new, when you can firmly bolt on a suitable length of chain to cylinder head bolts, etc., using large repair washers to prevent the bolts from pulling through the links.

Never climb under a vehicle supported solely on a hydraulic or screw jack without positioning stout axle or chassis stands - not bricks or lumps of wood.

Remember, the vehicle may be supported in such a manner for many months and the seals of a hydraulic jack will just not stand up to it. Another point worth mentioning if you are working in an old barn, etc., and the vehicle is to be supported on axle stands, is to make sure that the floor of the building is solid, and not rotten, soft or soggy. The support could penetrate the floor and the vehicle topple over - perhaps on top of yourself.

As you know, I obtained my E83W in kit form, consisting of the chassis frame and numerous boxes and containers full of parts. The chassis has been sand-blasted and found to be completely sound; several coats of red oxide and two coats of Humbrol high gloss protective black have been applied. The gearbox and rear axle, strangely enough, were both found to be perfectly servicable after cleaning and examination, and were subsequently painted as near to the original colour as possible and refitted.

The rear road spring was found to be OK, but the shackles and bushes were completely shot and had to be replaced. Great care has to be taken fitting the one piece bush and pin assemblies. You have to position the road spring to the axle as it would be on the road in the normal unladen position, and use a spring spreader to splay out the spring and de-tension the shackles before removal. Undo the shackle spindle nut and remove the shackle plates. Drift out the spindle, leaving the bush in place. Using a suitably-sized drift - not an old socket - knock out the bush. Clean up the spring eyelet and axle boss until spotless with emery cloth or an extremely fine-cut file, taking care not to enlarge the diameter of the eyelet. Bolt one shackle plate loosely to two of the new spindle and bush assemblies, carefully and evenly tap the two spindles into their corresponding eyelet with a suitably-sized tube which fits over the spindle nuts, and butts up against the shackle plate. When both spindles have been tapped through far enough, fit the other shackle plate over the spindles and loosely bolt together. When both sides have received similar attention, release the spring spreader and make sure that the gaps between all of the spring shackle plates and spring/axle eyelets are the same, and tighten the spindle nuts. If the new bushes will not tap into position with reasonable ease, then the eyelets have not been cleaned up sufficiently, resulting in damage to the new bush and the possibility of bending the bracket on the axle casing.



Fitting the front spring shackles is identical. The Ford Motor Company produced a special tool for lining up the spindles and pressing in the bushes in one operation, and if one could be found anywhere, would be invaluable today for the job it was made for. The front road spring, incidentally, was found to have a broken main leaf, and a complete new spring and shackle was fitted.

The engine, which I think is the original, I have completely rebuilt: new pistons, crank journals re-ground, new valves and springs, oil pump stripped, cleaned and checked, new timing chain and sprocket, and new clutch. The distributor, carburettor, starter and dynamo were all overhauled. The engine and ancillary items have all been painted and assembled, and by the time you read this, should be installed and ready for testing, prior to lifting on the body.

The brake gear was in a disgraceful condition, and typical of how such vehicles were run in the last years of their revenue-earning service. The linkage, pivots, clevises and relays were so badly worn as to require metal building, re-drilling, and new pins and bushes. Actuators and adjusters were rebuilt and brake shoes relined. The whole system was then painted, re-installed and set up.

Hub bearings, front and rear, were all quite serviceable, re-packed with grease and replaced. The road wheels have been sand blasted, coated in red oxide and several top coats. New tubes have been fitted to good used tyres.

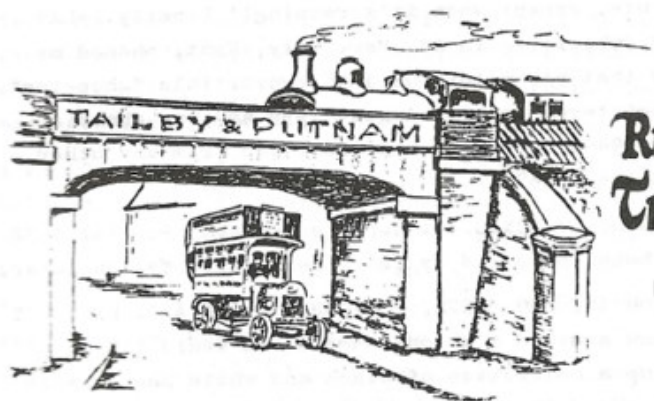
After about fourteen months hard work, the result is an almost fully restored rolling chassis, ready to accept the body.

I failed to mention a very important item, that being the shock absorbers. They are not an E83W's strongest point, so when in doubt, don't panic trying to find new ones, send them away to be reconditioned - and that includes the shock absorber link rods. The rubber ball joints can wear to a dangerous condition. Almost any established motor component dealer will send them to a specialist for reconditioning at a reasonable cost.

Work on the body is proceeding a little more slowly than the running gear. New ash door pillars and lower cab support have been manufactured and fitted (second mortgage job!), and a complete new sill section is to be made and fitted shortly. All other removable panels have been shot blasted, repaired and primed, and await the final coat. I will keep you informed.

THANKYOU, ALAN. Your notes are very much appreciated and will, I am sure, be of use to others. I look forward to hearing from you again in due course. In the meantime I hope some more folk will find the time to put pen to paper. Please use these pages to share your experience with other enthusiasts.

THE BARE ESSENTIALS of an E83W, as described by Alan King above, are clearly shown in this month's photo which depicts one of our vehicles in chassis/scuttle form before delivery to a coachbuilder for special bodywork. Note the wooden seat for testing and delivery work. Those Goodyear diamond-pattern tyres are of a type familiar to countless E83W drivers in years past. I wonder what body this particular chassis finished up with?



Rushden, Circa 1915

R. H. Woodcock—Publicity Dept.
Rushden 50287

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Forthcoming Events

MAY Sun 8 ANNUAL HISTORIC VEHICLE PARADE, Dartmouth Park, West Bromwich. A special invitation to this show comes from FSO member John Hayfield. For entry form write to:
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POPULAR & PREFECT REGISTER

by Bruce Palmer



30th ANNIVERSARY OF THE 103E - For the latest news on the celebrations due to take place at Stanford Hall on July 17th, see the details about National Sidevalve Day in Events for 1983. An entry form is enclosed with this issue.

'Popular for 30 Years' WINDOW STICKERS -



Popular FOR 30 YEARS 1953-1983



Have you got one of these special commemorative rear window stickers produced in top quality self-adhesive vinyl for your Popular? If not, send 30p plus a 9" x 4" stamped addressed envelope to:- FSOC Popular &

'The "Prefect" - The Head of Its Class' WINDOW STICKERS - It was decided to reproduce this item after our last visit to the Ford Motor Company, when we were allowed to inspect a section of their archives that we hadn't seen before. One of the things we found was a collection of official photographs of experimental Sidevalves which were never put into production (they will be the subject of an article in a future issue), including a rear view of a 'Prefect' which we think dates from just before or just after the War. By coincidence, in the rear window was the factory-fitted sticker and the quality of the photo was sufficiently good enough for our manufacturer to reproduce an almost exact replica, scaled up from the known size of the rear window:-



Whilst intended for E93A and E493A Prefect owners, 100E and 107E Prefect owners might well be interested too! The theme of 'The Head of Its Class' continued to be part of Ford's advertising for many years until the mid Fifties. The 103E was initially advertised as part of Ford's 'Lowest Cost Motoring in Every Class' campaign as 'The Lowest-Priced Car in the World'. If anyone has an example of a similar sticker from a 103E that we could use for reproduction we would be very pleased to hear from you. The Prefect rear window stickers cost 60p each plus a large stamped addressed envelope and are available from the FSOC Popular & Prefect Register at the above address.

ANGLIA, PREFECT & POPULAR 'RUNNING-IN' STICKERS - Now available. Authentic replicas of the original Ford Motor Company transfer giving running-in instructions and correct tyre pressures. Suitable for all E93A types '45-'59. The correct mounting place is in the lower right hand corner of the windscreen. Price 35p plus a stamped addressed envelope, again from the FSOC Popular & Prefect Register.



MICHAEL DAY from Halloughton, Notts, has come up with these captions for this photo which appeared in the last issue:-

'Warmest maternity wing I ever had'
'Are you sure it's in everyday use?'
'Under-powered, yes, but 6 pussy power!'
Has anyone else any other suggestions?

THE YOUNGEST POPULAR 103E (continued further!) - Three more of the youngest 103Es have come to light since the last magazine. CHRIS DRINKWATER, who lives in London, has written to say.....'I used to own a blue 103E registered on 7th September 1959, chassis number C94 [redacted], and my guess is that the car was probably built in May of that year. The registration number was XLM 527 and although I no longer have the vehicle I still possess the registration document. It's a long story which I won't bore you with now!' GERRY MARTIN from Edinburgh, was disappointed to find that his car was not given a mention (I have now sent him a Popular Register form to fill in!) and so has sent me the full details.....'239 HTN was first registered on 24th July 1959 bearing chassis number C94 [redacted]. Perhaps the youngest to date? The car has been totally restored throughout to a very high standard and is in constant daily use, except when it's raining!' Finally, ALAN BEWSEY, who lives in St. Mary Cray, Kent, phoned me to say that his notorious 103E convertible "chop-top" was registered on 10th August 1959 and has chassis number C94 [redacted]. So why the great gap from any other car in the club?

POPULAR MONEY BOXES - I hope to get some Popular 103E money boxes produced by July! Details to follow later. HAVE YOU ANY BROCHURES, PHOTOGRAPHS, OR ARTICLES? - I have now aquired a decent camera and would like to build-up a collection of black and white photographs of the above items so that they can be used in future issues of 'Club News'. Photocopies aren't usually good enough for reproduction. If you can lend me any

suitable material relating to all E93A types I would be very grateful. It will be photographed quickly and returned. Prints will go into the Club photo file.

THE LONG ARM OF COINCIDENCE - Overall, the number of perpendicular Sidevalves that have survived compared with the vast numbers produced is remarkably low. The Model C, where something less than thirty of a total number of about 30,000 produced are known to exist, is the best known example to Ford enthusiasts, and with only five or six of these on the road last year, the actual number you can see is even fewer. Compare this with the Austin 7, where some idea of the prolific numbers that have not only survived but are in full running order can be gauged from the fact that their club's John O' Groats to Land's End Run last year attracted well over 100 entries - at the start!

Even the Model Y, where we estimate that about 250 exist, is by no means a common car; the thirty or so cars we assembled at Stanford Hall was easily the largest number ever seen together at an historic vehicle rally and must have represented about 60% of running Model Ys in Britain! Happily, the position is reversed with the 100E, which at least here in the South-East it is still a common car for everyday transport and is to be seen in far greater numbers than contemporary cars such as the Anglia 105E, split windscreen Morris Minor, or Austin A30/A35. However, I understand that this isn't quite as apparent in the country where, for example, Cornwall seems to be plagued by A35s and MkII Consuls, Zephyrs and Zodiacs and no 100E was seen there in a week of motoring last summer.

