

SIDEVALVE

News

FEBRUARY 1988



PUBLISHED BY THE FORD SIDEVALVE OWNERS CLUB



EDITORIAL

SIDEVALVE NEWS,

Volume 5, No 1

Well, a warm welcome to all new members, and hello to the more familiar faces - you'll notice I didn't say our old members!

This issue represents a small landmark for us, no let's be honest it's a major landmark. This is our 25th issue, yes we are now into our fifth year of producing "Sidevalve News". It has been in the main an enjoyable experience, if it wasn't I'd stop doing it! I do have this recurring nightmare of 32 blank pages, but so far it has always gone away when I've woken up! So to all my contributors, whether your material appeared or not, many heartfelt thanks.

For the first time there is going to be a slight change to the deadlines for the next issue, this will only affect the April magazine. Lynne and I are going to be busy with other things in March, which is the time when we would normally be putting April's magazine together. So, please will all my regulars, or anyone who wants to contribute, do so in the next couple of weeks. The committee are aware of the situation, and this is very much a once off appeal. We will still accept adverts until the 15th. If people can't help out then the magazine will still appear of course, there will just be more reprints from periodicals than I would like to use.

In particular we want to feature the 50th anniversary of the E83W in April, and I hope to run a piece on the use of sidevalves in adverts, contributions to either are welcome. We have also had a plea for details of a 6 to 12 volt conversion. Please help, get those articles in the post now!

CHECK THE ENVELOPE FOR YOUR MEMBERSHIP CARD NOW.

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Front Cover - Doncaster Gazette, March 1959

The result of Ian Stokes researches into Ford production in Doncaster, the photo shows the 100,000 car coming off the production line. See the 100E Register for details.

Back Cover - Dewars

First mentioned back in April last year, we now have the full story and copyright permission to use the advert.

COPY DEADLINE

Articles and adverts to me by 15th March.

NEXT ISSUE

Due out, by second class post, 15th April.

CONTRIBUTIONS TO THE MAGAZINE

These are always welcome, and may now win you £20 of Regalia if sent to a Registrar, or a glass sidevalve tankard if sent to me. Any sidevalve topic is fine, and colour photos are ok, as long as they are clear and have plenty of contrast. For the front cover I'll need a good black & white print, and a story to go with it!

* AREA NEWS *

ISLE OF WIGHT

A happy new year to all members from the Island Group. Over here we have been fairly active again. At our December meeting we arranged to have an extra Christmas meeting and all go out for a dinner. The 'Crown Inn' at Shorwell was the venue decided upon and we got the tables booked for 16 people. We had a bit of luck and managed to contact John and Marie Cable who now spend most of their time in London who managed to join us for the evening which was excellent.

Several old members turn out to our meetings now including Steve and Carol Dennis, who have obtained another 100E, and will be rejoining the club in the New Year. Dave and Marge Hammond also come and at our January meeting provided us all with an amusing evening identifying places on the Island from photos they have taken. It is surprising how much you see when driving that doesn't register on the brain. They also had an 'items found under the back seat of an old car' competition which proved amusing. Items were sealed in bags and you had to guess by feel what the items were. Some of Carols answers made you wonder what she got up to on the back seat!!

Our plans are still going ahead for our meeting here at the end of May. We are hoping to make it a 2 day event with two venues at opposite ends of the Island and a competition similar to a treasure hunt, to get members from the meeting point in Newport to each venue. I will give more information in a later magazine when we get more organised.

Meetings - first Wednesday in the month 8.30pm Star Inn Wroxall.

Ian White

HAMPSHIRE GROUP

Having had a well attended Christmas meal in early December at the new Ocean Village Marina complex in Southampton we must get down to the serious business of the 1988 rally and event scene. As you will see on the events page I shall be organising the Club Stand at Enfield in May - no doubt this will be one of many yet again. So hopefully we will be seeing some old and new faces.

Don't forget if you do want to attend our local group meets please contact me prior to the 3rd Wednesday in the month.

Mick Crouch

MANCHESTER BRANCH NEWS

Our first branch meeting of 1988 was held on Wednesday 6th January which mean't that people had scarcely had time to get over the Christmas Festivities. Despite hangers (and of course the weather), the turnout of people exceeded that of any meeting held in 1987. With 2 more new members and all the old (some not so old) faces. It was a great way to start the year so lets hope its the shape of things to come. Top of the agenda was this years rally season, notably the North West Sidevalve Meet at Platt Fields (see article elsewhere in mag). We hope to attend more rallies as a Branch this year as well as some of our usual day trips such as Fords Halewood Factory and our Sunday lunch trip to Ron Rose's Old Hall Pub at Hope.

The year hasn't started well for everyone, however, as someone kindly smashed into the side of Alan Pilsworth's beautiful E493A Prefect. He now has the painstaking task of finding all the parts to rectify the damage. Best of luck Alan!

I'll bet we're the only Branch not to have had our Christmas Dinner yet, but never mind, we will be having one later, I can assure you. Mind you, the way things are going we'll be eating Turkey whilst everyone else is eating pancakes.

Harry Wheeldon

OUTER LONDON (WEST)

There is nothing like a good mystery to create a little excitement and get a good discussion going, and our Branch seems to specialise in them of late! First we had the mystery of Giles Astons' 'upright', mentioned in the last mag. We have now come to the conclusion that it is a 103E (as proven by chassis number) and believe that Swansea, when issuing the new style log book, may have punched '1950' instead of '1956'. Giles wanted a 'Pop' rather than an 'Anglia', so he'll be happy with the result!

We welcomed new recruits Thomas and Fiona Garnham to the December meeting. They had just acquired a '10hp Popular' and you should have seen the look on their faces when they were told that their 'Pop' was in fact an extremely rare 2-door '7W' dating from June 1937! It had been fitted with a 'Pop' grille at some stage, has anybody out there got a '3-vent' grille for them? It was standing room only in our part of the 'The George' for the January meeting, when we welcomed Bruce Palmer as guest of honour, plus 3 new faces, including Andrew Carter, who owns a 1957 100E Anglia. Bruce produced a box full of interesting photographs and gave us a brief resume of his experiences with 'Sidevalves' with some amusing anecdotes.

We have a very busy programme coming up over the next few months and are going mad in May, with Southern Sidevalve Day, the Dagenham visit and 'long weekend' on the Isle of Wight all occurring in that month (see elsewhere in the mag for details of these events). So keep in touch!

Bill Ballard

DEVON & SOUTHWEST

Graham Lovegrove very kindly donated to the Club, an instruction book, and repair charge book for a Fordson 5cwt van. These not only came in the original packet, but also had an insurance quotation form with them! A most unusual set, in excellent condition and received with many thanks. Graham is trying to get an area group going down in the southwest, please give him your support.

Dear Paul,

It is now Boxing day Night and is thanks to the Xmas edition of 'Hi-de-hi' that I am putting ink to typewriter. I was sat watching the T.V. trying to think of something exciting to do when into view came an E83W. It was in the scene just before the Maplin's gang embarked on the assault course. Well, this pleased me so much that here I am.

With reference to my item in December's issue about starting up a new area group - Devon and Southwest - up to now I have only received 2 enquiries from members. Both these people seem very excited about the idea and we are meeting soon after the Xmas holidays. I was wondering if you could print my appeal again. After all, strong area groups would help to ensure the long term survival of the F.S.O.C. When you think about the beauty of this part of Britain with our Moorlands, countryside and spectacular coastal settings wouldn't this be a fabulous setting for one of our rallies? If I can get a good response now, then I think we can lay on something pretty exciting for summer '88. (I don't mean Samantha Fox '*!@') Best wishes for the New Year, flat tops for ever!

Graham Lovegrove

* MEMBERS LETTERS *

Last April, on page 29, I mentioned a Dewars's advert sent to me by Anthony Brollier. I was unable then to obtain copyright permission, but it now features on our back cover, the story is below.

BACK COVER STORY

Dear Paul,

I've been a member of the Sidevalve Club for some years now and have always been impressed by the Club cars and vans which manage to find their way onto the front cover of the magazine. Perhaps after reading my story and looking at the photographs I too may also become one of those elite few!

In February 1986 (yes as long ago as that) I was approached by a David Ward through my other club 'The Scottish Association of Vehicle Enthusiasts', S.A.V.E. for short. He told me he was assisting an American advertising agency who were in Britain carrying out various assignments for several large companies. One of those companies was Dewars Scotch Whisky and they wanted a full page colour advertisement to appear in an American financial magazine.

The theme Dewars had chosen was to consist of an unchanged financial institution, highlighted by an old car, preferably a Ford (American magazine remember) set in a village. Something, if you like, to reflect on the good old days, and times unchanged.

After some discussion with David Ward it was decided that the border village of Heriot was to be chosen as the ideal spot, not least of all because of the bank. And yes, just in case you are wondering, it really does only open for 1 hour per week, and still does to this day.

The final arrangements were made and on the appointed day I drove my 1959 Pop from Edinburgh, my home town, to Heriot some 16 miles or so to meet the advertising team. It was a bitterly cold but crisp clear morning and I was thankful for having washed and cleaned the car beforehand. All that was required was a quick chamois down and my car was (hopefully) about to become a star.

As you can imagine professional photographers are always, or so it seems, looking for that one 'perfect shot', so after several hundred polaroid trials and some 7 hours later they declared they had it. The end result is for you to decide.

Nearly a year later through the post arrived some photographs and a copy of the magazine. A nice letter was also enclosed from Richard Rand, head of the team, expressing his thanks, and also to say that without doubt I had the most popular Popular in America!

You may all wonder why it has taken the better part of another year for you to be reading this. Well firstly 2 letters to America went astray in the post. Then permission from Dewars whisky had to be obtained in order that their advert could be used for this magazine. Permission was granted. Time flies, they say, but not when you're in a hurry to show off your Sidevalve.

Gerry Martin

OIL PUMP MODIFICATIONS

Dear Paul,

I was intrigued to read Murray Scott's contribution in last month's S.V. News (Dec 87 - 100E into E93A goes!) on sump modifications, having just done the operation myself. In fact, you've got to take quite a lot of care in avoiding any weld distortion. Cutting that quantity of metal away from what is essentially a box structure inevitably leads to stress relaxation and, as I found to my cost, it is not merely a question of slicing one sump into 2 parts and welding it to another. In my case, by the time the whole process was completed there was a good 1/4" gap at the bottom of the gearbox and the 2 mating surfaces did not match up at all! I had to extract the tapped section from another E93A sump, shape it to fit as a tapered wedge and then drill and retap it in order to get a good firm fitting between the modified sump and the gearbox.


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Perhaps I was just unlucky, but my tips are as follows:-

1) ideally make sure that the distortion during cutting and welding is kept to an absolute minimum (use an old 100E block and E93A gearbox as template if possible, at least clamp the sump down firmly before cutting it up)

2) check that the gearbox mounting holes really do match up. In my case there was 1 hole that was way out ("Y" type box?).

Murray's remarks about the oil pump conversion sound a good idea. I did it the other way, by directly incorporating a 100E pump (which is much more efficient than the E93A unit) and redesigning the input pipework. However, it is very tricky, since there is very little room indeed between the "knee" of the E93A sump (Murray's 2nd sketch) and the big end of no. 2 piston. So, armed with his information I will try to match up an E93A pump with the bottom of a 100E pump - but if Murray has more details I would appreciate it.

Nick Hartley

WEDDING CAR



(Photo - F. Guess) Looking absolutely pristine.

Dear Paul,

I enclose a photo of it taken recently at the wedding of a relation, Timothy Allard of Longcliffe Farm Shepshed to Helen Chantrell Of Burton Lodge Farm Great Glen. The photo was taken at the Rose and Crown, Kibworth. I mention the area as it is near Market Harborough where we used to have the A.G.M. and some readers may be familiar with the place.

I think you may find the above interesting when I say that the first week I had it on the road it went to Timothy's parents wedding and has been to most of our relation's weddings ever since.

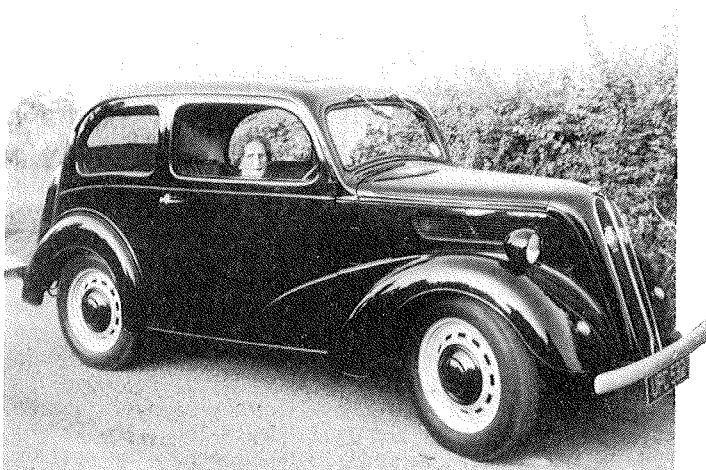
I purchased it from Gillotts Garage, now Sandcliffe of Loughborough in March 1956 and they have serviced and kept it on the road for me ever since, as they are the main Ford dealers and know these old Fords inside out. In fact some of the people there have worked on it since I bought it.

I have only to mention problems to Keith Smith (car controller), and his mechanics soon sort things out. Two years this /Jan I did have problems with engine (badly worn). Keith came round, had it towed in, dismantled engine, had it rebored, fitted new pistons, rings etc, fitted new items where required and tuned her up. I may add I expected a hefty bill but the lot with VAT etc came to well under £400 and got me going again.

I've done up the odd bits of rust over the years, fitted new rubbers to front and rear screens and had the interior roof relined. Otherwise it is original except for Steve Waldenbergs hub caps. I have been to a few rallies. I don't think anyone took too much notice of it and hope to go to a few more. However when you are pushing on to 74 it's a bit much! I hope to write more in the future!

Frank Guess

GREAT AUNTS 103E



(Photo - B. Underwood) Bob's Great Aunt re-united with her car, at the age of 94.

Dear Paul

I purchased UPC in October 1983 from my Great Aunt, who had had her from new. She was ordered at the Motor Show in 1953 and my Aunt and Uncle took delivery in January 1954. The car was used regularly and received a new engine in the mid 1960s. My Aunt and Uncle at this time lived at Raynes Park and I remember them driving to our home in Nottingham and admiring the car parked in the road when I was a kid.

The car was gradually used less and less and in about 1980 my aunt moved to Alstone in Gloucestershire, and the car travelled in the furniture van! Up till this time the car had been garaged all her life, but now she stood outside and was hardly used. Apart from a few dents, and a very wet inside - the roof leaked - was fine, and in 1983 I drove her 70 miles home without a problem. From 1983 I've gradually restored her - respray, new head lining, tyres, lights etc.

This summer we took her to the Southern Sidevalve Show and received the best 103E trophy! Teresa Butler presented the award on condition I get to some of the meetings - I will try Teresa!

The following Bank Holiday Monday we all drove back to Alstone and I couldn't resist enclosing the photograph of my Great Aunt at the wheel at 94, but not driving. The car now has 60,000 miles on the clock and a smokey engine. My next job is to overhaul/rebuild the engine and I would welcome any advice on where to get piston rings etc, and bearings remetalled.

Bob Underwood

RALLYING SIDEVALVES

Dear Paul,

In reply to your request for further information on the cover photo of the December 'News'. The photograph is of Tom Wisdom with his 8HP in the Monte Carlo Rally. Unfortunately I don't know whether he finished! I thought you might also be interested in the fact that Ford won the 1936 'Monte' with a V8 roadster, their first rally success. Two Anglias were entered in various rallies in 1949 with Ken Wharton winning the Tulip rally that year and again in 1950. He also won in 1950 but this time driving a 1500cc Consul. Ford also won the Canadian Winter rally in 1956 with a Prefect.

I have also unearthed some information on 3 Model Ys that were specially built for Edsel Ford's 3 sons Henry II, Benson and William. These were fitted with single-seat bodies in the style of Indianapolis Duesenbergs. One of these cars was donated to Sir Malcolm Campbell, possibly because he loaned 'Bluebird' to the Ford Museum in the States. He kept the car until after the war and then sold it, the car being raced in the late 1940s. It then disappeared for many years, but was found and restored in the early 1970s and at the 1974 Brooklands Reunion was timed at 100mph. Wonder where the car is today?

Steve Barnard

A TRAGIC LOVE STORY

Dear Paul,
 My daughter Karin came rushing home from work one saying there's this dear little car for sale a few streets away. I had been vaguely thinking that it was about time I learned to drive and had the independence of being a driver although I felt quite independent on my bike. I went along to have a look, and there it was all shined up and sparkly green and looking so homely and manageable that we decided to buy it together. Not knowing a thing about cars, a friend came along and said its in pretty good nick for its age. So, we paid up and took it away with boxes of "spares" the man said we may need. From then on it was out with the "L" plates with whichever kind friend or neighbour had the courage to take a turn with us. After 3 months a rather ominous cloud of black smoke followed us everywhere so I got in touch with Tony Saunders and he said get it over here and I'll have a look. How we got from Kingston to Bracknell I don't know - me still a learner driver, my friend brave enough to navigate and billows of black smoke obscuring both front and rear windcreens from time to time. Anyway we arrived and Tony decided that it was very sick and would need a new reconditioned engine. He very kindly organised this and did all the hard work for us, when I went to collect my little treasure there it was purring away. After this we put in for our tests, and would you believe both of us passed first time. We were ecstatic and the little car was feted everywhere. Being a local school teacher everyone would soon recognise us where ever we went. After a weekend I would enthusiastically be greeted with "I saw you on Saturday" etc, etc. My daughter and I quite enjoyed our new status - drivers of the prettiest car in Kingston. Well we've had many an adventure with our 100E over the last 3 years and now sadly we have to say goodbye to it. On Christmas Eve a young man drove into me on a roundabout that had not been adequately signposted and the garage has said it would be too costly to repair - the bodywork is badly damaged - its a very sorry sight. Still I hope another enthusiast might be able to recover the engine that Tony was so proud of and still purrs beautifully, and we still have the boxes of spares. Hence the advert. [See Classifieds - Paul] Thanks for reading my story - I'm back on the bike again but I do miss my 100E.

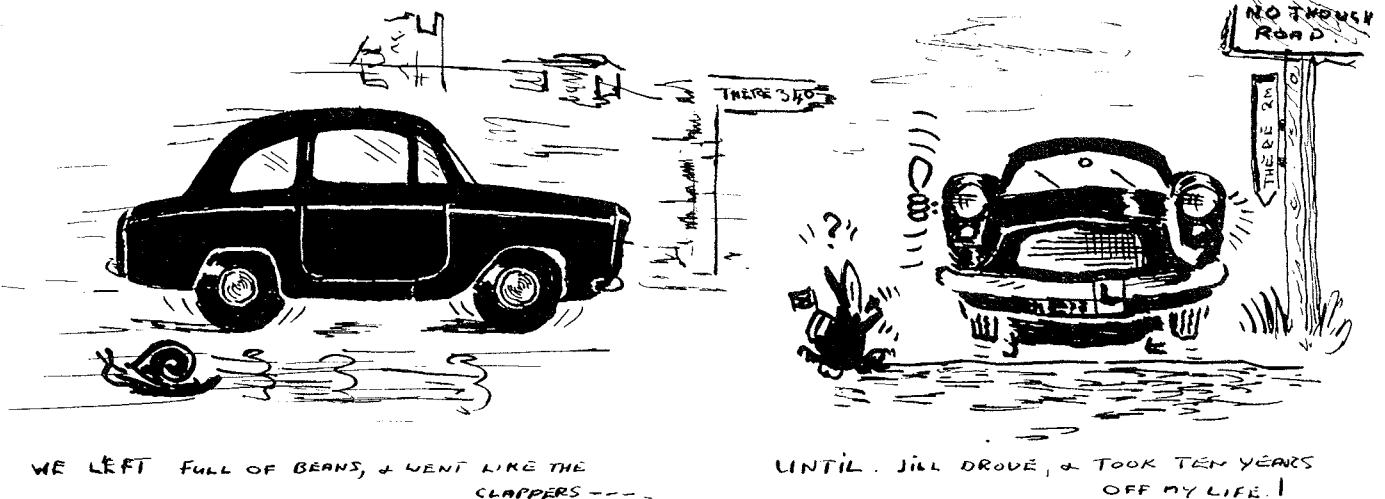
Shirley Beeler

AN OLD CARTOON

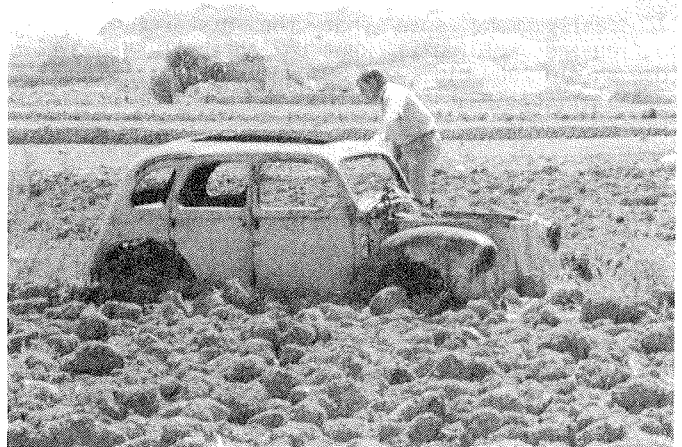
Dear Paul,
 I found this cartoon in one of my Dad's Art School sketch pads. He drew it in about 1963, when we had a 1954 Anglia. We now have a black 1960 Popular, which we are slowly restoring.

Adrian Reyner

The drawing below is by Adrian's Dad.



GROWING SIDEVALVES!



(Photo - B. Baker) I wonder where you get the seeds?

Dear Paul

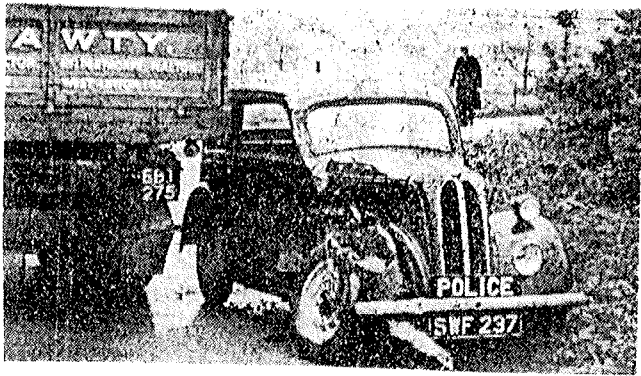
Where would you go to see:- MKI Escorts in abundance on the road, some in near concours condition - 100E Anglias and Prefects, some of the former with the original 3 bar grille - 300E vans, some of them with the original small rear door windows -MKI Consuls, Zephyrs and Zodiacs - MKII as above - MKIII as above, some being used as taxis - (very few MKIVs) -1950s Hillman Huskys - 1948 Austin 8s - MKI Victors, Velox or Wyvern - 1 E93A with E493A grille for sale -6 E493A but not all with the original engine - ie some had 100E transplants - Plenty of Fordson Thames chassis with bus bodies in use as public transport - Sidevalve Morris Oxfords - Farina styled BMCs in abundance - 1 E83W in daily use - 2 5cwt vans - Triumph Heralds (plenty) - A30s, Split screen Minors, Minor 1000s - and many 105Es, all on the road? - Malta!

Jean and I went there this summer and whilst I was aware that there would be a lot of 50s and 60s vehicles of 'our type' I wasn't really prepared to see so many. But they may not be there for a great deal longer. I had a chat to an E493A owner in Slienna and he showed me the 100E motor he had had installed but also mentioned that tyres are now no longer available in Malta in his size. It was not at all unusual eventually to see these cars in daily use - some of which were obviously well used but generally very sound. They certainly added a nice dimension for me to our holiday.

Would I recommend Malta? We enjoyed it overall but will not be going back. The enclosed photo was taken on Gozo, the smaller adjoining island. The shell was quite sound even though, as can be seen, it had been there quite a while. Even the grille wasn't too bad. Note the ploughing with the furrows 'bending' to either side. I have to admit to stealing the rear light housing, which was lying where the back seat ought to have been, as a souvenir. Vandal!

Bryan Baker

POLICE 103E - THE EVIDENCE!



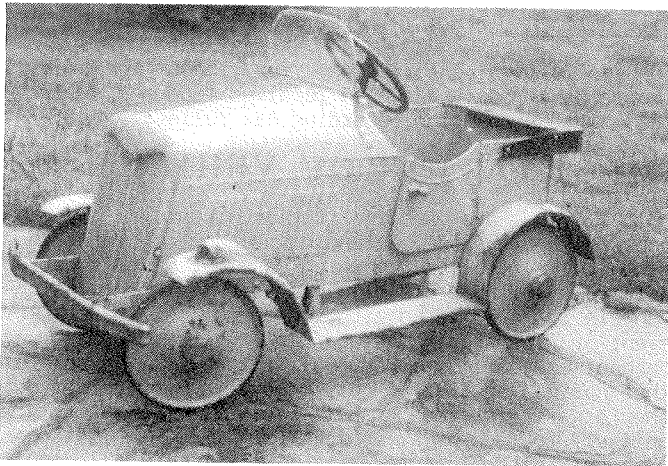
(Source - unknown) The accident occurred "whilst PC K W Waller was on patrol in an old style Ford Popular patrol car". You'll be pleased to know that there were no injuries. The registration number is SWF 237. does it still exist? We hope to feature a couple of other "unfortunate" sidevalves from the album!

Dear Paul,

After reading December S.V. News 2 items interested me most. The first was the piece on the 103E Police Cars in the Driffield area. A friend of mine called Geoff Coulter has a scrapbook of accidents from his youth (funny lad). One is of a 103E police car which was hit by a wagon. The owner of the wagon was a Mr Lawty of Driffield. I met his brother a few years ago as he runs a E493A and is a member of the F.S.O.C. I only saw the scrapbook a few months ago (small world). The other item was on the 100E sump, as I am building a Special. It was very interesting to learn about the oil pump conversion as I had a bent tube for the pick-up, but I have found that if you cut only 1" off the filter bowl you can use Anglia 105E 997 filters with room for the steady bars.

Geoff Gibson

A DIFFERENT FORD 8!



(Photo - G. Watkins) What category will it enter at a rally?

Dear Paul

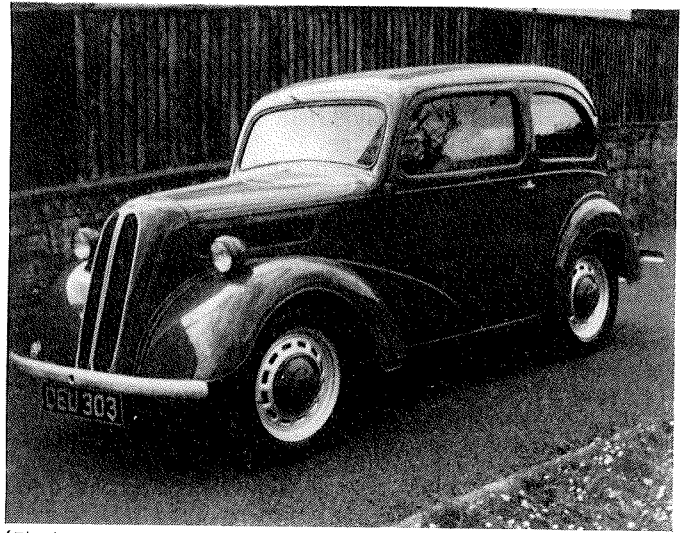
I know that the F.S.O.C. is dedicated to Sidevalves. I enclose a photo of my latest purchase. It is a 1939 Ford 8 pedal car made by Brown Bros. As you can see it requires some restoration work and has one or two items missing. The items missing are small petrol cans which fit onto the running boards.

If one of your readers could let me know of where to obtain these or any information on this pedal car I would appreciate it. Unfortunately my own 103E is still in the process of being renovated, so next time perhaps I will send you a photo of the pedal car next to the completed 103E.