Small wonder with so few survivors that only rarely do the cars in the Club's various Model Registers have anything like adjacent chassis numbers, and most are not even identical in specification and colour. This latter point seems to apply especially to 100Es. The nearest we seem to have are ten to twenty cars apart, which really isn't bad given the odds against consecutive cars off the production line having survived twenty or thirty years.

Looking at the details of recent Registration Forms sent to me, I was surprised to see a Prefect E493A with vehicle registration number OPO 566, which is surprisingly near my own Prefect E493A's OPO 550. Closer examination revealed that indeed here we have two cars with consecutive chassis numbers; C710698 (566) and C710699 (550) and identical specification, which is not quite so rare with E493As where the majority seem to be black!

A rapid phone call to 566's owner Norman Addison in Helston, Cornwall, confirmed that 566 was registered on 17th April 1953 compared to 550's 16th April 1953, but that whilst my car had spent all its life in Sussex where its first owner lived, Norman's car seems to have been initially owned by someone from Wandsworth, London, although registered in Sussex and one presumes bought from the same dealer. Both cars were private rather than company cars. Finally ending up with a succession of RAF personnel at Helston air

base, 566 was bought by the present owner in November 1966, leading a somewhat exciting life before being laid-up at virtually the same time as my own 550 in 1970.

There the resemblance ends, for whilst being basically original, my car had David Geere (of Adur Rally fame) to partially restore it to a very presentable level (although not run it) over the next ten years, before being forced by a move of house to sell it to me in 1980. 566 still sits in a garage in Helston until Norman has finished the restoration of his Jowett.

I really do hope that the two cars can meet once again in the near future. Norman and I have made a provisional date to meet at the 1984 Yeovil Festival of Transport, which is roughly midway between us, and I will be phoning him at regular intervals over the next year or so for progress reports on his restoration!



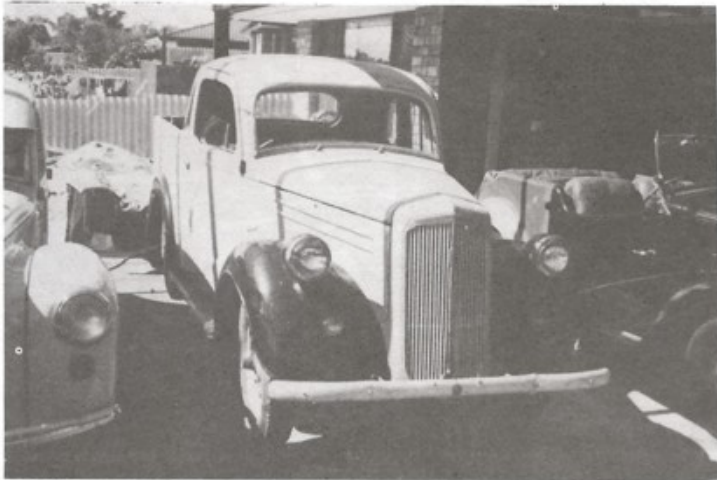
I think we have a similar coincidence with two more E493A Prefects, RKK 129 and RKK 539. KK is a Kent number and these two were registered in May or June 1953. 129 is owned by John Kleider from Billericay in Essex, but as his car is not registered with me I have no other details. 539 is owned by Don Blackman, who lives in Farnborough, Kent, has chassis number C720699 and has done a genuine 37,800 miles!

One day perhaps, when we can get more help from you the members, the FSOC Registrars might just get around to comparing chassis numbers of other cars, and produce a few more such coincidences, we hope!

GEOFF HALL from Perth, Australia, has written with news of his Sidevalves.....'I am currently restoring my '47



Anglia tourer (coachwork by Martin & King of Adelaide) which I towed on a trailer from Adelaide last Easter, a distance of 3,000Km! It is a beautiful machine. In my back yard I have a '39 EO4A Anglia Utility, which is peculiar to Australia and extremely rare. I found this one on a farm about twenty miles inland.



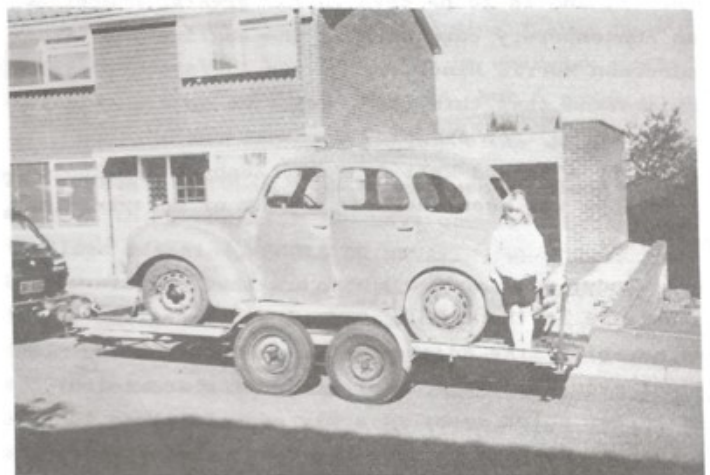
I also have a half-share with a friend of mine in an EO4A tourer, which we found about sixty miles inland. My friend has another EO4A tourer and both cars are currently sitting side by side in our Anglia Workshop! The amazing thing is that they were one behind each other on the production assembly line as indicated by the numbers on their firewalls, and needless to say, we find this very exciting!

KEN SPENCER from Newcastle-upon-Tyne, whose story of the restoration of his E93A Prefect (as seen at last year's National Sidevalve Day) was featured in 'Club News' a few issues ago, said then that he had another restoration project to begin.....'The bodyshop manager I mentioned earlier also had a Sidevalve, an E493A which had, I was told, great potential! Just how great became more apparent when about six weeks after I collected the wings from him he rang me up and said he wanted rid of it. Ian and I went over to a small lock-up garage at a place called Whickham, only about seven miles away from our homes. He opened the door and we saw somewhere inside, behind washing machines and every other sort of junk imaginable, a Ford Prefect. The number of this one was MUP 751, registered in May 1952, with 50,000 on the clock, believed to be genuine, and only three previous owners.

Briefly, its history was normal from 1952 to 1964 when it blew an engine. The then owner put it into a small garage in Newcastle where it was fitted with a

Ford reconditioned engine. The car was never collected, why I have no idea, and lay in a corner of the garage until 1975. During that time, apprentices used to spray it with paint for training purposes, and so consequently the garage it was in was dry and also heated. The bodyshop manager, of R.H. Patterson the Ford Main Dealer in Newcastle, then came across it, and full of good intentions, bought it to restore. He did nothing with it and after six years decided to sell it. That was the reason for his phone call. "Did I know anyone who may be interested at £400?" he said. With the car came tea chests of bits, together with parts manuals and handbooks.

Well, it had to be worth a look! This is a fatal mistake, this "just-looking" business, because we were staggered at how excellent this car was. There was absolutely no rust on it, and the interior was as new, with cloth trim, but missing the headlining. The original beige paint was unmarked around the engine compartment, door edges and boot interior, and with just some polish on a cloth, came up as good as when it was delivered. The exterior, however, was bottle green, and it looked tatty, probably because it had stood for years without even a wash.



There is really nothing to do to this one in comparison with the E93A and a professional respray will make it in concours condition. Watch out you show winners, this one will be a Prefect to be reckoned with when it is done!



TREVOR ROWE, who lives in Horley, Surrey, has sent me this photograph of his very original 103E, which was advertised in the last 'Club News'. Has it been sold?

KEITH DEWHURST'S 103E has had most of the mechanical parts replaced and the bodywork refurbished over the last ten years or so. Keith, who lives in Cheadle Hulme, Cheshire, has asked me for a valuation on his Popular, as he has to drive through the Manchester rush-hour, which produces many accidents and there is always the danger of the car being damaged while parked in town.



PFW 714 has also been fitted with the following list of extras; telescopic dampers, anti-roll bar, Smith's heater, oil and air filters, clock, radio, sun visors, parcel tray and interior light. Keith has owned his Popular since 1968 and is the seventh owner. Over the years a few odd items have helped with the restoration; a towbar - Wilter towbar F1 fits, headlights - Fiat 500 units have been fitted using VW 6v, 40/45w bulbs, which give better lighting than the standard Ford 36/36w bulbs even with re-silvered reflectors, and chrome-plated hubcaps - apparently the same as used on the Jowett Javelin.

POPULAR IN ISTANBUL - Not the furthest country from Britain, but one of the most unusual in which to find a preserved Sidevalve!



MEHMET ONKAL'S Popular proudly shows off its FSOC badge. Normally this car lives at the Istanbul Sheraton Hotel where Mehmet works.

MARTIN ORTELL-SHAW'S Prefect has been making some very mysterious noises.....'And suddenly there was a snap and a bang! A loud rattle rang through the transmission which prompted a hasty stop by Marble Arch, to see if there was any visible damage. But no, not a sign. A prayer was said, "please take me the

last two miles to Kensington where I live." The ratt was very loud. What could it be? None of the wheels were falling off and the brakes worked, so I carried on driving. The noise worried me, but I could not locate exactly where it came from. I thought it sounded like the back axle; so I put the car on axle stands, started the engine and engaged first gear. There was no noise at all.



A phone call to Yvon Precieux, and then to Tony Russell; two FSOC members with plenty of experience. Tony arrived to drive the car; he will soon be able tell me the trouble. A gentle drive down the road and after a while Tony commented, "She drives well." I said, "But Tony, what about the noise!" His reply was "What noise?" I thought the noise was tremendously loud but Tony's verdict was, "Not the back axle!"

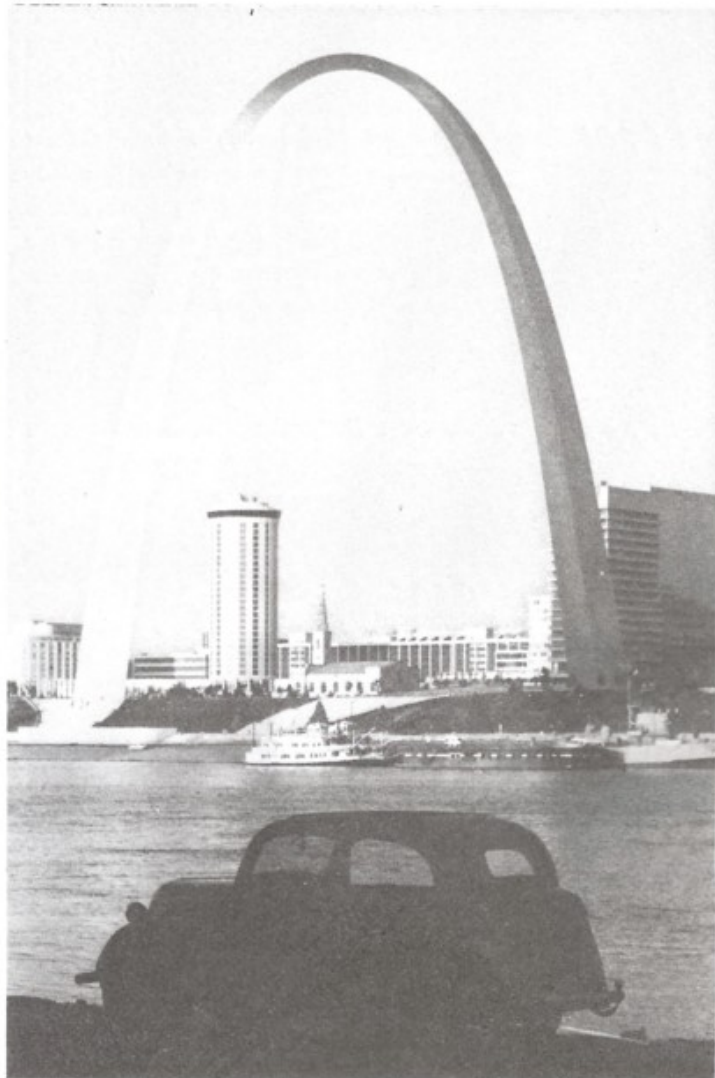
A few more days passed and I was still annoyed by the ringing sounds. It always sounded worse at night time and I am sure it startled more than one person in the street. I took the car over to Yvon. He was sure to know the answer. He sat in the car and I drove him about for some time. "The noise Yvon, can you hear it?" I said. "No," was his reply. I was beginning to think I was hearing things, but I knew the noise was there because my wife could always tell when I was nearing home. Always a cup of tea would be on the table as I opened the door, bless her! Then it happened, an FSOC member heard the noise. I was driving across Clapham Common on my way to Yvon's. When I arrived at his house he asked me if I had just driven past Clapham Common. "Yes," I said, "but I didn't see you." Yvon said, "I didn't see you either - I heard you!"

At last the noise was real. After about six months someone else had admitted hearing it. Then, one day about a week later, I got home, opened the door andNO TEA! My wife had not heard me. "I didn't hear you come in today," she said. I had to think also. Back down to the car and a run round the block. Sure enough, the noise had gone.

To this day I do not know what or where the noise came from, but hazard at a guess. Could it have been the

rivets that hold the splined end of the prop shaft? Could they have worked loose and rubbed against the torque tube? Perhaps other members have had a similar experience? Finally, I must apologise for the reflective number plates. This will be put right eventually, but first I have jobs which have greater priority.'

KEITH HAWKINS bought his Popular when he was based in England with the USAF, and has now returned to the States.....



Keith's Popular pictured last October on the East Bank of the mighty Mississippi, silhouetted against St. Louis, Missouri - the Gateway to The West

'"Excuse me. What the hell is that?" This is a typical question of at least one thousand I have been asked since I picked up Old Blackey, a somewhat tattered, but dearly loved 1956 Popular 103E, at the docks in Chicago on 11 September 1981. You may ask, "Who cares?" Well, Bruce Palmer asked me to write and let the Club know what it's like to take a Sidevalve to the States, so I'm gonna tell you, but first you are going to have to put up with a little background.

I am an American fly boy and I was stationed at RAF Woodbridge in Suffolk flying a Rescue Hercules from December 1977 to September 1981. I bought Old Blackey from another American GI who had done a considerable amount of work on her. He had rebuilt the engine, stopped a bit of rust, put on a new coat of black paint, and generally given her a lot of TLC (tender loving care). He wanted to take her to the States but got short of funds and was forced to sell (his misfortune and my good fortune). When I first saw the car I said to myself, "Wow, what a neat looking car!" Well I worked hard nagging my wife until she finally

let me buy the car, but with one condition, that it was to be my work car.

Old Blackey served me well for three years and never once failed to get me to work on time (7 miles each way), but I am sorry to say that I did little more than change oil, put in new points, and of course, petrol. She performed well, that is up until about three months before she was to get on the boat to hop the Atlantic. Her problems started sort of subtle. I noticed she wasn't pulling as well on one of the several hills on the way to work. I tuned her up, but that didn't help much. I then started trying to figure out what might be wrong. I cried over my beer at the local and found out that my next door neighbor, John Cook, an engineer for the local big-wheel farmer, had cut his teeth on Sidevalves. We analysed the problem and John figured it might be a blown head gasket between numbers 3 and 4 cylinders. Apparently this isn't uncommon with these engines. After about a week of working to get the head off we discovered it was not the head gasket but burnt valves. Well, to put it mildly, I was in a bit of a bind. I didn't have the time to tear into the engine and replace the valves, so I got on the phone and yelled for help. I called everyone who had an advert in 'Sidevalve' who I thought might have an engine that I could just drop in. None sounded very promising, so I called up Bruce Palmer and told him my sob story. He first suggested Shepherds Grove and that sounded good, but quite frankly I really couldn't afford to pay for a new engine plus pay to have Old Blackey shipped home too. By chance Bruce put me onto a member in London who had just called him up with word on an engine and chassis left over from a customising project. I rang up this customiser and he agreed to sell me the engine "for a song" because I was a Sidevalve member. The engine was a beauty. It had only 300 miles on it and was tight as a glove. I hauled it home and had it in within a couple of nights, with a lot of invaluable assistance from John Cook.

By this time I only had a couple of weeks to go before boat time. In the process of working with John on the engine deal I complained to him about the brakes. He again came through with his experience and expertise. He gave me some very detailed lessons on how the mechanical brakes work on a Popular. He also came through with a wheel puller for the rear hubs. I tore into the brakes with a passion and discovered that I shouldn't have even been on the road! One drum wasn't even working. To avoid boring you with details and to make a long story shorter, I'll put it like this; I cleaned and John adjusted. Old Blackey will now stop on a dime. So, with the new engine and brakes, Old Blackey got on the boat for the month long trip to the States.

The fun started when I went to Chicago to pick her up. I was sure glad to see her in one piece sitting on the yard. The only damage was a smashed hubcap and missing dustcover on the left front wheel. Anyone got a spare dustcap? It was raining like hell and she hadn't been started for about five weeks so I got some truck drivers to give me a shove. She was soon purring happily. I had four offers to buy her before I could get away from the docks.

We had a good trip home, except for the last sixty miles. You all would have loved to have seen the stares and gaping smiles. Cruising down the freeway at 45mph I had people pull up alongside, honk, wave and tag along for a couple of miles. She certainly turned heads! At this point I began feeling bad for not having spent some time and effort earlier and getting her looking perfect. Back to the story. I got within 60 miles of home and just at sunset Old Blackey said, "Wait!" She just quit. Everything seemed to work fine; lights, gauges and everything. I even had a half tank of petrol. So it was a real mystery. I did my very best at trouble-shooting; I even had with me my Workshop Manual and tools, but dumb me, no flashlight! I spent the night alongside the freeway because I didn't want to take any chances on anyone stealing my treasure. The next morning I was able to trace the problem to the condenser - it had a dead short. I had a spare, so I put in the new one and drove home in triumph.

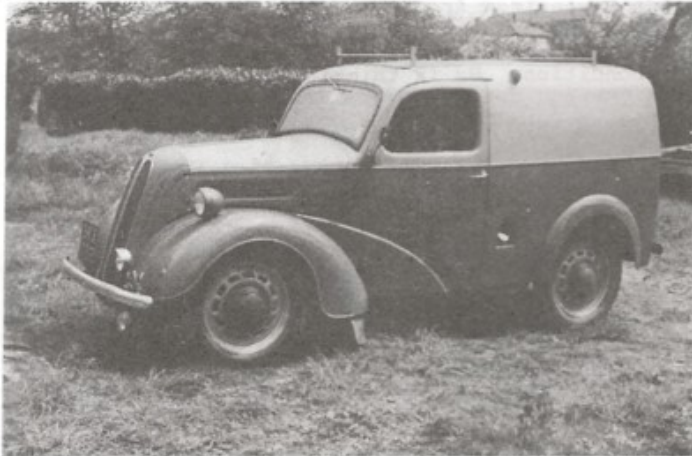
Since then I have driven her to the middle of St. Louis Missouri, to pick up our new Ford Escort estate car. It was a real thrill battling against the St. Louis

traffic, especially with everyone looking at me and not at the road. I am also driving her to work every day, and will continue to do so until the weather starts to turn bad. When it does I am going to garage her and start to work killing the rust and improving her looks.

My plan is to only drive her during the summer. She will go into storage when we move next and stay in storage until my young son, aged six, decides he wants a car. When he gets ready to assume the responsibility she will be going on 40 years old. I have faith she'll be ready when he is.

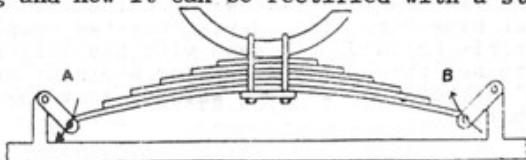
I want to take this opportunity to thank all of you folks who helped me get her to the States. I promise to keep her original and she will wear the Sidevalve badge proudly. A big thankyou to Bruce Palmer and my dear neighbor and true professional, John Cook. Good luck in keeping yours on the road and happy motoring.'

REG READ from Hemel Hempstead, and now a 100E owner, used to own this '53 E494C 5cwt van, SKX 752. Does it still exist?



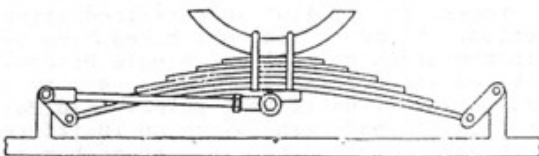
YET ANOTHER 'YOUNG' POPULAR 103E! - This one came off the assembly line just less than one hundred cars before Gerry Martin's. RAYMOND HIRST writes from Sandleheath, Hampshire.....'Further to your article on the Youngest Popular 103E, my own car chassis number C949705 may have been overlooked? (Yes - sorry!) I do not have the original log book but the pre-delivery service was carried out on 31st July 1959 and therefore I suppose the car was first registered on 1st August 1959.'

ROY SETTERINGTON, who lives in Chelmsford, Essex, has one of the original stabilizer bars fitted to his '55 Popular, similar to the type now being remanufactured by the Club. Roy has enclosed some literature about the stabilizers (in 1957 they cost £3 5s 10d each!) and the illustrations below explain the cause of swaying and how it can be rectified with a stabilizer:



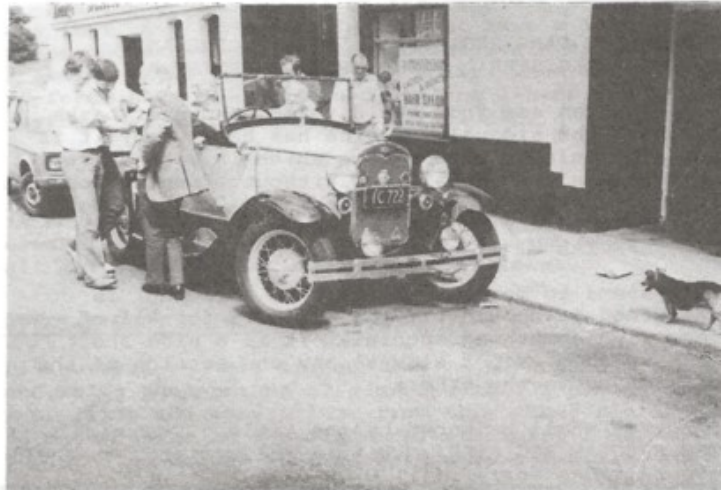
BEFORE FITTING

End of Spring Pitches at "A" with corresponding lift at "B" causing lateral movement between Chassis and Axle



AFTER FITTING

After fitting stabilizer lateral movement is eliminated without impeding normal up-and-down springing.