G. Watkins

[Please keep the promise and send that photo - Paul]

WHO WOULD BE A FILM STAR?



(Photo - R. Young) An unwanted extra!

Dear Paul,

With reference to the article in December Sidevalve News by Brian Nutter, I felt that I must tell you of my encounter with the film industry.

Whilst attending a very wet and cold local rally organised by the Three Cocks Vintage Society at Hay-on-Wye on Sunday 6th September, I returned to my 1954 103E Popular to find a wet Tesco paper bag under the windscreen wiper with the following message on:- Love your car, would you be prepared to use it in a film on Tuesday Please ring 01... Love Jules.

On the Monday, I duly rang and sure enough, no hoax. Arrangements were made for me to attend the film set at a small mining village called Ban Wen some 35 miles away for a 7.30am start. The film was for the Channel 4 Comic Strip "Miners Strike".

Tuesday morning I left home at 6am for a cool but otherwise uneventful journey over the Burch Mountain, arriving at the film set shortly after 7am. A short stroll around quickly revealed make-up wagons that were a hive of activity. When I met the location manageress she directed me to the caterers and told me to help myself. Shortly afterwards up rolled what looked like quite a smart Austin 12. I greeted the driver who announced himself as Dave from Action Cars London. A quick look at the Austin revealed it to be what Dave called "camera perfect", not to mention the still tacky black paint.

At this time I was expecting to be on my way home and back to work by lunch time - no way!

9.30am the actors emerged, mainly the cast of the young ones. 10.30am stop for a huge slap-up open air breakfast. 1.30pm stop for lunch. 2pm approx 40-50 school children arrive from the local school, as extras, to be used in the scene with my car! 4pm a promise from the location manageress that I would be required within the next half hour. 6pm stop for tea and another promise. 6.45pm, lo and behold, summoned to the set. I followed Dave up, the producer called for one car to be reversed in and arranged the car with doors open and called up the by now tired children. I was beckoned to reverse out of camera shot. I eagerly awaited to be called, then 10 minutes later out came Dave in the Austin and announced that they had finished with the cars. I checked with the producer, who said he would ring me if they needed me. I collected my fee and trundled home disillusioned and rather disappointed.

Having observed the budget that these film makers have (the regulars told me that Channel 4 is low budget) and their attitude that you will do what they want you to do because everyone has their price, take my advice and hold out for at least £100 per day plus any extras you can think of, as you'll still be a fifth of the cost of the professionals.

Roger Young

CLUB NOTICE BOARD

ANNUAL GENERAL MEETING

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club to be held at 2.00pm on Sunday 1st May 1988 in Steventon Village Hall, Steventon, Oxfordshire.

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

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

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

AGENDA

- 1 Apologies for absence
- 2 Minutes of the last AGM
- 3 Matters arising
- 4 Annual Reports of Officers and Committee Members:
 - a General Secretary
 - b Treasurer - Present Accounts
 - c Membership Secretary
 - d Sidevalve News Editor
 - e Spares Secretaries
- 5 Election of Officers and Committee Members
- 6 Changes to the Constitution

Propose that Section 6.7(b) of the Constitution be deleted (proposed J Norman Seconded M Prescott)
- 7 Motion concerning the 1989 Annual Subscription:

"It is proposed that the membership subscription of the Club for the year ending 31st December 1989 be £15.00 for European members and £20.00 for non-European members." (Proposed SA Wood Seconded T Butler)
- 8 Any other business

Shirley A Wood
General Secretary

FORD SIDEVALVES SPARES LTD

NOTICE IS HEREBY GIVEN that the fifth Annual General Meeting of the Company will be held at Steventon Village Hall, Oxfordshire on Sunday the 1st May at 13.30pm for the following purposes.

- 1 To receive the report of the Directors and the audited accounts for the year ended 28th February 1988.
 - 2 To re-elect Mr J Norman as Director
 - 3 To re-elect Mr A B R Young as Director
 - 4 To re-elect Mr A B R Young as Company Secretary
 - 5 To transact any other ordinary business of the Company
- For voting purposes, all members of the Ford Sidevalve Owners Club are deemed to be members of the Company. All Club members are entitled to attend and vote at the meeting or to appoint a proxy to attend and vote on their behalf. A proxy need not be a member. (The true legal owner of the shares in the Company is the Ford Sidevalve Owners Club and the share certificates are held by the General Secretary on behalf of the Club. The Club's policy is to allow members of the Club to vote as if they were shareholders in their own right).

By Order of the Board
A B R Young
Secretary
(Signed) 12th January 1988

CLUB SPARES DAY 1st MAY

Once again, the spares secretaries will be holding a spares day in conjunction with the Club AGM. It will be held at Steventon Village Hall, on the 1st of May, starting at 10 am., and will be followed by the Club AGM's.

It is an opportunity to save postage and packing on all spares, and have a good look at the Club's remanufactured spares range.

Please use it to pick up those large items you need, it will save you money, and give the spares secretaries more space for more spares!

This was a very successful venture last year, so give it your support and stay on to attend the AGM.

Contact the spares secretaries now, so that those bulky items will be ready for collection.

PUBLICITY OFFICER

Many thanks to all those members who have sent me photographs of their vehicles. Some of them are real gems, and just what I wanted! I particularly wish to thank Tom Welch, Steve Evans, Tony Richards, S F Wells and Peter Lesoing who all went out of their way to get nice shots of their Sidevalves for me. Keep them rolling in! If you have not sent me a photo of your vehicle yet, I would be grateful if you would note:-

- a) the print (in black and white or colour) should be on glossy paper
 - b) the subject should be in the centre of the picture, with a reasonable amount of margin surrounding it (to allow for cropping, if necessary)
 - c) any prints sent through the post should be protected by cardboard to prevent them being folded or creased
 - d) the photograph should preferably be taken off the rally field, avoiding modern intrusions
 - e) close-ups of particular features (badges, wheels, etc) are welcome
 - f) I will not be able to return any prints
- If you are in any doubt about what I require, just give me a ring between 6.30pm and 9pm.

Bill Ballard

The following information, for those considering importing a car, has been received from the HVCC. It sets out the position regarding tax relief.

IMPORTATION OF VEHICLES

Unless you are an institution, approved by the Department of Trade, intending to do no more than exhibit the vehicle [in which case get Customs Notice 361] you will not be eligible for relief unless the vehicle is associated with an historical person or event or it marks a stage in the development of mechanised transport. Get VAT Notice 712., Para II of that notice applies to all importers whether or not they are registered traders for VAT. Customs are unlikely to accept a vehicle as being a collectors' piece of historic interest unless it fulfills their interpretation of 'historic' in Para 5(h) of the appendix (pages 21 & 22 of the Notice). From this it appears to take Rolls-Royce as an example, that while a Silver Ghost shown to be Charles Rolls' personal car or the actual London to Edinburgh topgear test car would qualify and an early example of production car would stand a good chance, a post-war model probably would not.

Customs are unlikely to make a decision in advance of seeing the vehicle on importation. General advice and the public notices can be obtained from any Customs and Excise Office but it is best to make enquiries from the office at the proposed port of importation. When making enquiry and particularly when making the entry document it is essential to claim under the tariff description 99.05. Be prepared to pay a deposit while your claim is being considered. Appeals can be made first to Customs & Excise Headquarters and then, for VAT, to a VAT Tribunal.

A Jedere-Fisher

HOW POPULAR IS YOUR CAR?

Model Ownership Statistics for Year 1987

Car Type	United Kingdom	Inter-Nat'l	Europe	
<u>Total</u>				
Model Y, 1932-37	51	7	9	67
Model 7Y "8", 1937-39	35	2	0	37
Anglia E04A, 1939-48	23	3	3	29
Anglia E494A, 1948-53	107	10	2	119
5cwt Y Van, 1932-37	4	1	1	6
5cwt 7Y Van, 1937-40	0	0	0	0
5cwt E04C Van, 1940-48	9	0	0	9
5cwt E494C Van, 1949-54	21	3	0	24
Model C, 1934-37	7	3	1	11
Model 7W "10", 1937-39	10	2	1	13
Prefect E93S, 1939-48	31	1	3	35
Prefect E493A, 1949-53	196	11	12	219
Anglia 10hp, 1949-53	1	4	2	7
Tourers ALL TYPES	12	7	3	22
Popular 103E, 1953-59	416	14	9	439
Anglia 100E, 1953-59	202	7	13	222
Prefect 100E, 1953-59	198	4	4	206
Popular 100E, 1959-62	274	1	1	276
10cwt Van, 1938-57	72	5	1	78
Escort/Squire 1955-61	23	5	2	30
300E Vans, 1955-61	34	5	1	40
Prefect 107E, 1959-61	87	0	0	87
Specials, all years.	79	5	3	87
Miscellaneous	14	0	2	16
<u>Total</u>	<u>1894</u>	<u>93</u>	<u>70</u>	<u>2057</u>

NOTE - Tourers not included in total figure

Cars Eligible for Registers

Register	United Kingdom	Inter-Nat'l	Europe	
<u>Total</u>				
Prewar Register	150	16	16	182
A, P & P Register	728	41	25	794
100E Register	772	24	20	816
107E Register	87	0	0	87
Specials Register	92	5	5	102
E83W Register	72	5	1	78
F4				

* NEWS & REVIEWS *

COLLECTABLE CLASSICS -

Alan Busby and his wife have been the proud owners of a 1960 107E Prefect for the last 2 years. They received a Christmas present of a copy of the book - "Collectable Cars", by Julian McNamara, published by Hamlyn. We are allowed to publish extracts from a book for review purposes, I won't publish Alan's comments, but feel that the following extract will review the book for all sidevalve owners.

"The first question to ask when considering preserving any of the smaller saloons of the late 40s to the early 70s is 'why bother?' Many were dreadfully dull and almost all were extremely uncomfortable. Performance, economy and durability were suspect in all but a few examples, and at the extreme of their tolerances, run down and worn out, many of the mass-produced tin-tops were positively lethal in their own times and are doubly so now.

Typical of these horrors are the SV Fords which escaped from Dagenham. Not only were they underpowered and ill handling, but the brake fade was considered an irritating but unavoidable side effect of high-speed motoring. To compound these traits the interiors of the various models, the E93A, 100E and 107E Anglias, Populars and Prefects, were uncomfortable and seemed designed in such a way that naked metal or an unsecured seatback awaited anyone thrown forward by an accident.

As if this gruesome package, with its inability either to go at a reasonable speed or stop in an emergency, was not bad enough, a nicely idiotic cost saver was a windscreen wiper which worked from the vacuum in the manifold. In other words when acceleration or cruising was taking place wiping could stop altogether but furious waving to and fro accompanied lifting off or braking. Perhaps in a perverse way this wiper was in effect a safety measure, for to accelerate in heavy rain, especially on twisting semi-flooded roads, in a car equipped with cart springs, a beam front axle and cross-ply tyres was verging upon the suicidal.

Reproduced from Collectable Cars, by Julian McNamara, courtesy of Hamlyn

THE SIDEVALVE IN MINIATURE

- an occasional review by Dave Turner.

Ford's first 'small' car and also Ford's first European aimed model appeared in prototype form during 1931 and was given the Ford designation Model 19. When production began in earnest at Dagenham during August 1932 so many changes from the original had been made that the new model Y was almost a fresh car. Apparently no models/toys of the prototype Model 19 have ever been produced, but sporadic appearances on the miniature scene during the past 50 years by the Y type, have left quite a varied selection for the keen Ford collector to seek out. Unfortunately, most particularly elusive although simply age is not necessarily the cause of this.

In fact the significant periods during which model/toy Y types have been made were during the 1930s, coincidentally with the real vehicles, and from the late 1970s on, during which period interest in Y Types as interesting historic vehicles has once again brought them into the forefront of attention. This review of model Y Types first appeared in the Autumn '87 issue of Model Auto Review, on the front cover of which is a coloured picture of a DG Models copy of an original Dinky Toy Y Type van. The fact that copies of these toys of the 1930s have been made and sold during the last 10 years is possibly more indicative of the interest in old toys, than in the Y Type itself, but nevertheless they do present attractive additions to any toy collection, at prices considerably more affordable than originals.

First on the market with a miniature Y Type in saloon form was probably Triang, makers of tinsplate vehicles in their Minic range, so we begin this review with a look at them. Although the real Ford 8 first appeared in late 1932, it was at Ford's Motor Show of 1935 that the public's imagination was most severely jolted when the list price of the car - albeit in its most basic form - was reduced to exactly £100.

Lines Brothers had been producing their range of Minic tinsplate toys for some time prior to the addition to the range of what they called simply "The £100 Saloon" - but they gave it catalogue number 1M. Significantly it was the first of the Minics to actually represent a real vehicle, all its predecessors having been generic but capturing the character of early 1930s vehicles admirably. Made from 3 main pressings - body, wings and baseplate, the Minic Y Type captures the flavour of the real car nicely, although it accentuates the its height by making the roof a trifle too high. Tail end treatment is simple but pleasantly accurate while the 'plated' grille is not strictly incorrect - a few examples did have them as new, as an optional extra.

A hole in the nearside door allows the clockwork motor to be wound while any one particular example can be roughly dated by the combination of first, white tyres with petrol can on nearside running board; second, black tyres with can. All pre-war examples had a petrol can. Post war first, black tyres with no can and finally the last examples had plastic wheels and no petrol can. Colours included light to dark blue, various greens, red, stone and grey. The petrol can was always red with "Shell Petrol" in yellow. During 1940, and obviously prior to the end of toy production in the face of increasing hostilities,

WIN A TENNER - THE ANSWER

Back October we featured a photo on page 4, which had been sent in by that long standing sidevalve enthusiast, Wilf Ward. There was a challenge along with the photo, identify the location and win a tenner from Wilf.

Well, we did not get a lot of response - I would thought it was worth a stamp just to have a guess - so I left printing the answer till now. We did get a winner, by the way, who will have received his tenner from Wilf.