JOHN WOODS, the publicity officer for the Club's Irish Group, reported in December 'Sidevalve' about their Rathgory Run of last July. John writes..... 'These pictures show (top) the Model A Tudor owned by the Group's technical advisor, Dick O'Neill from Dublin, flanked by the Prefect E493A formerly owned by Gareth Logan (see Feb '83 'Club News') and an Anglia E04A; and (above) the 1930 Model A Roadster owned by Kevin Sherry from Monaghan. This car was imported from New Zealand and still bears the New Zealand registration number which, by coincidence, is an Irish registration number too!'



FORD HAR KOMMIT SOM FÖRSTA FREDSBIL

FORD SIDEVALVES on their way to Sweden from England!



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.



THE SPECIAL REGISTER

by Martin Ortell-Shaw

REGISTRARS REPORT

As you may well be aware, a number of members have been unhappy with the term 'Specials Register'. This implying that it is a register for 'Ford specials'. (The many special bodies which fit the Ford chassis and running gear.)

However, the register is meant to cater for considerably more. Cars built by other specialist firms and individuals, but using the Ford sidevalve engine; boats, marine and other industrial use, trains or indeed any other type of transportation. I have had a number of titles suggested to me including:-

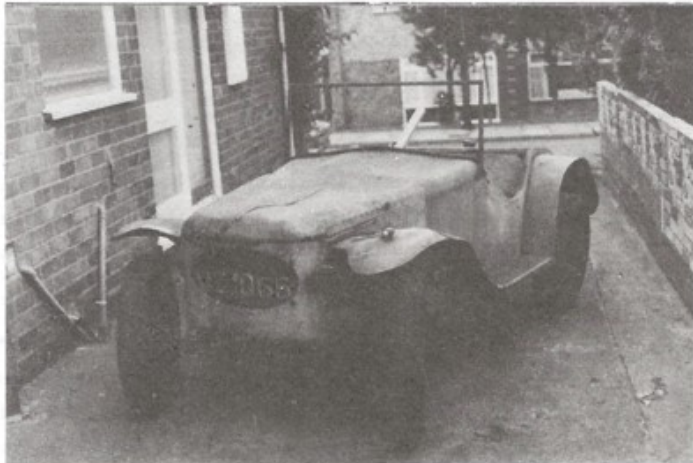
'SPECIALIST CARS REGISTER' 'THE SPECIAL AND SPORTSCAR REGISTER' 'THE SPECIAL REGISTER'

As you can see from the diverse nature of tasks for which the sidevalve engine has been used, it is very difficult to find a name which is both short and covers all eventualities without offending one group or another. So, to help me, I look in the Oxford Dictionary to find the precise meaning of the word "SPECIAL".

It seems to me that if the term 'SPECIAL' is understood it should fit the criteria for all of those with something special. It is a nice short title which does not elevate any one section of the register above the others.

So, we shall be known by the title 'THE SPECIAL REGISTER'. Within the register we shall have sections for:- (1) SPORTS/RACING (2) TRIALS/HILLCLIMB/SPRING (3) ROAD SPECIALS (4) RAILWAYS (5) BOATS/MARINE (6) MISCELLANEOUS

MEMBERS PROFILE



Robert Horton lives in Wolverhampton and has an interesting 'Irish Special'. Built about 1950, it is 100E powered with standard running gear and a modified E93A Torque tube. The rear suspension is modified to independent. (This could be the unit called the LASDIP, made by a firm in Yeovil.)

This car has been completely rebuilt and Robert will give a complete account of his rebuild at a later date. (If anyone knows any historical information about this car, please let me know. REGISTRAR)

Graham Chambers lives in Margate and has a special of 'unknown make'. Built about 1948, it is powered by an E93A engine, probably with standard running gear. The chassis is most probably Austin seven but has Ford axles and wheels. Graham desperately needs a waterpump before he is able to get moving. He also seeks information about this car and its history. He has been told that it looks the image of one featured



in a book published about 1953 entitled "ONE OFF" - I build a Ford Sports Car, by Mr. Havart. (A nice looking car, Graham! If anyone has a copy of this book, I would be interested in reading it. REGISTRAR)

MEMBERS PROBLEMS AND TIPS

Lee Brenneison from the U.S.A. has a gearbox problem. He has a standard three speed gearbox in his 100E powered Elva Mk 1-b, and this is in poor condition. He is thinking of updating to a close ratio gearbox but these are difficult to come by, or mounting a Cortina 4-speed box. Can anyone help?

(I have sent Lee a photocopy of a 105E conversion. Lee is also writing a history of Elva and is in need of photographs of Elvas and C.S.M. (Chapman Sports Motors) - REGISTRAR)

SPECIAL SITINGS

We are trying to set up a Specials Spares Section. So, if any member has tuning parts or knows the whereabouts of any tuning parts, please inform the Registrar so that the Club can have first refusal.

DID YOU KNOW?

A Mr. H. Barlow of Southport constructed a locomotive 15 in gauge capable of hauling six coaches carrying 72 passengers. It ran round a circular track in Alexandra Park, Wood Green, London. Does anyone know of this locomotive and does it still survive?

THE EXETER TRIAL _ 7th - 8th January 1983

Run annually, this was the 55th Classic reliability trial to the West Country. Competitors starting from Reading, Cirencester and Lewdown in Devon, converged on the unsuspecting town of Crewkerne in Somerset in the early hours of Saturday morning and finishing at Sidmouth in South Devon.

Out of an entry of 300 cars I noted that there were 11 Ford 10 powered cars along with a V8 Pilot, an Allard, a "1500" 100E (?) a 1200 engined 107E and a 1600 Capri engined Pop.

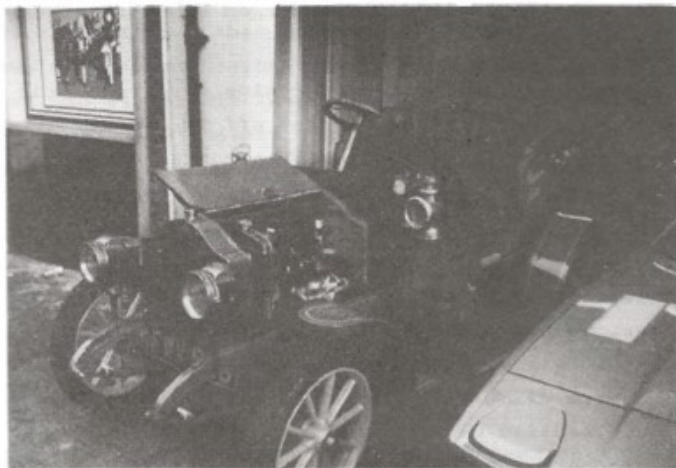
Among the sidevalve cars which took part included Stan Hibbard with Mike Furse as navigator in his Buckler Mk VI. David Childs was running his Winchester blue Pop. John Hayes competed complete with family in his Pop and John West with his Oliver Special. Waiting to see them off was Buckler Register stalwart Peter Silverthorn who we also welcome as a new F.S.O.C. club member.

Results:

Harvey's Allard non-started, as did Haynes' Pop. Ashby's Dellow retired before reaching Cricket St. Thomas. Brooks, in the 1500 100E retired after the first section. Kirby's Pilot which had been overheating retired in the group of hills at Fingle Bridge. David Childs retired after failing on Simms, a pity as he had been going very well until that point. Ken Malin, in the other Buckler, had been having an indifferent sort of day, but was forced to retire with mechanical trouble very close to the finish, but not as close as John Hornby-Smith whose Cannon succumbed to a blown cylinder head gasket one hill later. W.A.C. Stewart,

normally a very successful Pop driver, with many years experience behind him, must have been having a miserable day finishing the event with eight fails. Equally unsuccessful was David Bowles, one of three competitors I had missed when listing the sidevalves entered. His car, one of the three Ford V8 sports tourers built for the 1934 Ulster T.T., is perhaps not entirely suited to these events. Ellis' very neat NHC special completed the event with five fails. Phil Smyth in the 107E failed on only four of the five very difficult hills at the end of the trial. Two Model 'A's were entered and turned in very similar performances, one of them very nearly winning the class for pre-1940 cars. Also on three fails was Oliver Bettison in the other 1172-engined Dellow, cars which are becoming rare in classic trials as more of their owners switch to modern Ford mechanical parts. We were in some doubt as to how well 'our' Buckler had done. The restart on Rocombe had caused us problems, but the marshals had given us a 'clean', which meant that only the failure on Simms was held against us. Ten yards out of over 200 miles. John West in the Oliver special and John Hayes in the Pop which I wish I could clone, both turned in faultless performances, resulting in being awarded first class awards. It is almost becoming more newsworthy to report when they don't! Mike Furse.

OF SPECIAL INTEREST



THE CONDOR SPECIAL

Tony Russell rang me up one evening, - have I seen the old car for sale in South Croydon? Yes, I drive past the place every day and yes, I had seen the old car, and No, I can't afford veteran cars! Tony then explained that, in fact, it was a sidevalve after all so I went along to look.

The vehicle turned out to be an extremely well constructed replica of an Edwardian "pick-up truck" if that is the right word. The standard of workmanship really is high and puts the machine in a completely different class to the 'siva' or other replica bodies. The car really is an Edwardian vehicle, but with a Ford sidevalve engine and gearbox instead of some large low-powered unit.

The car has a very 'solid' feel to it and the body is either good quality coachbuilding or what seems like armour plate!

Mechanically the 'Condor' is a 10 HP S/V engine C43 [redacted] which puts the date at about Mid 1949. The registration number FWV is May 1949 and first registered in Wiltshire. The radiator is mounted in the usual position but behind the dummy front shell. An unusual feature is gravity feed to the carb.

The chassis bears a Ford manufacturing plate matching the engine number, but does not appear to be a sidevalve chassis at all. Nonetheless the car's registration document states it to be a "perfect pick-up"! Although both front and rear axles are standard sidevalve the transverse springs have been replaced by a more normal pattern - although lacking shock absorbers - and with new mounting lugs welded on. The torque tube is retained as is the s/v gearbox. However, all controls and pedals are purpose made to fit their new positions. The steering wheel and box appear to have been heavily modified.

Front wheels are completely new from the king pins and are authentic veteran pattern with new hubs etc. but unfortunately with no front brakes. The wheels are cast metal but still on 450 x 17 (motorcycle) tyres. Rears retain the s/v hubs but with elaborately cast artillery wheels to match the bolt pattern on the hubs.

Now the question how and why was it built? It's soundly and expensively engineered and must have cost a lot to build in 1949 when genuine veterans were still cheap. The suggestion is that it was built for a film but which film and why; and why such an elaborate job? It doesn't appear to have been used much. The previous owner ran it on trade plates from time to time, until it was sold by British Car Auctions, at Farnborough, bought by Clubmans Cars Ltd. (263-265 Brighton Road, South Croydon. 01-681 3737) They have tried to sell it (asking price £2,000) but as it has no front brakes it can't be re-registered. Does anybody want to make them an offer?

THE SPECIAL REGISTER MEMBERSHIP LIST

Reading your comments on the registration forms I see that many of you would like to have a list of the names and addresses of The Special Register members. I shall, therefore, circulate a list when the majority of forms have been returned, unless I hear from anyone saying they do not want to be included.

A SPECIAL MEETING

As we have many Special owners in the London and Surrey areas I shall be trying to arrange a time when we can all get together for an exchange of ideas.

SPECIAL PHOTOGRAPHS

Please will you all try and let me have good black and white photographs of your Special. I can develop your films and make prints from them. They reproduce so much better in the magazine, otherwise I may not be able to include you in the Member's Profile.



100E REGISTER

by Mel Smith

30th ANNIVERSARY OF THE 100E

As most of you already know, we are celebrating the 30th Anniversary of the 100E at National Sidevalve to be held at Stanford Hall, Lutterworth, Leicestershire, on Sunday 17th July. For further details see Events for 1983 in this issue. Please complete and return the enclosed Entry Form to me as soon as possible.

ANOTHER 'OLD' 100E

Although not as old as David O'Brien's Anglia (first registered on 3rd June 1954) Cyra Wooster's Anglia has been in the same family all its life. Cyra, from Slough, Berkshire, writes.....'I have just become a member of the Club and received my first edition of 'Club News', in which the competition to try and find The Oldest Surviving 100E was mentioned. My Anglia chassis number 100E-63909, was built in December 1949 and registered on January 14th 1955. My mother was one of the original members of the 100E Owners' Club many years ago, and she gave her car to my brother on his 18th birthday, and I became the proud owner on my

birthday. The car has been in our family since it was new as it became the possession of our uncle four days after it was registered. He passed it on to my mother and now, 28 years later, it is mine!

IS THIS THE CHEAPEST SECONDHAND 100E?

Laurence Kichenside, who lives in Thornton Heath in Surrey, claims.....'I purchased a 100E for £1! Some years ago I bought a 150cc Lambretta in running order for one pound, and then a friend of mine wanted an engine for his Lambretta, so I agreed on an exchange for his 100E, complete with one month's road tax and a current MoT certificate. I removed the engine from the scooter and he delivered the car, but in addition to the original deal, he agreed to give me a quick driving lesson in the 100E as I couldn't drive! This took place one foggy night, and as I started to move off, my so-called "friend" jumped out of the car and I was left alone, not really knowing what to do next! I decided to try second gear, but managed to select reverse and found myself going backwards instead of forwards. End of first lesson. After successfully learning to drive, and after both the tax and MoT had expired, I swapped the 100E for another, complete Lambretta, which I promptly sold for £10, and so you could say that I paid less than a pound for the 100E as I had swapped the engine but still had the frame from the first scooter!'

IMPROVING THE ECONOMY OF YOUR 100E

Reg Skolfield, from Oxhey, Hertfordshire, writes with this advice.....'I sympathise with Rosemary Simmonds' comments in February 'Club News'. When I acquired my 100E ten years ago (for £75!) I was very put out to find I was only getting 21mpg running about town, though about 33mpg on a long run. I was fortunate enough to see an advert for the Filter King, then sold by a firm in Reading. I went to see them, purchased one for my car, and have been using it ever since. It must have saved me quite a bit of money over the ten years. Today they cost about £20, but then they cost only £6. I found an immediate improvement in petrol consumption and was soon running around happily getting 30mpg in town and 40mpg on long runs. Today, some 25,000 miles later without ever touching the engine for a decoke, I am still averaging those same figures. The Filter King operates by adjusting the pressure between the carburettor and fuel pump, and as it also has a filter bowl I have never had a bad start. There is no doubt that these cars are "like that" as Rosemary has been told, and the Ford Motor Company could have made a good car better by using a four-speed gearbox!'

THE EXETER TRIAL 1970

Allan Turner, from Bury, West Sussex, competed in his 100E Popular in the Exeter Trial of 1970. This is his account.....

'This year's MCC Exeter Trial, the 43rd, was held on 9th/10th January and this is my picture of the event. We were due to start at 2.32am on the Saturday from the Heston Service Area on the M4. On arrival, after first gasping at the other competitors' vehicles, we filled up with petrol and parked the 100E amongst the

other cars. We then signed-on and got the car scrutineered. It passed OK, with the usual cracks about its registration number - PO! A look around the other vehicles then followed, revealing some really well turned out motors. Volkswagens, and Fords of the E93A classes seemed to be the most popular. Dellowes, Imps, Morgans, an Austin Seven, a black and yellow striped Wolseley 6/90 with roof mounted exhaust, a pink Mini pick-up, Anglias, Escorts, a lone Capri, and a TR4A were all noted.

Our departure time approached, and we watched the other cars motoring off into the night. We left in a flash of light from the photographers' cameras and twisted our way round the first tight section from the car park to the Motorway. Then followed the leisurely run down the M4, A4 and A303 to Yeovilton Cafe for a short halt, and then on to Exeter and the Exeter Motel for breakfast and a snooze! Here we could see for the first time all the other cars from the starting points at Launceston and Kenilworth, including the Morgan Plus 8s and the unique Denzel.

After breakfast, as the motor cycles were returning from their first section, we set off in a heavy drizzle for the first hill, Tillerton. The route was well marked by the MCC cards, so navigation was straightforward, although we took along some O.S. maps to be on the safe side. Tillerton was cleared fairly easily, with lots of tramp and bangs on the greasy pot-holed surface. We travelled along typical Dartmoor lanes, narrow and windy, occasionally requiring first gear on the 100E to climb some of the hills, until we reached the next section at Fingle Bridge. Fingle Bridge, a real stopper, long and rough, with about five hairpin bends. The setting here was rather like Snowdonia with the clouds covering the summits of the surrounding hills. It was here we had a wait of about two hours, inching our way forward until it was our turn. This hill was divided into two sections, the first of which we cleared. The second resulted in a tow behind a Land Rover after a strenuous attempt to ride over the deep ruts when half way up.



Waterworks was the next observed section, eight miles away through Moretonhampstead. By now we were used to taking the roads marked "No Through Road" and "Unsuitable for Motor Vehicles", and when we saw them we knew we were on the right road! Waterworks had a timed stop

and restart test half way up. We managed to find enough grip on the mud to get away there, but had to have two attempts at rounding the deeply-rutted top corner. The "summit" of this section seemed to be miles from the "Observed Section Ends" board, but we were soon on our way to Simms, the next stopper hill. This caused a Ford Popular before us to break its differential. A pity as it had been doing well. We came to a halt on some greasy tarmac ledges and were winched to the top!

A run of about twenty miles on proper roads followed back to the first special test at the Exeter Motel. This consisted of a U-shaped driving test, completed in about 11s with plenty of tyre squeal. Streets came next; very wet and muddy. We cleared this one alright, although it was a very uncontrolled ascent due to the surface conditions. The next hill, Waterloo, was very aptly named. It looked quite straightforward at the start, but we could not get over the deep ruts on the second corner and had to take the easy way up from there. Mind you, that was quite a climb too! By the time we reached Meerhay it was very foggy and almost dark, so it was all lamps on for our attempt here. It had a stop and restart test and the ground was in a rough state with huge pot holes. By some means, by superior bouncing perhaps, certainly not by traction or power, we conquered this horror OK, but due to the great number of fails here, it was deleted from the results.

The final test, a short dash across a very muddy farm yard at West Hill Farm, started by a green light. This test took some finding due to the heavy mist and the darkness, and tiredness too, cutting down the safe road speed quite a lot. From here it was a simple run into the finish at Weymouth, and then supper and sleep!

Apart from driving past a couple of turnings, this was uneventful and we arrived on The Promenade at about 6.45 and parked our car with the other finishers. A walk across the road to the Gloucester Hotel to sign the finishers' claim sheet and hand in our numbers ended our first Exeter Trial. A tough event, tiring but enjoyable, and it has given me a taste for these Classic Trials and I am looking forward to the next, the Land's End, in March...'



The same Popular on a later Land's End Trial

EARLY 300E CONVERSIONS



From a Club Historian.....'Shortly after the 300E van was introduced, Hawson Ltd., who were then at Sunbury-on-Thames, did some two hundred conversions on these vans, making them into estate cars. The photo was taken in 1954 and is probably of the first one made, and the men standing around the car are those who carried out the conversion.

The first job was to remove the petrol tank, petrol filler, and the van floor. The petrol tank was then repositioned, the petrol filler repositioned on the near-side of the van, and a new, lower floor with rear footwells fitted, together with a rear seat. Holes were cut in the side panels and windows fitted. The rear side-hinged doors were kept, but larger windows added. The last job was to fill in the old petrol filler hole on the off-side.

One amusing story is told of a chap arriving at the firm one day, either to deliver or pick-up something in a brand new 300E van. On going back to his van he discovered it had been stolen. While he was phoning the police, his van was discovered in the workshop - its petrol tank had been taken out and someone was just about to make a big hole in the side panel for the window to be fitted!

Apparently, the company thought they were onto a real winner here, and had special paint spray/bake booths installed in the factory. I'm told they thought they were going to sell thousands of them, but stories are told of Ford employees swarming over the first one when it was taken to Dagenham for inspection, and it must have been then that Ford decided an estate car version of the 300E was a good idea and brought out the Escort and Squire models!

Other conversions carried out by this firm include V8 Pilot estates, with both "woody" and aluminium bodies E83W pantechincons, E83Ws with sliding cab doors, some with roller-shutter side loading doors, and others with roller-shutter rear doors. They also made E93A Prefect "woody" estate cars, though I don't know how many were made in this guise.'

YOUR STORIES, PLEASE!

Have you any interesting 100E conversion stories?



The New Anglia, Prefect and Popular on the Ford stand at the 1953 London Motor Show (photo: Ford Motor Co)

107E REGISTER *by Dave Simpson*

FORD 107E VERSUS A MODERN CAR

Lately, there seems to be a pre-occupation with old cars providing cheap transport when compared with modern cars. Is it true in reality? The facts laid out below are from vehicles owned by two different families. Both drivers do 85% of their own maintenance and cover 8,000 miles of commuting per annum:

	A British 998cc Car	A Prefect 107E
Secondhand Price	£930	£160
Year	1976	1960
Milage	46,000	53,000
Running Expenses for 12 Months:		
Insurance	£90.00	£54.00
Brakes	£38.60	£18.00
Tyres	£39.72 (for 4)	£27.00 (for 3)
Exhaust	£26.40	£14.90
Mechanical	£27.00 (clutch)	£5.00 (f/pump)
Battery	£14.95	£15.00
Paintwork	£10.00	£15.00
Petrol	£336.00	£348.00
Final Value	£800.00	£150.00

The owner of the rival car buys the parts as and when needed and does not have the assistance of a club and is therefore not catered for apart from purchases made at motor factors. On the other hand, the advantages

gained by the owner of the Prefect, which is three times as old, are that he is able to purchase his required parts at short notice from the Club, or in extreme cases, from his local car breaker. The owner of the rival car has no continuous policy in that when his car eventually rusts away, or corrosion becomes excessive, he is forced to buy a similar modern car and start the whole process again. The owner of the Prefect, however, has a continuous policy in that in addition to buying his own parts and fitting them, he has his own spares fund purchasing parts that will be needed at a later date on the same car, or fitted to another 107E. He also loses very little on a trade-in because he can be assured of finding another Prefect at nearly the same cost as the original outlay.