The location? The 100E was photographed in front of the memorial to commemorate the first Atlantic flight, by Sir John Alcock and Sir Arthur Whitten Brown in 1919. The memorial being in Clifden, Rep. Of Ireland. Wilf is threatening to run another teaser soon, I hope more people have a go next time!

SPARES SURFACE

Also in October's issue, this time on page 17, I featured a very nice period shot of a milk marketing board 5 cwt van. It was sent in by another well known enthusiast Bruce Palmer. Bruce has worked for the board for many years, and has already raided their archives to provide such material for the magazine.

However, when these vans were delivered back in the 50's, they were then fitted with heaters and carpets. The heaters were removed when the vans were sold and put to one side until new vans were bought!

Well, someone made a mistake when the 493C van was replaced, and Bruce found a loft full of Smiths water pumps, Smiths heaters, Delaney Galley thermo siphon heaters and vents (purpose made for sidevalves), front mat sets, and even a brand new Model Y bumper!

CAR HEATERS

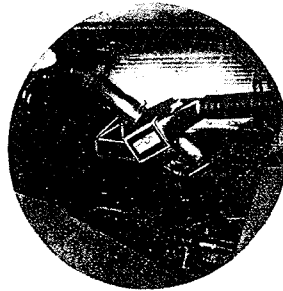
Designed by the Heat Exchange Specialists

FORD POPULAR OWNERS

NEW DELANEY GALLAY
CAR HEATER
MODEL A.19

Thermo-Siphon type for the
FORD POPULAR including
windscreen demisting.
Immediate delivery.
Place your order now.

PRICE
£8.8.0
COMPLETE



CAR HEATERS TO SUIT ALL MAKES

Fit the Delaney Gallay
Heater for efficient heating
and demisting.

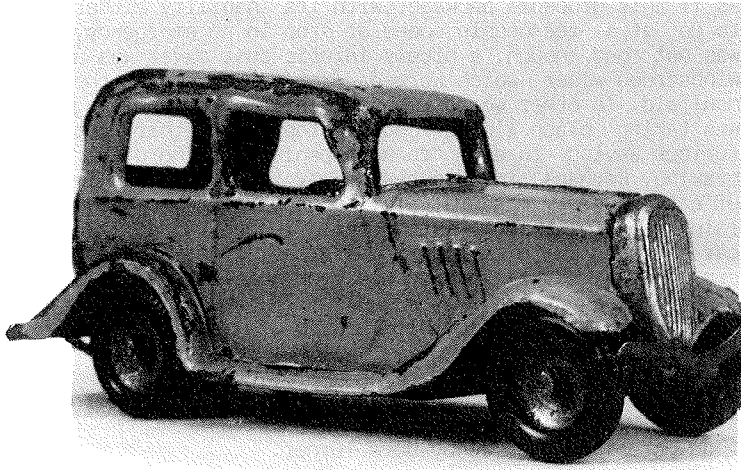
PRICES FROM
£15.15.0
to
£17.18.0
COMPLETE

CONSULT YOUR GARAGE AND INSIST ON A DELANEY GALLAY HEATER

The above advert illustrates the heaters
The stuff had been there since 1955, and Bruce had walked past the loft dozens of times in the last 15 years! Bruce offered the find to the Club stores, but finances dictate that we concentrate on urgently needed mechanical items. However, all is not lost as individual members can purchase these items from him. Please note THESE ARE NOT CLUB SPARES, see Bruce's private advert in the classified section.



That elusive 103E pick up, in milk marketing guise. This is why all the E93A heaters were needed.



(Photo - D. Turner) A pre-war example of the Minic, 1M, Ford Y saloon. "Ideal restoration project, suit enthusiast!"

Lines Brothers typically introduced a camouflage coloured version of the Y Type saloon. No petrol can appeared on this version, but with the exception of the black tyres every part of the car was finished in camouflage, bumpers being in the silver of the standard model. Given catalogue number 1MCF this was intended to go with the other Army vehicles in the Minic range - included in which were tanks, tractors, a Vauxhall Cabriolet, 4 and 6 wheeled lorries, vans and tankers, jeeps and a working barrage balloon!

Appearing alongside the '£100 saloon' Lines Brothers produced the 'Ford Light Van' - the Y Type van of course. To be correct this should have featured a spare wheel on the nearside door. However the petrol can was already on the running board at the forward end of the door, and the keyhole for the clockwork motor was also in this region and so Lines hoped that the kiddies of late 1936 would not be too bothered about the absence of the spare.

Catalogue number 2M, the Minic Ford van does possess the general shape of the Y van although the odd shaped windows in the doors are not prototypical! Colours were the same as for the saloon but the van usually carried "Minic Express Service" transfers on the sides and "Triang Minic on the rear doors. Some vans featured simply the Lines Bros triangular trade mark on the sides in place of the longer transfer while the final batch, post war and on plastic wheels had "Triang, Made In England" on the sides, the rear doors being left black.

A further variation on the van was a post office van. Catalogue number 3M, obviously painted red, these vans initially featured "E.R." royal ciphers - with reference to King Edward VIII. Subsequent versions had the "G.R." cipher for George VI, and at the same time the "Triang Minic" transfer was deleted from the back door on GPO vans by Minic. These Post Office vans followed the established chronological changes to petrol can, tyres and wheels, similar to the Y saloon. Finding any of these interesting early model Ys is not easy, battered examples turn up occasionally at swapmeets, carrying price tags of £10-20, while unmarked and boxed survivors of the earliest types fetch well into three figure sums.

For illustrations of the various Minic Ys one can do no better than have a look at the current Minic Book by Peter Bartok, published by New Cavendish, all pictures are full colour. Plenty of black and white pictures can be found in the 1981 publication 'Minic' by Sue Richardson.

Accompanying this feature is a picture of a typical example, as they turn up in the 1980s, quite well battered and even restorable! Next to be featured will be a wide range of 1/72 scale white metal kits of the Y Type.

* EVENTS CALENDAR * EVENTS SPARES

EVENTS CO-ORDINATOR

At the last Committee meeting I was given permission to spend some of your money on events equipment, so by the start of the rally season the club will have the following for events organisers to use:

- four berth 'control' tent (similar to Mick & Jean Crouch's)
- club flag and pole
- bunting
- signs for the different classes
- stopwatch
- posters

Stuart Holding can also offer to bring a selection of spares to events now, [See alongside - Paul] and regalia can also be arranged for sale at club events. If you want to use any of this equipment, please contact me to discuss what you need, and we can then arrange to get it to you.

Events are still a bit thin on the ground at the moment - see the list below for events where the club will be represented but note that at the moment we have no National Sidevalve Day - come on, someone must have a secret yearning to organise an event !!

Events Diary 1988

The following list of events are those at which the club will be represented with an official stand:

DATE	EVENT	ORGANISER
March	Bristol Classic Car Show	Maurice Butcher
April 9/10	London International Classic Car Show (Alexander Palace)	Bill Ballard
April 30/2 May	National Classic Motor Show (NEC Birmingham)	Steve Hancock
May 1st	Club AGM (Spares on sale A.M.) (Steventon Village Hall, Nr Abingdon)	
May 2nd	Southern Sidevalve Meet (Mole Valley Show, Leatherhead)	Bill Ballard
May 6th	Ford Factory Visit (Dagenham, Essex)	Bill Ballard
May 15th	Lyndhurst Rally (Oldham, Manchester)	Harry Wheeldon
May 27/31	Isle of Wight Rally	Ian White/ Bill Ballard
May 29th	Enfield Pageant of Motoring (Middlesex)	Mick & Jean Crouch
June ?	North West Sidevalve Meet (to be finalised)	Harry Wheeldon
June 26	Picnic Social with MG Midget Register (Gt Hussendon, Bucks)	Teresa Butler
Sept 7th	Northern Classic Car Show (G-Mex, Manchester)	Harry Wheeldon

As you can see, we have a Southern Sidevalve Meet, and hopefully a Northern, but nothing else - not even a National! You will also notice the same few names cropping up on this list time after time! If you are interested in any of the above events, please contact the organiser. Details of events and entry forms should appear elsewhere in the magazine as they become available. July and August are dead months at the moment - why don't you organise something - maybe just a barbecue or picnic - it all helps! Happy Rallying!

Teresa Butler

EVENTS SPARES

It is my hope at club events this year to provide a limited spares sales stall. Due to the problems involved, including the small rear seat of an upright Anglia, only a limited selection will be available - but if successful, who knows!

The spares will be for both upright and 100E models, but as my technical knowledge is fairly limited (changing plugs and oil!) I would ask you to beat with me and be sure of what you want.

Non-essential and bulky spares will not be available, but I will be happy to take orders to be passed onto the appropriate spares secretaries. Due to the nature of some events I will only be able to sell spares to members on production of membership cards.

I look forward to meeting many more members at Club events, and with your help, establishing a service I feel is needed in a club like ours.

Stuart Holding

ENFIELD PAGEANT

Spring Bank Holiday 28, 29 30 May

As in 1987 the Club will be having a stand at this event. Anyone wishing to represent the club with their vehicle on the stand please contact me as soon as possible. Spaces are limited so first come first served. Priority will be given to those attending on both Sunday and Monday.

Please note no vehicles on club displays may enter the concours section, they will be judged as part of the club display.

Contact Mick Crouch - Membership Secretary, for details.

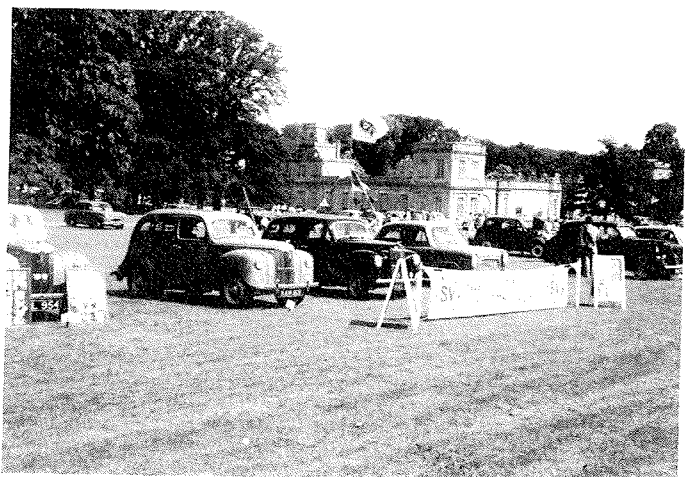
BRISTOL CLASSIC SHOW

Our first major show of the year, the Bristol Classic Car Show, gets bigger and better every year. Last year some of the club stands were really impressive, depicting scenes of old garages with dummies repairing cars, to mountain scenes with snow, lots of work and money being put into them. Although Bristol is a large city we only get about 3 or 4 club members turn up at club nights and because we are invited to the Standard Club meetings we can never get any money in the kitty to invest in any display equipment. In the end with the banner flying high and the quality of the cars we have had in the past we manage to survive.

I have advertised for cars for the show in past magazines but I have never been offered one vehicle. Are you worried your car is not good enough? Give me a ring on Bristol [redacted] or write to me at [redacted]

[redacted] and we will try and reserve a place for you in 1989 - we need clean tidy cars as well as concours.

Maurice Butcher



(Photo - M. Butcher) A shot of the splendid day Maurice arranged for the Club to attend at Longleat.

NORTHWEST SIDEVALVE MEET

Due to cutbacks by Manchester City Council it looks as though there will be no Manchester Show at Platt Fields in August this year. As a Branch we are at the moment looking hard for another venue at which to hold the Annual Meet. We have been able to approach Tatton Park, Knutsford, Cheshire who say that they would like to have us at their show being held on June 4th and 5th. If anyone is interested in attending this or any other possible venue would you please contact me enclosing an SAE at [redacted]

Further details will be forwarded as soon as available

Harry Wheeldon

SOUTHERN SIDEVALVE MEET

This popular event will be held this year at the Mole Valley Show at Leatherhead Leisure Centre on Bank Holiday Monday, 2 May 1988. The show itself will have all the usual family attractions but, as if that will not be enough, the Outer London (West) Branch, who are volunteering as hosts for the day, will be organising various fun events purely for Club members. Limited camping facilities will be available for those travelling from further afield and wishing to camp on the Sunday night.

Leatherhead is just south of the M25 (Junction 9) and the Leisure Centre is on the B2122 to the south west of the town centre. Participants should proceed to the town centre and then follow the permanent signs to the Leisure Centre.

There will be an admission fee of £1.50 per vehicle (irrespective of the number of passengers) to help defray costs. However, participants will in return receive free admission to the Showground (the public will have to pay more for this privilege!). The show organisers have asked that we have as many cars in position by 10.30am. We appreciate that this may be too early for some members, but hasten to add that late comers will still be admitted. Late entries will also be welcomed, but you must expect to pay the normal public admission fee at the gate on the day.

Please use the form below, or copy if you do not wish to cut the magazine, and send to me with your cheque and an SAE to reach me by 15 April 1988, please! After this date, I doubt if there will be time to deal with your entry, and you may have to pay at the gate on the day. I regret that I have to adopt this stance, but you can rest assured that I will be doing my damndest to ensure that everyone will have a good time!

SO COME ALONG AND ENJOY YOURSELF AT THIS, THE SOUTH EAST'S PREMIER EVENT FOR CLUB MEMBERS.

Bill Ballard

ENTRY FORM FOR SOUTHERN SIDEVALVE DAY
BANK HOLIDAY MONDAY, 2 MAY 1988

NAME..... MEMB NO.....
ADDRESS.....
.....
TEL NO.....

I wish to enter my vehicle for the above event, and enclose my cheque*/ postal order* for £1.50 made payable to "SIDEVALVE SAVERS" and an SAE. I will/will not* be camping on the Sunday night.

* Delete where not required

VEHICLE DETAILS

Date Built..... Type/Model.....
Colour(s).....
Potted History.....
.....
Please send to: [redacted]

[redacted] to reach him by 15 April 1988

ISLE OF WIGHT WEEKEND

This event will definitely be 'on' this year. So far as I am aware of 8 cars participating from the mainland. If you would like to come, then please give me a ring on [redacted] as soon as possible!

Ian White informs me that he has not been idle on his side of the water; he has made arrangements for us to be accommodated at Flamingo Park on the Sunday and Calbourne Mill on the Monday (29 and 30 May respectively). It is likely that the run to the former place will take the form of a treasure hunt, and that to the latter place a 'fun run' taking in some of the delightful sights and scenery of the island. At Calbourne Mill, there is a restaurant/cafe complex where we can reserve seats and get a meal to suit most tastes. All participants will receive a commemorative plaque.

I am proposing to travel down to the island on the Saturday (28 May), with the intention of crossing from Lymington to Yarmouth on a tea-time ferry. Based on our experiences in 1986, this should give us sufficient time to reach our campsite and pitch our tents before it goes dark. I am also planning to have a free day on the island on the Tuesday (31 May) and to return home on the Wednesday, but others may wish to return earlier. Those wishing to stay in hotels or guest houses are advised to get booking now! Remember that the event is being held on a bank holiday weekend, and the island is likely to be busy with visitors! Ian and I are quietly confident that those participating will have a holiday they won't forget!

Bill Ballard

TOUR OF DAGENHAM PLANT

On behalf of the Outer London (West) Branch, I have arranged a tour of the vehicle assembly plant at Dagenham on the afternoon of Friday, 6 May 1988. We have to be there by 1.15pm and are restricted to 50 participants. Unfortunately, factory tours cannot normally be arranged for evenings or weekends. If you can arrange to have this particular day off, and would like to participate, please send me (Bill Ballard, Publicity Officer) an SAE as soon as possible, stating details of your transport for the day and the number of participants you will be bringing. Remember, we are restricted to 50 so first come, first served will apply! The offer is open to members and friends.

I would personally like to see a good show of 'Sidevalves' on the day. How's about it?

Bill Ballard



(Photo - J. Crouch) Get out and about on the rally scene and meet Jaws! An E93A from the Hampshire group, photographed at Kempton Park Rally in September 87.

NON-CLUB EVENTS

The following are not events at which the Club will be represented, but they have been recommended by Steve Waldenberg and may be of interest to Northern members. 1/2 May - Westhorpe Heritage Trust, Killamarsh, Nr Sheffield (J30 M1). New industrial/transport museum site with 3/4 miles of railway and colliery workings. Planning to build a 1950s street scene etc. Transport weekend. All cars to 1965 welcome. Contact Tom Simpson, Westhorpe Heritage Trust, Green Lane, Killamarsh, S. Yorks.

Kirkstall Classic Car Show - proposed date 9 July. Festival Committee meet 28/1/88 to confirm etc. This year will be sponsored by Butterworth and Pilkington Ltd for whom I now work. SAE to [redacted] for entry forms.

Steve Waldenberg



(Photo A. Non) In case you were wondering what Steve is doing these days, he now has a job as a travelling wine salesman - selling direct from old petrol tanks in the boot of his Prefect. He is shown above practicing his sales pitch, if you don't know Steve - he is the one on the left.

* EVENTS REPORTS *

To engender some enthusiasm for the coming season, we feature reports from a concours entrant, an enthusiastic photographer of the rally scene, a devotee of the road run, and an exponent of the sport where sidevalves still win - trials. Don't forget to make sure your car sports a Club badge, be like Alan Hart, who can be found....

FLYING THE CLUB FLAG

Dear Paul,

Just a report on the 1987 Town & Country Festival, The Royal Showground, Stoneleigh, (Aug 29th - 31st). Forming part of the festival is a concours d'Elegance with some 800 entries in 10 classes. The entries can be made via a Motor Club and be part of a 'Stand', or as in my case (since 1980) as an individual entry. The judging takes place on all 3 days and with a process of elimination any entry can be judged 3 or 4 times by up to 3 judges - pretty nerve wracking stuff.

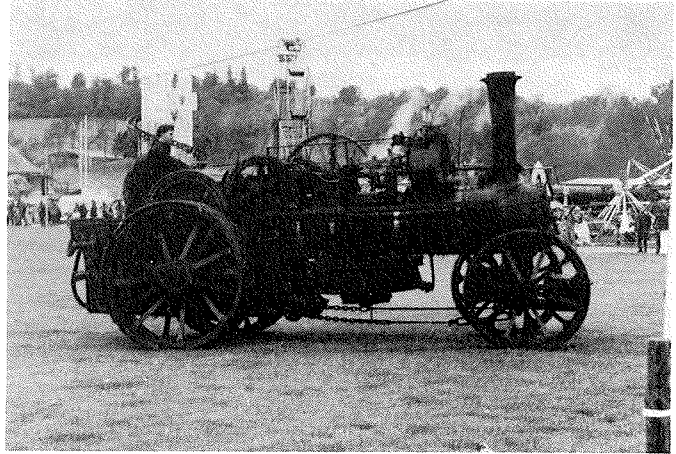
Glorious weather for all 3 days was a bonus for all the entrants which included Veterans from the turn of the century thro' to modern machinery. The classes are arranged in decades of cars, in my case the period 1961-70, and this class had no less than 109 entries, Saloons and Coupes. A look at the entry list was a who's who of the British Motor with Europe's offerings in for good measure. No fewer than 14 Lotus Cortinas was a bit daunting for a start.

Having bobbed about in the previous years inside the Top Ten by virtue of the Pop being totally original we were judged for the 3rd time on this occasion and beat a Volvo by 1 point into 4th place, and took the final trophy to be awarded in the class. All in all a good day for the Ford S.V. cause, a lot of people came and said as much.

Alan Hart

A NEWCOMERS VIEW

Dear Paul,
Builth Wells, May 31st 1987. This was my first car rally, and it wasn't even that as such! To be accurate, it was a steam and traction rally, held at the Showground at Builth Wells. I went along with my family one wet Sunday! Travelling up through Brecon the weather was similar to that at the National Sidevalve Day - diabolical!



(Photo - P. Hardwicke) Yes, I know its not a sidevalve but isn't it lovely, and it was the Builth Wells Steam & Traction Rally.

The event itself composed a mini rally with some huge steam traction engine demonstrations. There were also stalls, competitions and a motorbike 'wall of death' show. The car rally itself was particularly interesting to me, as some 10 days after purchasing my 107E Prefect there were the 2 preceding Prefects on show - a 100E from Aberystwyth, and a E493A. There were also several Austin 7s, as well as a few other 'unknowns'.

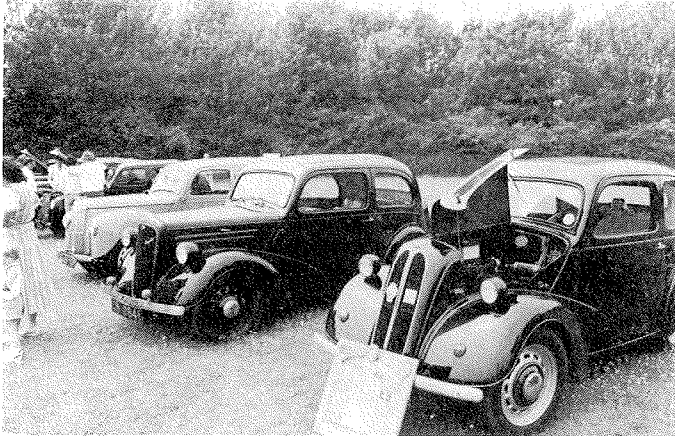


(Photo - P. Hardwicke) This one is a sidevalve, an E493A, again at Builth Wells.



(Photo - P. Hardwicke) One owner from new, 124,712 miles, and for sale at Builth Wells.

I have enclosed several photos of the event, including the steam engines, for interest. I don't know if I was being judged or if it was only a 'display' event. They all received brass plaques, so I believe. By the way, the 100E pictured was for sale, having been owned by the same chap from Aberystwyth from new at £700.



(Photo P. Hardwicke) Some uprights, with a very nice Popular and Anglia pairing, taken at Preston Hall.

On to the Preston Hall (Stockton) event. Firstly, I was up working in Billington during the summer, and incidentally first made contact with the F.S.O.C. The event was the Northern All-Ford Gathering, on the 5th July. This time, to break with my previous bad luck, the weather was brilliant!



(Photo - P. Hardwicke) 100E's keep a V8 Pilot company, in the sun at Preston.

There were a variety of Fords on view, ranging from the Sidevalve Anglias, Populars and Prefects, an overhead Prefect 107E (GJM 188), which was, to say the least, immaculate, and a Ford V8 Pilot. There were Anglia 105Es, Consuls, Cortinas, Zephyrs, Zodiacs etc, too many to list separately. My favourite was definitely the convertible Zephyr in flame orange (sorry FSOC!).



(Photo - P. Hardwicke) A brace of E493A Prefects, both sporting Club badges!

The rally also had a few sellers present, selling small parts up to body panels. Our own Martin Hatfield was there, in his 100E. I don't know who won the overall event, which was judged by everyone on a ballot principle, perhaps Martin knows. The Preston Hall and National Day are the only places I have seen other 107Es, 3 in all. I am trying to get some info on 107E history from my registrar. I have included couple of photos from Preston Hall, showing other views of GJM 188. One day my car will look this good, given sufficient time and especially money. [The photos of GJM 188 appeared on page 18 in December - Paul]

As you have probably gathered again, I am a bit of a photographic nutcase! The thought occurred to me that in the Regalia section of the club there was something missing, possibly. We have got Christmas cards, but how about a Sidevalve calendar? Perhaps it could feature a selection of all the Marks covered by the club. I don't know how costly it would be to get something like this printed, or even if people wanted such a thing - but perhaps it is a thought - they would make ideal Christmas/birthday presents, apart from interesting gifts at anytime. What do you think? [I think it is a nice idea, particularly when most so called "Classic Car" calendars feature very expensive exotica. There are snags, of course, the first is that colour printing is horrendously expensive, though high quality black and white prints show more detail. Also, though we can sell Christmas cards at successive Christmas's, a calendar would have a very limited period for sale. Anybody got suggestions to get round the problem - Paul?]

South Wales Proposed Group - Update

On to another topic - that of our proposed area meet. So far the enquiries haven't exactly been thick and fast - in fact I only know of 2 other interested parties - come on South Wales members! 1 of the people is a former founder of the South Wales Classic Car Club, and another is a non-member as yet (he will be joining from the start of this year). I would also be grateful if other area meeting conveners could provide me with some sort of idea on organisation and things to cover at a meeting. Ideally, if support can be dredged up, perhaps we could have a meet of the National Sidevalve Day in South Wales one year - there are plenty of places we could hold it. Please, can interested members contact me on Treforest

P. Hardwicke

ROAD RUNS IN A PREFECT

Living in England for 6 years, I have had great pleasure in attending a string of local rallies, including some of the Sidevalve events not too far from my Essex home. Depending on the weather I used the 1939 E93A Tourers or the 1949 E493A Saloon. For those events for which you have to give advanced notice of which one will be used, it was always a gamble. But believe it or not, when the Tourer was used, many times the weather was pretty, thank God. When I looked at the calendar for this year, we decided to do something more daring, although I would not go as far as to climb the French Alps or something similar. My wife, Grace, is always a bit suspicious about the reliability of the cars, but finally agreed to accompany me to the various events and give me moral support.

The first event we booked for in the beginning of the year, was the RAC Norwich Union Classic for May 24th. Preferred starting point Brands Hatch, with the second choice Norwich. Of course it became Norwich. In itself not too bad as we can always use our neighbours cottage in Southwold, Sussex. This made it a good place to reach Norwich in the early morning, start time 8.25am and we were required to report at least half an hour in advance.

What made it all the more complicated was the fact that our son had come over from the continent with a girlfriend, and had expressed the wish not only to

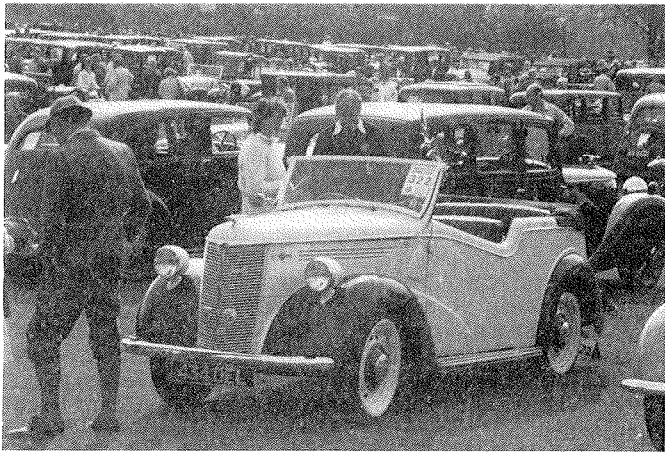
participate in the rally, but also to visit one of the big airshows at an Anglo-American airbase. This became Mildenhall, on the Saturday before the RAC rally on the Sunday. By that time my wife had made the wise choice not to go with us, but to use the modern bolide to freight all the essentials such as sleeping bags, food and drink to the cottage in Southwold.

So on Saturday we headed for Mildenhall in the E493A saloon along the M11 in the most appalling weather. As it was a Bank Holiday, you can guess the sort of traffic. On the A11 everything came to a grinding halt. Not because of the Prefect, she was fine, but just because of the sheer volume of motor cars. We reached the airshow, the weather cleared and we had a nice time.

Driving around 6.00pm through hilly Suffolk, basking in sunshine, is very nice indeed. Less attractive is the fact that it seems that all the petrol stations are linked to village shops, and around that time have firmly closed. So shortly after having reached the A12 the Prefect said DIY. The spare petrol came out and within a few seconds the route could be continued. We got our belated dinner, and prepared ourselves for the next day.

Early start, no problem, and in 50 minutes along empty roads we reached Norwich. Glad that I tanked the evening before as still no stations open. The organisation of the rally was outstanding, and the 160 mile route passed along interesting points such as the Lotus factory, Snetterton circuit, Duxford Imperial War Museum, Old Warden Airfield, the Aston Martin factory and finally Silverstone circuit. At the finish line we had only 15 minutes to spare, as we took all opportunities to see as much from the intriguing route stops. So we got our picture taken [Back cover December - Paul], the medal, the diploma and teamed up with 600 other splendid cars on the circuit.