I will leave it to you all to work out the costings of which is the cheaper to run per mile, but add to this £196 for future spares for the Prefect and deduct £160 from the resale value of the rival car. Any comments on this will be welcomed. I must also add that the owner of the modern car has all sorts of functional gimmicks, more rust and a lot more of a struggle with maintenance. The Prefect owner, on the other hand, is truly satisfied with his car!

INVISIBLE DANGERS!

Looking through the Register I see that most of our 107E owners have covered a high mileage, possibly on average about 50,000 miles. In cases where no engine overhaul has been undertaken it seems that a large number of our members must be experiencing encounters with insidious, very dangerous (sometimes fatal) and certainly most unpleasant engine FUMES. This not only means highly dangerous crankcase fumes but also evaporating petrol fumes and, believe it or not, battery fumes which are also very toxic. I would like to offer some advice in reducing the effects of these and as carbon monoxide is the most deadly, it should head the list. A prickly sensation in the eyes accompanied by drowsiness means the fume level inside the car has reached a dangerous level.

First remove the crankcase breather tube, rubber elbow and extension located on the distributor side of the block. You will probably find this well-choked with oily deposits, and if there is a wire gauze filter fitted this may even be blocked. Clear all this out and replace the breather assembly. If the engine is very worn blue smoke will "huff" from the oil filler standpipe when the cap is removed, and even when the cap is on a high density of smoke will be driven into the car when moving. Incorrectly fitted rocker cover gaskets allow a stream of vapour to escape, so check these.

It goes without saying that the entire exhaust system has to be sound because it is fumes from this area that have caused the greatest number of casualties. Put a little Redex in the intake and watch for smoke leaks with the engine idling.

Petrol leaks from the carburettor caused by too high a fuel level, and loose jet holders, etc., cause dangerous fumes inducing drowsiness, particularly if

hot petrol drips on the exhaust manifold. Petrol fumes created by seepage leaks from loose or damaged fuel unions and pipe joints must be dealt with. They are difficult to detect because they leak when the engine is running but appear dry when the engine is switched off and fuel pump pressure is relieved. Fuel leaks in the area of the fuel pump, particularly when the diaphragm is punctured, are another source of trouble. Thoroughly inspect all joints in the fuel tank and filler system, particularly as the tank is inside the body and can fill the boot with fumes.

A rubbery smell is often caused by a badly adjusted fanbelt. Oil on the pulleys can cause slip and result in a vile stench. Even a battery when charging well will cause fumes which are toxic in concentration, but there is little you can do about this, except the general advice applying to all engine compartment fumes and that is, try to stop them getting into the car by plugging and sealing every gap you can find, using Bostik No.6 Sealing Compound.

Having done all this now clean the whole engine and engine compartment with Gunk. It is surprising what acrid mist can be generated from this source alone.

As a footnote to this rather smelly subject I would like to say that it isn't only fumes from your own car that can harm you. Accident records show that many a motorist seeking to escape from the obnoxious haze poured out by a well-worn car in front has desparately tried to overtake whilst the balance of his nostrils was disturbed and met with a nasty head-on collision.

And finally, how many of you remember those little bags of scented crystals or fragrant miniature pine trees they used to offer for hanging from your interior mirror?

PLEASE SEND ME YOUR 107E STORIES AND PHOTOGRAPHS!!



FORD SIDEVALVE SPARES LTD

SPARES FOR SMALL FORDS

REGISTERED OFFICE

SPARE PARTS NEWS

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

It may be mentioned elsewhere in this edition that I wish to step down as Spares Secretary for this range. It is now some five years since I took the post on and although I enjoy helping the Club I now feel that I must take things a little easier by cutting down on some of my many commitments. I shall continue until someone with the necessary storage space and the knowledge of our cars can be found.

Valves (long length) - We have discovered that a valve manufacturer is making some proper 4.25" valves for a Far Eastern customer who needs them for E93A powered irrigation pumps, and we have managed to get some valves for us added to the batch. The cost is £6 each and they are to exhaust valve specification.

King Pins - These are now available at £12.50 per pair and come with thrust washers and Oilite bearings which means that you do not have to grease the king

pins; merely apply good quality oil at regular intervals. Full instructions will be supplied with the kit. Cotter nuts and bolts are not being remade, due to their intricacy and thus cost. We have a few sets in stock but please try to re-use your old ones by removing carefully. Replacements are £1.25 per pair if you do need them.

Piston Rings - A small supply of oversize 4-ring set have been obtained. Sizes as follows:- Std, +.020, +.040 & +.060. They are all £10 per set. Some sets for 100E models are also in stock.

Fan Belts - Peter Coker has written to say that the QH fan belt QBA 925, intended for a Rolls-Royce, fit the Popular 103E! Not quite a snug fit in the pulley but does not appear to slip. The correct fan belts are held in stock in the Club Stores.

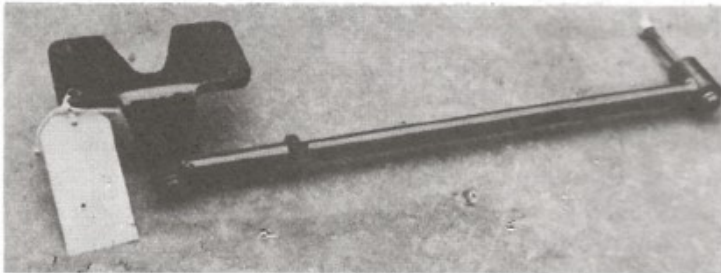
ORDERING SPARE PARTS - The above items are available from Steve Waldenberg, [REDACTED]

CLUB STORES (LEEDS) - 71, Commercial Road, Leeds. The Stores are open for business Monday to Friday only, between 9am and 5pm. This is for personal callers only. A wide selection of parts is available for your inspection. Do not send orders by post to this address or delays will result.

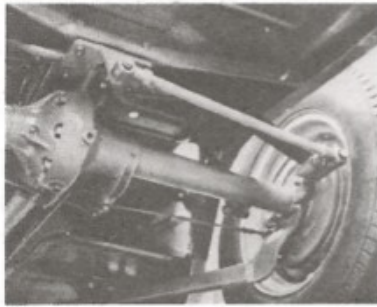
E93A TYPE 10hp ENGINES - A limited number of NEW 10hp engines are available at £150 each, and some second-hand 10hp engines at £80 each. All are complete with carburettor and distributor. Available from Tony Saunders, [REDACTED] (Tel [REDACTED] after 6pm or at weekends).

RE-MANUFACTURED PARTS

Panhard Rods - Now available for E93A types at £32.50 each. Please state vehicle model and whether for rear or front.



Above, the assembled Panhard Rod as delivered



Right, the installation of the Rod on the car

Reproduction Steel Wings & Panels - No further orders for these items can be accepted as the manufacturer is now fully committed for the foreseeable future. Details will be announced in 'Club News' as and when new orders can be taken.

Engine Mountings - I am still collecting your old engine mountings for remanufacture so that I can offer an exchange service for E93A types. You can help me get the service into operation by sending me your old units with your order, but please remove ALL the old rubber, because if we send mountings to our supplier with the rubber still on, he will charge us extra for its removal, which means more cost to you.

ORDERING REMANUFACTURED PARTS - The above items are available from Andy Main, [REDACTED]

Ordering Spare Parts and Remanufactured parts from the Club

As you all should be aware, the Ford Sidevalve Owners' Club has formed a new company to deal solely with Spare Parts and Remanufactured Parts. In future, your cheques and postal orders, etc., for these items must be made payable to:-

"FORD SIDEVALVE SPARES LIMITED"

Please quote your Membership Number with every order!

SIDEVALVE PARTS STOCKISTS

OIL FILTERS, SPARK PLUGS, IGNITION PARTS, FAN BELTS, STARTERS, GENERATORS, CONTROL BOXES & BULBS - Hartcliffe Motor Parts, 3 Chinnor Close, Bedford, MK41 9JT (Tel 67387). Wide selection of new parts for 100E and 107E models. Proprietor is an FSOC member.

HOSES, ENGINE MOUNTINGS, SPRINGS & SHACKLES, KING PINS, ETC. - Nordian Services Ltd., Matching Airfield, Abbess Roding, Ongar, Essex. Recommended by our E83W Registrar and Alan King (see restoration story) as a supplier of new parts, many of which are genuine Ford Enfo parts.

CLUTCH & BRAKE PARTS, EXHAUST SYSTEMS, BEARINGS - Godfrey Holmes Ltd., 39 St. George's Street, Northampton. Exhaust systems for certain models only.

SPECIALIST SERVICES

ENGINE RECONDITIONING, SAND BLASTING - Automotive Services, Unit A, Lyttleton Road, Northampton. Able to supply new 8 & 10hp pistons and rings, shell bearings, and conrod remetalling and valve and seat refacing services.

ENGINE RECONDITIONING - Thomas H. Thurgood, Leslie Road, Northampton. Engine part supply services. Conrod remetalling and valve/seat reconditioning services.

ENGINE RECONDITIONING, CASTING REPAIRS - Ferrorent Co. Ltd., Sheaf Close, Lodge Farm Industrial Estate, Harlestone Road, Northampton. Specialist casting repairs - cracked or broken crankcases, gearbox and rear axle casing repairs. High quality engineering.

CLUTCH & BRAKE RECONDITIONING - Auto Brake Services Ltd., 7 Burns Street, Northampton. Clutch pressure plates reconditioned, resprung and reset to original specifications. Clutch discs and brake shoes relined, rivetted or bonded.

SHOCK ABSORBER & LINK RECONDITIONING - Godfrey Holmes Ltd., 39 St. George's Street, Northampton. Clutch and brake suppliers and reconditioning.

ROAD SPRING REMAKING & RECONDITIONING - Jonas Woodhead Ltd., Kingsfield Close, Kingsheath, Northampton. Also suspension parts supplied and reconditioned.

*All the above suppliers in Northampton are well recommended by FSOC member Alan King as Sidevalve Parts Stockists and for the Specialist Services they offer. Thankyou, Alan.