My son thought he had seen another E493A, but I am still of the opinion that we were the only one. After a well laid out buffet, we decide to go back to Brentwood. Again without one single problem we arrived at home and noted that we had driven more than 500 miles in these 2 days.



(Photo F. Erdelmann) Bristol. Getting together for the start. The Prefect seems modern between all the black square bodies of the 30's!

On June 13th my wife and I set out with the E93A Tourer in the direction of the West Country, as we had enrolled for the Bristol-Weymouth Run. We decided to start easily, and therefore this was the sight seeing day. The National Trust village, Lacock, is one of our favourite spots, and the abbey building and adjacent grounds are an absolute delight. The weather improved by the minute, I said the Tourer has some influence, and at around 6.00pm we arrived at our hotel in Bristol. As with the RAC run, well organised garage facilities were available, and checking in was done in a matter of minutes.

For the beginning of the evening, a civic reception by the Lord Mayor of Bristol. Organised in the impressive town hall, where we were able to meet most of the participants, although we didn't actually speak to all of them! But for a foreign visitor, sometimes we still

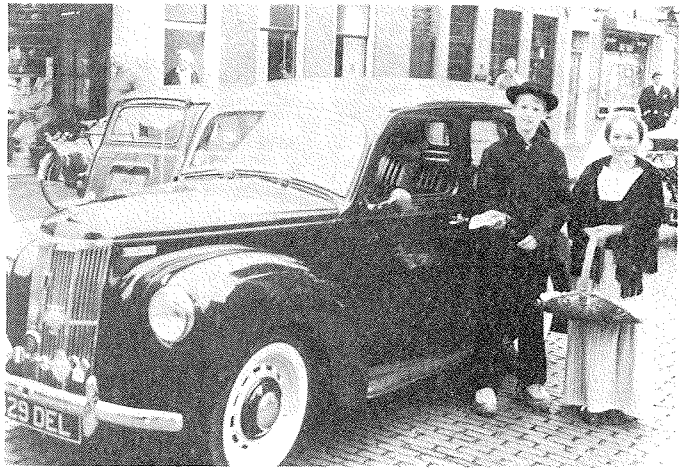
feel ourselves just that, it was really nice, and after a meal in the town, the evening couldn't go wrong.

The next morning started the right way, with blue skies and lots of sunshine. It was still a bit fresh but having the Tourer with us the hood went down. More than 300 beautiful vehicles, all produced before 1940, lined up in the extensive grounds of another Bristol property. Our car, being one of the youngest, had number 322 and therefore we started as one of the last ones. That gave us a unique opportunity to see all other participants moving off under their own steam - with delightful commentary.

The scenery was breath taking, as were some of the hill climbs. The market place in Wells was packed with on lookers, as was the road side with picknicking drivers and their passengers around lunchtime. It looked like old cars were growing in the grass, like daisys! The temperature went up and up, clearly demonstrated by a badly burnt forehead. The Weymouth Esplanade could hardly accommodate all cars, but by that time nobody was bothered, simply relieved they had managed to arrive in time and in style.

Another buffet, speeches and prize givings and the afternoon had gone. We had booked into a hotel at Portland Heights. People in the office had said it was high, but who believes such silly remarks. But once we arrived, we experienced how steep it was. In first gear we could just manage it, but shame, 2 Dutch model T's stormed the hill with the same ease as they would the flat Dutch countryside! Lucky they were ahead of me and I was therefore saved the embarrassment of being passed! One of the owners turned out to be the man who transported our Tourer from Rotterdam to the Ford plant in Amsterdam, after it had arrived from Australia in 1978. He recognized the car immediately, so a new tie of the Dutch Model T Register was an appropriate extension of my wardrobe.

The next day we were in a hurry. Grace and I had a plane to catch at Heathrow at around 18.00 hours, and we wanted first to return the tourer to its own parking place, my garage. So, early in the morning we departed the South coast and, again with hood down, we arrived in Brentwood before 14.00 hours. A distance of 179 miles with an overall average of 31.5 mph was not at all bad. Certainly not if one considers the near diabolic circumstances encountered when travelling with a 50 year old car on the M25 while juggernauts nearly drive you into insanity. A quick change of clothes and again back, now with some modern machinery, along the same crazy route. At Heathrow we calculated that the Tourer had done close to 450 miles that weekend.



(Photo - F. Erdelmann) Local delicatessen for all the participants in Holland. If the costumes look familiar, the children come from the same area as our cover photo in June.

We now became routiniers, as on June 19th we took the saloon again, but now to a rally in Holland. The M2 on a Friday evening, is as bad as the M25 on a Monday afternoon. Roadworks, Dartford tunnel, hasty drivers, the lot. But we managed, and Saturday saw us driving

SIDEVALVE TRIALS 87 - PART II

around the Isle of Walcheren in the South-west part of Holland, which also happens to be my birthplace. Different license plates, different people and in particular very different vehicles. A limited number of British but plenty of American, French and German. Again a sunny day, and a lot of crowds in the historic cities of Middleburg and Veere. At the start we got coffee, courtesy of the Flushing municipality, and during the rally all kinds of presents from either the municipalities or the local chambers of commerce or visitors centres. We were understandably the only British registered entry next to an interesting contingent of Belgium entries. Two other sidevalves took part, an original LHD Popular and a beautiful RHD Anglia, now in the possession of a proud owner in Eindhoven.

As I had to conduct business in Brussels the following week, our Prefect found a prime place in the showroom of the local Flushing Ford Dealer until we headed back to England. As the ferry did most of the mileage, this time we clocked up only 200 miles on the car, but again without any problem.

Comparing the three rallies, people may be interested to hear what are the major differences. The RAC rally was the most strictly organised, from the point of enrollment to the sending of the pictures taken at the finish line, everything was punctual and all information first class. The route we got was interesting and brought us to places where we normally would not come. The number of pre-war cars was a bit disappointing (approx 30%) and I personally am not too keen on roaring XK 140's using small country lanes as a sort of private race track. But certainly I will try to participate next year.

The Bristol - Weymouth Run was a delight, with all cars pre-war. Although very well organised it had a more relaxed atmosphere and the social element was as important as driving the cars. The Dutch rally had a very simple organisation, and rolled along as it is nearly impossible to loose your way on this little island. Backed by the local communities it is very much an affair for the local population. When cars were parked in any of the towns or villages there were no barriers or police, everybody mingles with everybody. Including the tourists, who got a free historic car show they never had booked for in the first place.

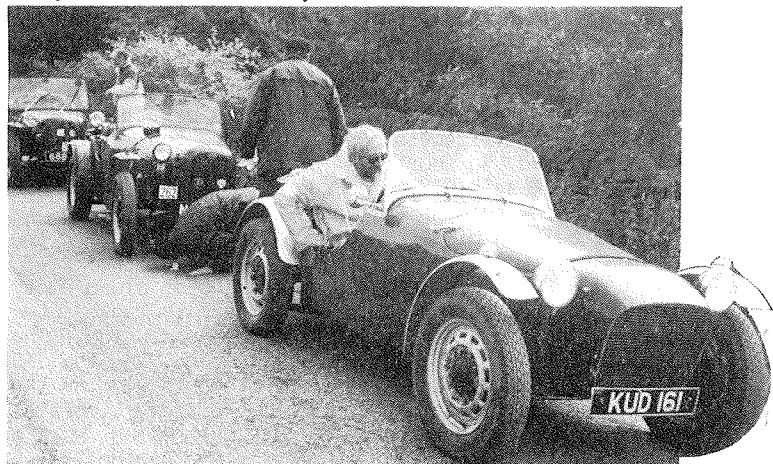
We did some small events in Essex to balance these three bigger events, but it seems that I miss out every year on the Club's annual event as the date is always smack in the middle of my holidays. I still hope that one day the date is right even for me. But anyhow a memorable season, from which both cars are now getting their well earned rest.

Friedel Erdelmann



(Photo - F. Erdelmann) The BMW did not take off, the Prefect did!

After the annual summer break the 2nd half of the trials year began in October with the Edinburgh Trial. The trial starts at a service station at the end of the M45 South of Coventry, The first vehicle starting at 2:30 in the morning. I was running at the end of the trial so was able to have a lie in - I got up at 4am! After the formalities the next section was a towing assembly from Coventry up to the Marquis of Granby pub by the village of Bamford in Derbyshire. This was a control, and as the 1st vehicle left at 5am 'they' were unfortunately shut!



(Photo - K. Green) The Buckler team at the top of Bamford Clough, after a successful climb.

The opening hill was only a mile away - the long rough Bamford Clough. Bamford has an average gradient of 1 in 3 and has rock steps and slabs towards the top, and so is a real stopper for vehicles with little power. Unfortunately Simon Sharratt's Pop and Dave Gilbert's Special fell to the hill. The Buckler register had entered a team of 3 cars and I am pleased to report that all 3 climbed the hill, as did David Child's Pop. The following hill, Ouzelden Clough, had a stop and go test and unfortunately Simon Sharratt failed the test. The sections of Haggside and Great Hucklow followed. Hucklow was rough but not too difficult. Stan Hibberd pulled the exhaust off his Buckler on Haggside and spent an uncomfortable 1/4 hour replacing it. Ball Cross and the 2 Putwell hills followed. Both the Putwells had restarts on them and it was here that the gallant Buckler team 'blotted their copybook' when Mike Furze took 1.9 seconds too long on the tunnel restart.

After Putwell came the old terror of Litton Slack. Litton has been stopping cars since the 1930s and looks like stopping them in the 2030s! When wet the hill has the grip of ball bearings on Teflon. This year it was fairly dry and all the Sidevalve Cars climbed the hill except the big S.V. Allard who stopped.

Only 3 hills left - Lymer Rake by the village of Hollinsclough, a 'new' hill Excelsior and a special test at Moneystones. Lymer Rake was dry at the bottom and rough at the top with a restart for the Specials, which proved to be straight forward. Excelsior was living up to its 1940s name of Dirty Lane. The hill looked easy but had a sting in its tail with a difficult restart test. This proved the downfall of David Aulds (Pop), Simon Sharratt (Pop) and Hornby-Smith (Cannon).

Results:

1st Class Awards: J. Mastin (Special), Stan Hibberd (Buckler), Ken Green (Buckler).

2nd class awards: David Child (Pop), Hornby-Smith (Cannon), Mike Furze (Buckler).

No Award: Dave Gilbert (Special), Simon Sharratt (Pop)

Three Pops contested the Minehead Clubs Exmoor Clouds Trial - Angus Stewart, Keith Redmile-Gardner and Simon Sharratt. Unfortunately Angus had to retire but Keith and Simon finished a tough event.

The Allen Trial in November should be a Mecca for Pops as it is run by Pop Maestro John Hayes, but in fact Sidevalves were thin on the ground. Simon Sharratt had entered his Pop, the Hayes family Y-type was on loan to Mark Hobbs, but Theresa was sitting in the back to see that her pet car behaved itself. Finally I had entered my Pop fitted with the E83W axle and 16" cross-ply tyres.

The start was at the Bung Inn, which was open, but only for breakfast! At our due-time we trundled off to the first hill called Strode where a stop and go test faced us. We found the test simple but looking at the results it failed 30 of the 61 cars in the entry unfortunately, including Simon and Mark. Travers Hill was next, a long rough hill. I have a video of the Pop climbing the hill and it looks hair raising. Again it caught out a lot of people - all the Pre-War cars failed, also Simon and Mark.

I arrived at the foot of Burledge to find 2 familiar faces. John West, driver of the Oliver SV Special and Pop exponent Angus Stewart, both marshalling the hill. John told me that the hill was 50-50, about half the cars stopping. In fact 36 cars failed so the challenge was on. The start was on a slab of muddy rock, then a rock step then the hard part, a deep set of ruts. This is where the 16" wheels came in. Mark and Simon were using 165x15 radials, my normal wear, but I used the larger tyres to lift the car. Only 4 cars in the class of 10 went up the hill and luckily I was one of them. The next hills were Upper Ring Spit, Little and Big Uplands, Bitton Lane, Toghil, John Walker, Charmy, Stony & Guys hills Spring and the aptly named Rocks Lane. These were all dry and although not easy were straight forward and caused few problems for the majority. The hardest was John Walker. I very nearly failed, my crossply ploy almost came unstuck. The cars with radials were OK but I had a real struggle for grip with the old 500x16. We crawled up the hill at a snails pace, and I can rarely remember having so much wheelspin without coming to a halt.

The finish was again at the Bung, where videos of the days happenings were being shown. When the results came out they showed that only 5 cars were penalty free. My Pop was 1 of them, so it was down to the special test speed times. A Pop with an E83W is no match for a 1600cc Special. So we didn't win overall, but we did try! However, we had a pot to polish, but more importantly a good day out.

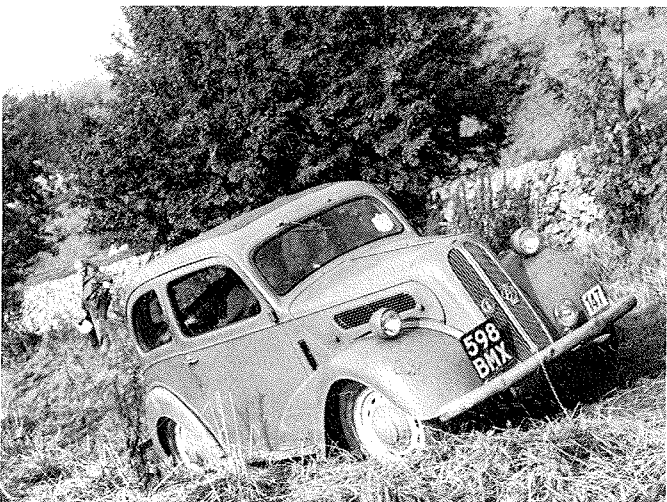
Results:

Ken Green 0 points lost (1172cc Pop), Simon Sharratt 36 points lost (1172cc Pop), Mark Hobbs 24 points lost (1172cc Y-type).

All we need now is a blower to make it go on speed tests - any one out there in Sidevalve land...

So the Allen trial brought the season to an end, but not for long. A new year starts with the Exeter trial in January.

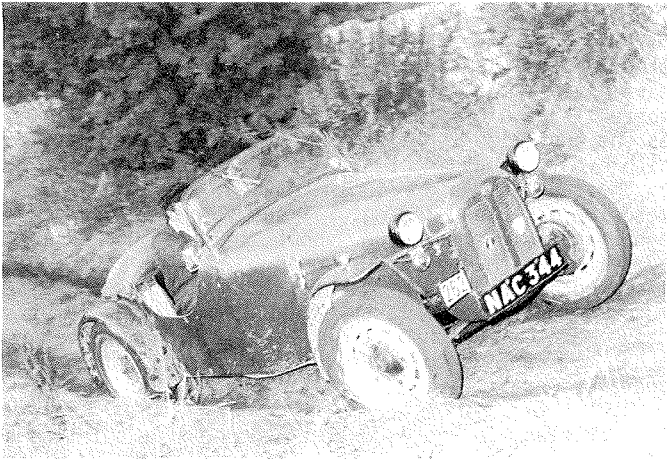
Ken Green



(Photo - K. Green) Haggside on the Edinburgh Trial.



(Photo - K. Green) Ken Green and Mike Jones on the John Walker Hill on the Allen Trial, November 1987.



(Photo - K. Green) Stan Hibberd in a Buckler Mk VI, Excelsior Hill, Edinburgh Trial.

I hope the previous articles have inspired you to get that sidevalve on the road and out and about this year! My excuse is doing this magazine, what is yours? If my 7W was in one piece, I would be very tempted to hit the trials trail as I have really enjoyed Ken's photos and report. I'm delighted to say that there are further articles from Ken in the pipeline, but here are the first steps you'll need to take before taking part in a trial.

You must be a member of a club that is firstly an RAC recognised club, but also a member of the Association of Classic Trials Clubs (ACTC). You will also need an RAC Competition License, obtainable from the RAC Motor Sport Association, 31 Belgrave Square, London, SW1 8QH. When you get the license you will also get the RAC "Blue Book", or year book. This lists all the motorsport events in the UK for the year, as well as the competition secretaries of the organising clubs, to whom you can then send an SAE for the event regulations.

The two addresses for Classic Trials are :-
The MCC, H W Tucker-Peake, Upper Stonecroft, Finmere, Bucks, MK18 4JA.

The ACTC Championship Secretary, [REDACTED]

By joining the MCC, you will be able to enter all ACTC Classic Trials, and the historic Exeter and Lands End trials, which are for MCC members only. If anyone is feeling enthusiastic, then there are the following events coming up in the next couple of months.

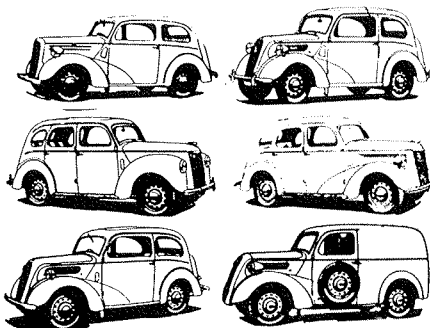
Championship Events

- March 13 The Chase Clouds Trial
- April 1/2 Lands End Trial
- 17 Derbyshire Conquest Trial
- 24 Kyrle Trophy Trial

Non-championship Events

- March 20 Camel Heights Trial
- 27 Exe Valley Trial
- May 22 Dhustone Trial
- 26 Tom Higginson Trial

ANGLIA, PREFECT, & POPULAR REGISTER



Andy Main.
(Includes all Post War Perpendicular Types)

REGISTRARS COMMENTS

I did after all get through last year without breaking my New Years resolution, but will I be able to keep it up in 1988?

My usual first job of the year is to work out my year's total S/V motoring, which last year came to 5,759 miles, or an average of 110 per week. The only other record I keep is on what parts are needed. I have never kept a check on the number of gallons, sorry litres, of petrol that I have put in the tank, as the cost might spoil the enjoyment of S/V motoring. With every other motorist on the road, wanting to get to their journey's end 5 minutes ago, the pleasures of motoring are fast fading. It seems only a few years ago that whilst bouncing about in the back seat, everyone went along at our speed.

I am not after claiming the highest mileage of S/V motoring during the last year, as I know some members drive more miles than I do. I would be interested to hear from anyone that drove 9,000-10,000 miles last year, or more.

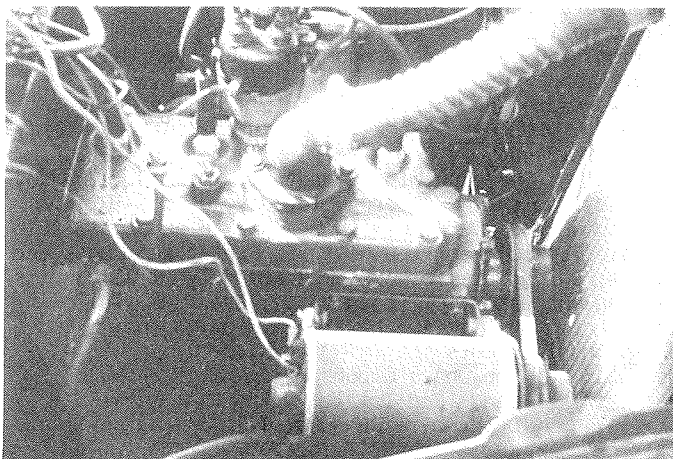
The articles in the register section for this issue cover 'Atom Ants Transplant', 'Another Bulkhead Plate - Update', and 'Rare Australian Models'.

ATOM ANTS TRANSPLANT

I featured as the members profile in Decembers S/V News, pages 10 & 11 the Scott's fleet from Auckland, New Zealand.

Atom Ant, the 1952 E493C/B Anglia now has a 100E engine under the bonnet, and Murray explained with the aid of drawing how it was done. The photograph shows what a difference the 100E engine and auxiliaries look compared to the older/original engine. The original radiator has been kept, however.

A member back in the mid/late 1970s (whose name slips my fading memory but I think came from Bristol) used to attend S/V events in his 100E engined 103E Popular, which also had the smaller 100E radiator fitted as well. It looked quite strange compared with the size of the normal one.



(Photo - M. Scott) 100E motor installed in E93A Anglia, the view from the drivers side.

ANOTHER BULKHEAD PLATE -

As promised from October's column pl6, the final answer to the other bulkhead plate - unless you know otherwise! The brass plate which is stamped TC/---/- is confirmed as standing for top coat.

David Hamilton from Pinxton sent me a list of pre 1959 Ford colours, and the manufacturers code and year, taken from Parsons Car Colour Directory dated 1978. The following are extracts from instructions in it.

"This colour directory lists all those manufacturers colours available in half-hour lacquer at the time of printing". "Manuf Code = the motor manufacturers own code where used".

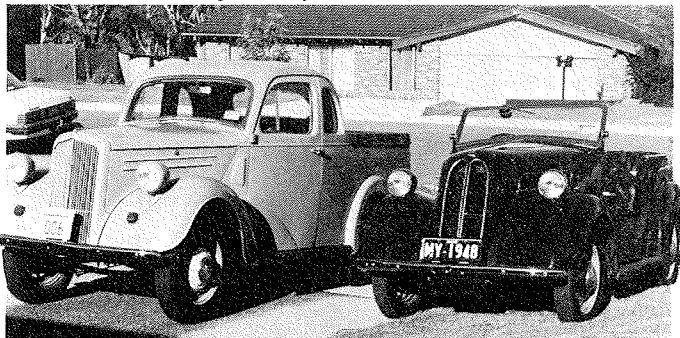
Colour name	Manuf code	Year
Ambassador Norwich Blue	M	56*
Arundel Grey/Lilac Grey	AF	57
Brecon Grey/Cargo Grey	W	58
Bristol Fawn	C	53*
Canterbury Green	No code	53*
Carlisle Blue	No Code	56
Conway Yellow/Sunburst Yellow	AH	58
Corfe Grey	K	56
Dorchester Grey	No code	57*
Dover White	No code	57
Durham Beige	AE	57
Express Blue	V	59
Galleon Green	S	59
Hereford Green	No code	56
Kenilworth Blue	Z	57
Lichfield Green	F	54*
Ludlow Green	AD	57*
Merchant Fawn	U	59
Monza/Rougement Red	AN	59
Newark Grey	AC	57*
Pembroke Coral	AB	57
Richmond Blue	AA	57*
Rochester/Rialto Red	X	58
Sarum Blue	N	56
Trader Ivory	B	54
Warwick Green	O	56
Wells Fawn	P	56
Westminster/Horizon Blue	G	54
Winchester Blue	H	52*
Worcester Red	R	51

*Listed by Dave Turner as 103E colours

Ken Brown from Birmingham sent me the following information taken from a Berger Paint catalogue 1960-1980, and shows also 3 digit paint codes: Honey Beige 397, Merchant Fawn 742, Ambassador Blue 600, Lime Green 973, Brecon/Cargo Grey 869, Rochester Red 868, Ermine White 984, Ivory 855 and Highway Yellow 870.

It would therefore appear from the Valentine, Parson and Berger paint codes, the colour Black does not have a paint code, and hence no paint code plate. My black Popular confirms this as it has never had this paint code plate when new - well all Fords should be black!

At the end of 1987 the register stood at 698 vehicles on file, if yours has not been registered please contact me, enclosing a large SAE. The register caters for all cars, from rusting hulks upwards - I look forward to hearing from you.



(Photo - S. Austin) "The Land of the Tourers" strikes again, doesn't the Ute look fine as well?

A CONTRIBUTION TO THE REGISTRAR COULD WIN YOU £20 WORTH OF REGALIA.

RARE AUSTRALIAN MODELS

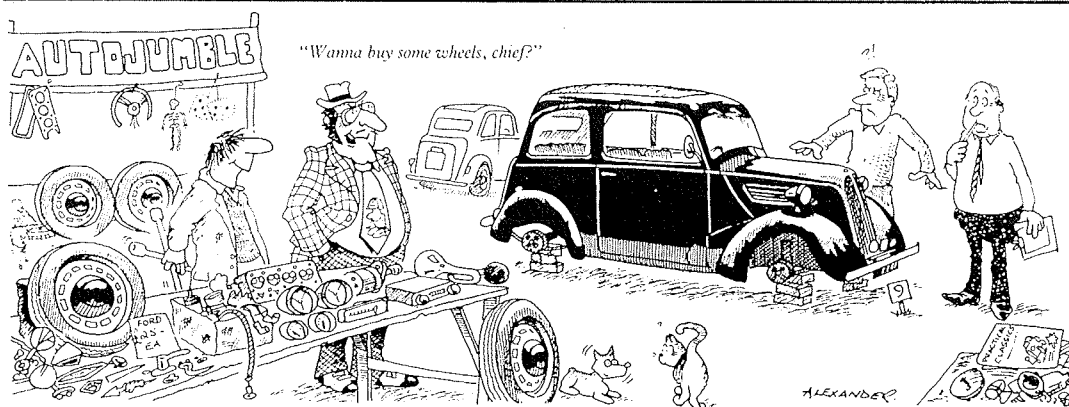
Stephen Austin from Sydney Australia owns 2 rare models, at least to us in this part of the world. Stephen's Anglia Utility, which is known as Model 54A dates from 1946, is fitted with the export 10hp engine. The Anglia tourer, which is known as a model 54A 73 dates from 1948, is again fitted with the export 10hp engine. Stephen has only owned the vehicles for the last 2 years. Both are, as can be seen from the photograph, in concours condition.

PICK-UPS AGAIN!



(Photos above - K. Thomas) That elusive pick-up, this one starting out as a 5 cwt van.

The cartoon below is reproduced courtesy of "Practical Classics" and their cartoonist "Alexander". Better be careful at the next autojumble!

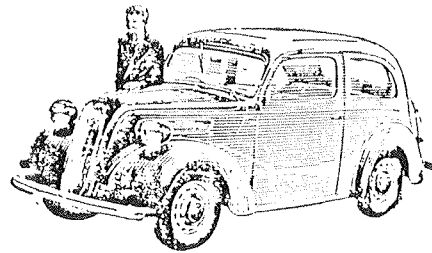


A CONTRIBUTION TO THE REGISTRAR COULD WIN YOU £20 WORTH OF REGALIA.

for me—a Popular

My lively, sturdy Popular is packed with value. It's good to have a new car for work or play.

Have a look in our showrooms at the world's lowest-priced car in its class. We make all Hire Purchase arrangements and look after service as well.



Takes loads of luggage—for holidays—and the pram as well.	Smart tail lights—a complete car to the smallest detail.
Lounge seats—softly upholstered with hard wearing materials.	Safety brakes—10 inches in diameter for perfect safety.
Easy to drive—it responds to a gentle touch.	Two door safety—children are safer inside.
Gear box—sails up the steepest hills or crawls in traffic.	Easy to control—wives fancy a spell at the wheel.
Economical engine—over 100,000 owners are delighted.	Interior finish—doors are panelled to make comfort complete.

for Ford 5-Star motoring and Ford Service too

* POPULAR

Reproduced courtesy Ford Of Britain - May 30th 1957

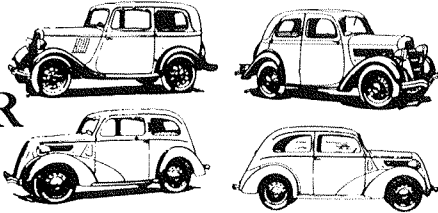
Dear Paul

As a follow up to page 17 of the October issue of Sidevalve News, I enclose 2 photos [Alongside - Paul] I've taken of a 5cwt converted into a pick-up. It was owned by a farmer who lives just outside of Attleborough. His son learnt to drive in it (across ploughed fields by the look of it!). He has just sold it to Attleborough Motor Works and one of the directors is planning to restore it. He has already got the engine running, and having spoken to him he says that it is going to be a "long term project". I do look forward to receiving Sidevalve News, keep up the good work!