SHOT BLASTING - PAINTING - SHEET METAL WORKING
PRECISION MACHINING - FORD SPARES T-100E
RESTORATION WORK UNDERTAKEN

BELCHER ENGINEERING
Inc. SHEPHERDS GROVE SERVICE STATION

STANTON, BURY ST EDMUNDS
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G. MILLER - DISS 898668

SIDEVALVE SIGHTINGS

by John Skinner



(photo: K.D. Palmer)

BACK IN THE DAYS.....When the Beatles had yet to be invented and Coronation Street had only been running for a couple of years or so, someone parked an E93A Prefect in a Leicester street and along came a photographer who, for another purpose entirely, took this photograph which has just come to light. Isn't it interesting to see just what was running around then? A 300E van, an early 100E, MRY 787 (that's a December '54 number), and even a '51 Morris Minor! But look at the Hillman "Woody" and the Standard - do you ever see cars like these at rallies today? How many have survived? How many vehicles from the Fifties passed on before we realised?

ROBERT DANIELS visited Simpson's scrapyard near Leicester (as mentioned by Dave Durrant in August '82 'Club News') and wishes he hadn't.....'I was told about this yard by a guy who noticed the rather large dent in the bumper and boot lid of my '55 Popular and he said that it had a good selection of 103Es on good condition. However, when I phoned the yard, the old man in charge seemed reluctant, to say the least, to part with anything from his "valuable" collection of old Fords! When my friend and I found the yard we were greeted by the owner's son, who was just a little bit more lenient, and after checking my tool box (for dynamite or petrol bombs, I suppose!) pointed us in the direction of the old Fords. There were lots of 100Es, all intact, and one was partly renovated with all its panels perfect in primer. Further on I counted six 103Es, four E493As and one E93A, all complete and completely rotten. They were all literally rotting into the ground. All in all it was a completely wasted journey, and I still haven't got a boot lid!'

DAVE SIMPSON, always on the look-out for 107E stories and photographs (hint!) writes.....'Whilst on a country run in the wilds of Essex I noticed an Anglia 100E in a front garden of a bungalow. Thinking that the householder may not have heard of the Club, I called, and a gentleman of 60 who is a telephone engineer, took me round to his back garden where he had ten "upright" cars bought during the Fifties and

Sixties, all in varying states of decay and consisting of three late Prefects, one Anglia and six Populars. He intends to restore several of them when he retires and stated that any advice on the parts situation would be of help.....'

AREA NEWS

ESSEX

from Martyn Babb

The Group continues to meet on the first Wednesday of each month at The Plough, Hutton. The landlord is a "car man" and there are motoring relics and souvenirs throughout the pub. Other motor clubs meet at this venue, including the Ford MkII Club on the second Wednesday of the month.

The turnout of Sidevalve members at the Essex meetings is good, with numbers continuing to improve, although more are always welcome. There is a strong contingent of 107E owners, which is only to be expected with Dave Simpson the 107E Registrar being a regular, but the "upright" models are also very well represented by other regulars. Meetings are not in any way formal and are usually just a chat over a drink. Organisation is limited to making arrangements to travel together if any of us are intending to visit a particular event.

Once in a while we try to add to the club night, and the January meeting saw a number of members bringing along some slides to show, with a good mixture of topics, as mentioned in the last magazine. If you haven't visited the club night meeting yet, we look forward to meeting you soon.

Please don't forget our annual East Anglian Weekend at Lonely Farm, Saxmundham, Suffolk, from 2nd to 5th September. Make a note in your diary now!

HAMPSHIRE

from Mick Crouch

Regular meetings are now held every 3rd Wednesday of the month at the Village Inn, Swanwick (on A3051).

The March monthly meeting, our third, was well attended, as all our meetings have been, with fifteen members compared with twelve the previous month. There were some new faces this time, including Mike Cook from Catsfield who owns a 1952 E494C Van and Colin Bailey from Havant with his 107E Prefect.

Three lads from the Dorset Group paid us a visit; the organisers Roger Hide and Martin Moores with a friend who hopes to become a Sidevalve owner in the near future. We were very pleased to see them and discussed the possibilities of combining the two groups at an informal Sunday gathering of Sidevalves in the New Forest, an evening film show using the Club's video film, and providing a good turn-out of Sidevalves at local rallies and shows this summer, one show in particular being the Pageant of Transport at Netley Marsh on the August Bank Holiday weekend, where I hope to organise a section for Sidevalves and promote the Club. Details to follow.

It is very pleasing to see the enthusiasm at our meetings, the non-stop chatter about our Sidevalves, auto-

jumbles, restoration projects, spares and the contacts people have made through their hobby. Long may it continue.

HERTFORDSHIRE

from Mayur Jobanputra

I would like to organise a local group of members in the Stevenage area. At the moment I know of about five members who are interested, but I hope more will get in touch with me at the address below. Now that the lighter evenings are here we should now be able to have some Sidevalving fun around Stevenage! My address is:- [REDACTED]

ISLE OF WIGHT

from Colin Hull

Firstly, I have taken over (democratically!) as Area Organiser from Steve Denness, who is in the middle of moving house with all its associated problems like "no time for letters", etc.. Enough said! The Local Group still meets at the Waverley Hotel, Carisbrooke, every first Wednesday in the month at around 8.30pm and is now quite well attended with usually four members and their wives and friends turning up in 100Es. There are quite a number of good 100Es on the Island but it seems an effort to get the owners interested in coming to Club Evenings.

Anyway, this year I hope we'll have some locally organised runs around the Island as the people who do turn up are genuinely interested in seeing the 100E on its four wheels and in motion, preferably self-propelled! The fact that I've only mentioned 100Es is that we don't seem to see any of the older Sidevalves around.

Generally, our cars are running well and still in good order, mainly because up until two winters ago the local council never salted the roads and only used grit. Now all that has changed and there's salt everywhere! Still, it'll give us more enthusiasm to clean our cars underneath more often.

Finally, please do, do come along to our meetings as they are not formal things but enjoyable social gatherings.

MERSEYSIDE

from Mark Prescott

A joint meeting has been arranged with the Manchester Group on Wednesday 4th May at 8pm. The venue is a pub called The Foresters' Arms, which is on the A574 Culcheth Road near to the junction with the A580 East Lancs Road at the Greyhound roundabout! All members will be very welcome, especially any new faces who turn up, and if the meeting is a success we hope to have further joint events in the future.

NORTH YORKSHIRE

from Martin Hatfield

Local Group meetings will be held as follows:-

May 1st Cross Keys, Tadcaster Road, Dringhouses, York - from 11.30am

June 5th MENCAP Gala, Lees Lane, Northallerton - from 11.30am. Commemorative plaque

July 3rd Blacksmiths Arms, Swainby, near Stokesley - from 11.30am

WEST MIDLANDS (Coventry)

from Steve Hancock

I am pleased to say that the attendance at meetings is increasing steadily, but there's still room for more!

After a very successful Christmas Dinner Dance held at The Novotel, at which eighteen members attended, and our second Treasure Hunt, won by Jim and Lynn Tregortha (who are organising the next planned for this month), we have decided to organise a second rally at Coombe Abbey on 11th September, which we are pleased to say will be the 1983 Midland Sidevalve Day!

We hope the group will keep growing, and if you are interested or would like further information about our activities please phone me on Coventry [REDACTED] (after 6pm).

WEST MIDLANDS (Wolverhampton)

from Keith Rose

The Black Country Museum will be holding a Car & Bike Rally on Sunday 10th July at the Dudley Museum site, and we intend to make our presence felt at this rally but entry is restricted to pre-1956 vehicles only. The classes are:- 1. Cars pre-1931; 2. Cars 1931-1945 and 3. Cars 1946-1956. Unfortunately, this excludes the majority of 100Es. However, we intend to shout the Club name aloud, so a good turn-out of members should make this event a good day out. Each entrant will receive a rally plaque and two complimentary tickets to the museum, so without delay please write for an entry form to:- Wolverhampton Local Group, 24 Dudding Road, Goldthorn Park, Wolverhampton.

WEST SUSSEX

from John Skinner

Local Group meetings will be held as follows:-

May 18th The Bridge, Houghton, near Amberley. 8pm

June 15th Red Lion, Ashington. 8pm

July 20th VIDEO SHOW at [REDACTED] Green, south of Horsham. 7.30pm sharp!

Tim Clarke has kindly offered us the use of his home for a showing of the FSOC Video Film on Wednesday 20th July. The film runs for about two hours, so please arrive on time if you want to see the complete show. Please let me know beforehand if you will be coming along. Tim's house is literally behind the Queens Head in Barnes Green village, so enquire there if you get lost! Afterwards at the pub.

CANADA & USA

from Ed Ingold



The above photo of my Prefect was taken at the ACCCC Concours last fall, and possibly should be entitled 'Dwarfed by a Packard!' My 101E scored a 94.7% of maximum points, not good enough for a trophy perhaps, but quite satisfying considering the mint competition. I am coming to England in June and hope to meet some more FSOC members during my visit!

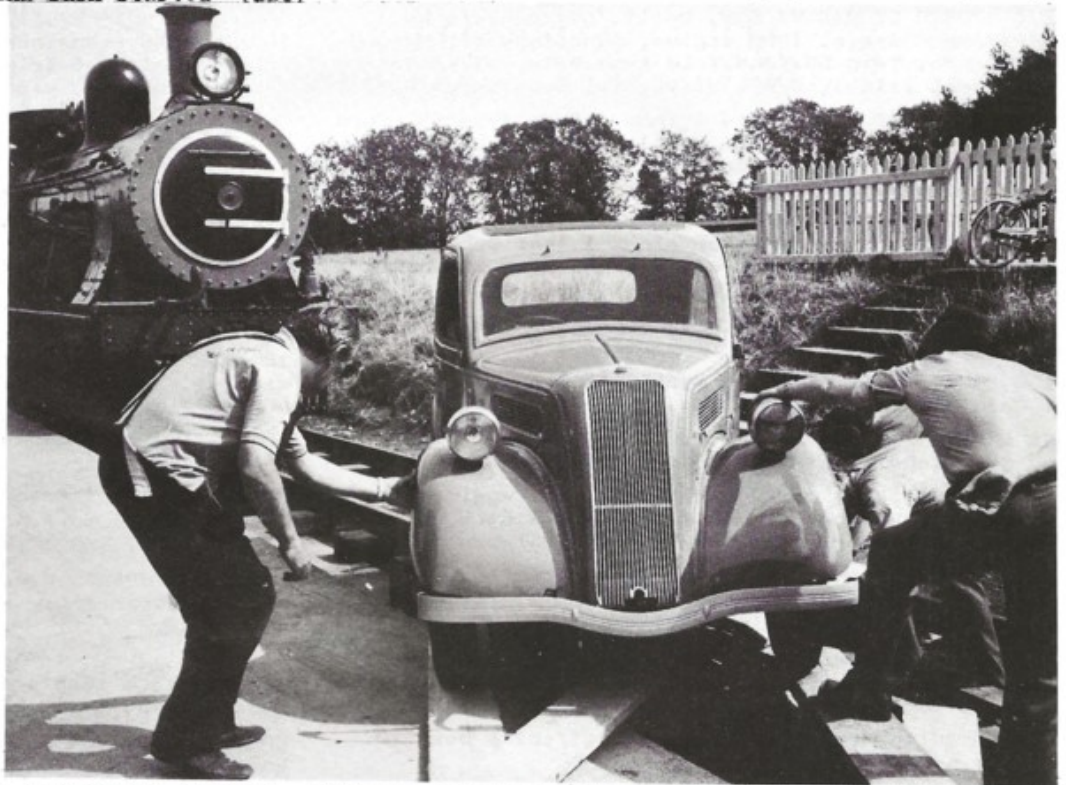
Sidevalves on The Rails

by Bruce Palmer

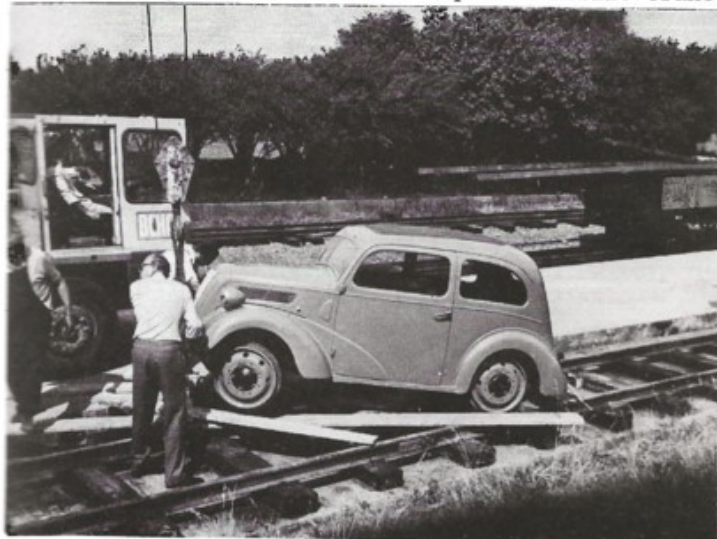


A scene from "Last Train to Mulobezi". The last 103E on the Zambesi Sawmills Railway being push-started (BBC)

Gently does it! The 7Y sitting precariously with its front road wheels straddling the gap between track and platform as it is inched slowly onto the rails (Ford Motor Co)



With all four rail wheels fitted, the 7Y was finally lifted into position with the help of a mobile crane



Ford Motor Co

Conversions of Sidevalves to run on railway tracks have been carried out at various times in the past to provide low cost rail inspection trollies. The most famous example was found by wildlife artist David Shepherd back in the early Seventies on the Zambesi Sawmills Railway in Zambia, and was later featured in the BBC documentary "Last Train to Mulobezi" about David's efforts to bring two of the steam locos from this line back to Britain.

The ZSR had used a whole selection of Sidevalves, some rebuilt with railway running gear and axles and others simply fitted with flanged rail wheels bolted to the existing hubs. David managed to persuade the Ford Motor Company to give him a 1938 7Y which they superficially restored, and soldiers of 27 Command Workshops REME, Warminster, to make a set of rail wheels, to produce a replica of a ZSR trolley to go on exhibition with the returned ZSR loco and coach at Whipsnade Zoo.

Well, that was in 1976. Seven years as a static outdoor exhibit has taken its toll of the restoration. The club is in contact with David, and so perhaps a set of FSOC steel wings might help to get this unusual vehicle looking a little more respectable.

Rail gauge is 3ft 6in which fits the 7Y's 3ft 9in track nicely. Similar 4ft 8½in and 5ft 0in gauge versions based on 7Ws existed on the Eastern Front during World War II. Photographs are being sought!



The car being officially handed over to David Shepherd by the then Chairman of Ford of Britain, Terence (now Sir Terence) Beckett, on August 6th 1976

Zoological Society of London

FOR SALE

MODEL Y, '32/3, for spares. Offers to Bob Smith, 75
Somerset. Tel Martock

MODEL Y, '34, complete for restoration or spares, £300
A.J. Brasher, (eves)

ANGLIA E494A, "one of ten oldest in Club(?)"; also
POPULAR 103E, "one of ten newest in Club(?)". Both
stored last 10yrs. Serious offers to J. Kelly
(Muswell Hill N10)

PREFECT E493A, '54, MoT Jun, 4 new wings, £450.
Dr. R.J. Helhuish, Tel Dover

PREFECT E93A TOURER, '38, complete, needs some attn
to bodywork, £1000 ono. J. Bowkett, Tel

PREFECT E493A, '49, body sound, 35,000, engine seized
spare g/box, £300 ono. Tony, Tel Swanley (after 6)

POPULAR 103E, '55, in running order, for restoration,
£180. Wilf Penning, Tel

POPULAR 103E, '59, good cond, Ballamy IFS. Engine,
brakes, exhaust, clutch & battery renewed last year.
Some spares. £675. Ian Coomber, Southampton

FORDSON E494C 5cwt VAN, '51, chassis good, body poor,
stripped for renovation or spares, £20. Urgent sale.
Paul King, Kent (weekends only)

GRASS-CUTTING POPULAR, made by Allan Taylor (Ford Main
Agents, Wandsworth), tractor g/box, large rear wheels,
needs restoration. Dave Castle, Tel Bungay

DANTE SPORTS GT RACING CAR, built '56, chassis No.1,
spaceframe chassis, 10hp engine, Aquaplane hd, m/fold
Zenith carb. Twin SUS/manifold available. Aluminium
body. Ideal trials, £300. Steve, Tel Scunthorpe

ENFO PARTS LIST for Anglia & Thames 5cwt '39-'53, Ford
Service Letters for 8/10hp models '54-'57, List of
Approved Service Tools for 100E, Parts List for '53
100E. Offers to Alan Hart, Tel Shipston-on-Stour

NEW BONNETS for Y, C & A, new C rear wings, Y cyl hd,
new distr, recon gen, mirror clock & 1set rebuilt
wheels, new Prefect front wing, Anglia/Popular half
front wing section. Dave Castle, Tel Bungay

6v TRAFFICATORS £10, 103E crownwheel vgc £10. Robert
Daniels, B'ham

6 x 4.50-17 TYRES, TUBES & WHEELS (5 Avon nearly new
& 1 Goodyear remould) £80 ono. Bob, Southend

103E RUNNING GEAR, engine, etc. G. Eales.

6v STARTERS(3), 6v gen(2), g/box(2), 8hp engine worn
out, recon 10hp engine, manifold/carb, clutch plate.
F. Kite, Tel Storrington extn 47(w)

NEW GEAR SELECTORS, dipswitch, starter switch & U/Js.
6v coils, carb float, f/pump diaphragm & g/box mounts.
John Skinner, Tel Worthing

103E SPARES - front/rear wings £4 each, doors £4 each,
rear seats £3 each, other mech parts. Roy Prowse, Tel
Chandlers Ford (Hants)

BONNET & GRILLE for E493A £5 each, st/col & box £10.
Jim, Tel

100E, recon engine £40. M. Stead, Tel Bracknell

ANGLIA 100E, '59, long MoT, perspex visor, maroon &
grey, 4-speed conv, spares, £275 ono. Folkestone

ANGLIA 100E, '57, cream, 2 owners, full history, gen
62,000, taxed, MoT Nov, elec eipers, vgc, reluctant
sale, £450 ovno. E. Bennett, Derby

ANGLIA 100E, '59, all orig, sell to enthusiast, almost
concours std, £250. Tel Abingdon

PREFECT 100E, '58, good cond, new brakes, gen & starter
MoT, needs respray, many spares, £250 ono.

PREFECT 100E, '55, nice car, stored 4yrs, o/drive, all
new tyres, £160 ono. Bob, Tel Bishops Stortford

PREFECT 100E, '58, mechs vgc, body poor, 4-speed conv,
spares. Must sell. Any sensible offer. Tel Buxton

PREFECT 100E, '54, one elderly owner from new, 35,100
gen miles, taxed & MoT Dec. Offers. Tel Gosport

PREFECT 100E, '59, needs some attn, £200 ono.
Tel

PREFECT 100E, '56, taxed, MoT Oct, sound chassis, attn
to engine needed, u/sealed from new, family car since
'59. Offers. Bennetts, Tel Lymington

PREFECT 100E, '55, vgc, one previous elderly owner,
under 33,000 gen miles, £895. Tel Epsom

POPULAR 100E, '61, 8901 KC, yellow, engine needs attn,
body good, u/sealed, good tyres, with spare new brake
shoes, clutch plate & cover, gasket set. Offers to
Lynne Dickens, Powys

POPULAR 100E, '61, black, one family since new, gen
56,000 miles, 5 new radials, good battery & exhaust.
MoT Jun, thoroughly reliable, £275. Tel

PREFECT 107E breaking, also 100E back axle.
Tel

PREFECT 107E, '60, maroon, MoT, good cond, new brakes
& exhaust, 2 previous owners. Offers. Brookwood
(7am-7pm Mon-Sat)

100E CYL HEADS, g/box, 1set twin carbs, etc. Also some
4.50-17 tyres. Mr Sim,

100E SPARES - engines, g/boxes, axles, TCAs, glass &
rubbers, all int trim, body panels, sills, rads, fuel
tanks, exhausts, wipers, engine mounts, springs, front
& rear dampers. S. Savill, Tel Hornchurch

100E ENGINE & clutch, good crank & rods, needs rebore,
£25. Clutch slave cyl £3, release brg £4, engine mounts
£2. E. Bennett, Derby

NEW 100E PREFECT BOOT LOCK £45, 3 new door handles £15.
Paul Bowles, Tel

WILLMENT POWERMASTER OHIV CYL HEAD, with twin SU carbs
on Willment manifold. Cost £62.50 new in 1960. Only
used two months, £80. Dave Rose, Tel Cowes

100E SPARES - g/box £25, recon w/pump £17, n/s front
wing £15, carbs £3 each, 2 unused painted fluted early
Anglia/Thames bumpers £20 each. Matlock (eves)

100E SPARES - 2 front struts £32 (under guarantee),
propshaft £7, cross-member, 2 new track control arms
& bushes, speedo, back axle. Tel

100E ENGINE complete with carb & clutch, for rebuild,
£20. Tel

100E/107E SPARES - w/pumps, TREs, wheel cyls, brake
shoes, master cyls, 100E exhaust. Stoke-on-Trent

WANTED

100E ENGINE, complete running unit preferred in good
order. Tel

CHROME BUMPERS & OVERRIDERS for E494A & bonnet badge.
Bob, Tel Bishops Stortford

AIR FILTER E493A-18205-A for Anglia E493OAF/B.
J. Noordermeer, The Netherlands

MIDLAND RAD MUFF for 100E. Colin Hull, Tel Newport
(IOW)

FOR E83W - driver's side step, 6v semaphore indicator,
any Ford photos/literature to buy/copy.

BOOT LID & straps, Prefect-type trafficators, bakelite
rear window surround & 6v radio for 103E, all in good
cond. R. Daniels, Castle Vale, Birmingham

RADIATOR MUFF & gear lever gaiter for 100E. Maureen,
Tel Mansfield

ESCORT 300E, must have good bodywork. Tel

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