Keith Thomas

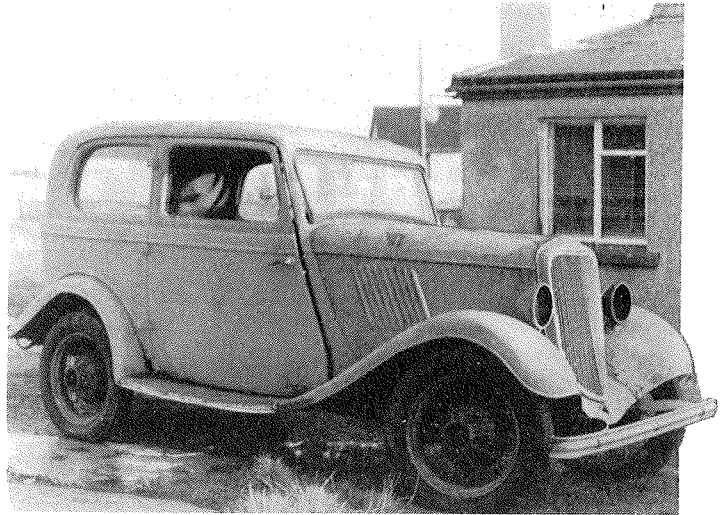
[It's always nice to hear from a satisfied customer - Paul]

PREWAR REGISTER



Yvon Precieux

Until the advent of unitary construction of car bodies, it was customary to look upon a car chassis as a complete unit, which was then either passed over to the coach-building department of the car company or a specialist body builder. Today an entirely different trend has been followed, so that it is impossible to consider the car as a whole unit without recognising that the body has become an essential part of the structure. One wonders in the year 2050, to what end future vehicle restorers will endeavour to resurrect these rusting hulks of today's family saloons?



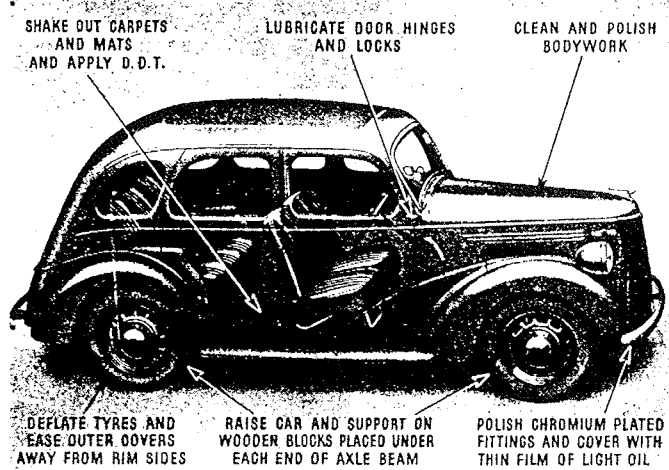
(Photo - R. Murray) Looking very sound after 40 years off the road.

IN RETROSPECT

Fifty years ago a 'car' meant an open tourer. Today most people think instinctively of a saloon.

MEMBERS PROFILE

STORING A CAR



The first contribution for the new year comes from Roddy Murray, Stornoway, Isle Lewis. The car is an early Model Y which was complete and under restoration by the previous owner. Ancillary parts were removed and stored separately, and are presumed lost. Items include front and rear number plate brackets, chromework, steel floor over gearbox, cylinder head and studs, carburettor, distributor, engine bar, starter and ignition key, to name a few. History of the vehicle is not fully known although it was stored in a shed in Stornoway from 1947-1978.

Roddy takes up the story as follows:

The story of this car starts in the summer of 1978 when I was working as a mechanic in a garage in the town of Stornoway. At the time I owned a 1955 Ford Popular, so the boys knew that I was interested in old cars. One of them told me he had seen an old car being towed from one of the back streets to an old Iron Works, where I saw it before it was put inside. It was a 1933 Model Y, totally complete and original with Sept 1947 road tax still on the windscreen. I tried over the years to trace the owner with no luck. I saw the car being towed past the garage one day and didn't think I would see it again, so gave up looking for it. About 1984 I changed jobs and started as a shotblaster with a local firm. I found out that the old Model Y had been there years before, shotblasted and taken back to the Iron Works. So the hunt was on again but still no luck.

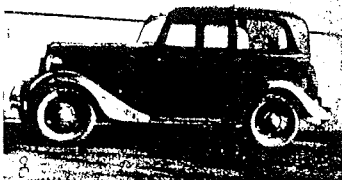
[I don't know if applying DDT to the carpets is such a good idea - Paul!!]

CHEAP RESTORING UNDER £50

1934 8 H.P. FORD "POPULAR"

7.96 h.p.; S.V. Cyls., 4; 56.6 mm. bore x 92.5 mm. stroke; 933 cu. cm. Gears, 3. Brakes, mechanical, rods. Springs, transverse semi-elliptic front and rear. Tyres, 4.50x17. Tankage, 61 gals. Consumption, 38-40 m.p.g. Battery, 6 volt. Gearbox, 11ft. 11in. long, 4ft. 6in. wide, 5ft. 4in. high. Original price, £100. Present price, £25.

The original 8 h.p. Ford "Popular" of this era are getting scarce, although with the aid of the Ford engine change scheme, those still running are invariably in good shape or can be so rendered inexpensively. If a little narrow by modern standards, they have ample leg room for their four occupants.



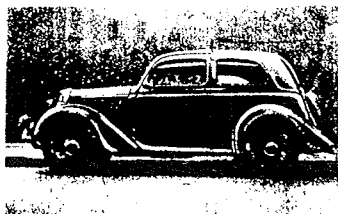
(Photo - R. Murray) Roddy looks to have a couple of willing helpers.

35-100 RANGE

1936 FORD TEN DE LUXE

10 h.p., side valves, 4 cyls.; 63.5 mm. bore x 92.5 mm. stroke, 1,172 cu. cm. Gears, 3. Brakes, mechanical. Springs, transverse leaf front and rear. Tyres, 4.50x17. Tankage, 61 gals. Consumption, about 33 m.p.g. Battery, 6 volt. Gearbox, 12ft. 11in. long, 4ft. 9in. wide, 5ft. 3in. high. Original price, £135 2-door. Present price, £35.

Considered roomy, nippy and economical in its day, the "C" type model is still attractive and a worth-while proposition as reconditioned engines are still available. Having a separate chassis, it is popular with "special" builders on account of its simplicity and the fact that spares and reconditioned engines are still available at very moderate cost.



A CONTRIBUTION TO THE REGISTRAR COULD WIN YOU £20 WORTH OF REGALIA.

Then about 6 weeks ago I went into town on a Friday night for a pint and bumped into an old mate, the same one that had told me about the Model Y all those years ago, and he had just seen it being moved to a house about 5 minutes from where we were. So pint forgotten, off I went and there she was behind the house. I went back to the house early the next day and with my heart in my mouth I knocked on the door. 'No, it is not for sale' he said. 'I'm going to do it up'. Feeling sick I made my way home and decided no more Model Y chasing! I knew of a Ford E83W in a shed about a mile from where I live so I thought I would try for that instead. About 2 weeks later I was reading the local paper as I was looking for a car to replace my R reg Escort. I could not believe it when I saw the advert - For sale 1933 Ford Model Y. I phoned the number, yes, it was the same car and still for sale but there 3 or 4 other calls for it. After collecting my spare cash and borrowing some I walked the 2 miles to where the car was. The owner was sick in bed, so I offered his wife £150 for the car. Off she went to his room to ask. She returned and the answer was no, at least £200. I took the cash out of my pocket and told her I wanted to close the deal there and then, to which they agreed. So at last the Model Y was mine. I walked home very happy with exactly £8 left. That night I towed it home and garaged it, but I do not intend to start restoring it till the missing parts are replaced.

WARTIME EMERGENCY REGULATIONS

The following explains the "makeup" applied to Brian Nutter's car on page 14 of the last issue!

Lighting restrictions

Vehicles must display 2 side-lights and 1 rear-light of approved type, and may display in addition light from 2 authorised headlamps, 1 or 2 stop-lights, and a second rear-lamp.

These lamps must conform to the following rules:-

i) Headlamps - a mask must be fitted so that a) no light touches the ground within 10ft or within a distance equal to 5 times the height of the bottom of the lamp from the ground, whichever is the less; b) no rays show above the horizontal when the car is standing on a level surface; c) the light is diffused by the use of a frosted or similar type of screen; d) the illumination does not exceed 2.5 foot-candles at 10ft; & e) no light is shown except through the mask. Any type of mask giving these results is legal.

ii) Side-Lamps - the aperture must not exceed the size of a half-penny (ie a circle of 1/2in diameter). The light must in addition be so dimmed as to be invisible at 300yd, though clearly visible at 30yd.

iii) Rear-Lamp - there is no restriction on aperture, but the glass must be obscured by one thickness of tissue paper or its equivalent. The side panel illuminating the number plate must be completely obscured.

iv) Stop-Lights - must be masked as rear lamps.

Direction Indicators are legal if blacked-out so as to show only an arrow-shaped or straight-line aperture of which no part exceeds 1/8in width.

Position of Mask

The mask may be fitted to either or both forward-facing headlamps. At any time it may be necessary to revert to the former rule allowing only 1 headlamp to be used:

Fog Driving

In fog - and only if progress is impracticable otherwise an unmasked fog-lamp may be used in addition to the masked headlamp. The fog-lamp must be below the level of the bottom of the headlamps, or, if no headlamps are fitted, with its centre not more than 2ft 6in from the ground. It must be controlled by a separate switch and the light must be directed downwards and to the nearside.

If there is no special fog lamp an unmasked headlamp may be used instead, subject to the same conditions as for fog-lamps. On demand from the police, any fog-light, unmasked or masked head-light must be

extinguished. Side- and rear-lights are kept on during an air-raid warning, and since October 1940, when the permissible size of side-lights was reduced from 2in to 1in it has been legal to use the masked headlamp even during an 'alert' - subject to the control of a police officer.

Interior Lights

No light (including dash-lights) may be used if it is visible from outside the car. A subdued dash-light may, however, be switched on momentarily.

Trailers

It is now necessary for side-lights to be carried by trailers and caravan trailers. The white paint regulations (see below) also apply to trailers.

White Paint

White paint, or something less conspicuous, must be applied to running boards and bumpers on every vehicle other than a bicycle or pedal tricycle, or equivalent positions where no running boards are fitted.

Points to remember

The following points are frequently overlooked and are therefore repeated:-

i) It is now legal to use a masked headlight during an air-raid 'alert'.

ii) Reflectors of masked headlamps need not be blacked out.

iii) 2 masked headlamps may be used.

iv) There is no ban on headlamp bulbs of more than 36 watts, as such; but the light must not exceed the permitted maximum.

v) The Home Office design of headlamp mask is not compulsory. Any mask which complies with all the regulations may be used.

vi) Stop-lights (subject to the regulations) are legal. Reversing lights are not legal.

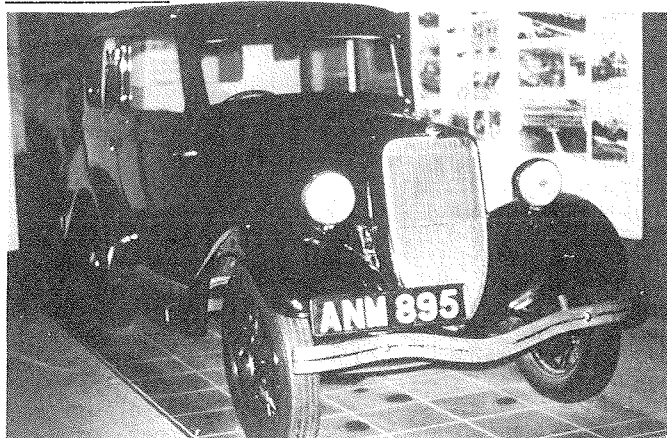
Speed limit

There is a 20mph speed limit in built-up areas during the hours of darkness. Note:-

i) The limit applies at night wherever (but only where) the 30mph limit rules in the daytime.

ii) The limit comes into force at lighting-up time, not at black-out time. In winter the two are the same, but during the summer-time period, as fixed by Parliament, black-out is half an hour after sunset, and lighting-up time 1 hour after sunset. There is however, an exception to this. When, as at present, 'Summer Time' is continued throughout the year, lighting-up time remains in winter as it would do if 'Summer Time' had not been extended - ie it coincides with black-out time at half an hour after sunset.

Yvon Precieux

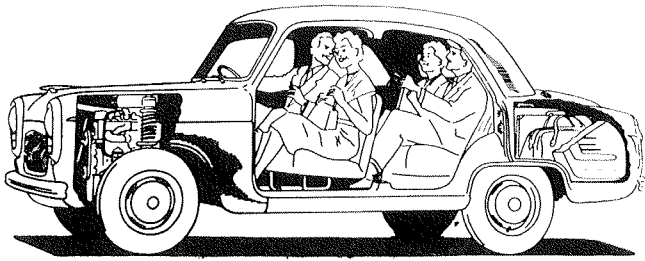


(Photo - A. Main) On view at the Museum Of London.

CAPITAL SIDEVALVE DISPLAY

Within the darkness of the Museum of London can be found a 1936 Model Y. The Museum is situated at the junction of London Wall, Aldersgate Street, and St Martin's-le-Grand, and has displays representing 2000 years of the Capital's history. Admission is free, but don't go on a Monday as it is closed.

Andy Main



(Photo - Ford of Sweden)

100E REGISTRAR

The problems regarding the position of 100E Registrar will hopefully be resolved in time for our next issue. In the meantime we have several contributions, some from names I'm sure you'll recognise!

ONE FAMILY FROM NEW

Just to show that Specials are not my only interest, I enclose a couple of photos of my grandparents' last car, which passed to me last spring. TCR 982 was bought new from Percy Hendy Ltd of Southampton on 8th June 1957 - "One Ford 'Anglia de Luxe' Saloon, Black, fitted with heater and leathercloth upholstery" - price, including petrol and road tax, came to £632. A full Service history was maintained, which fills 2 files as the car does not seem to have been particularly reliable! The persistent problem was poor engine running which, looking back, must surely have been caused by muck in the fuel tank getting through to the fuel pump and carb - did Ford paint the inside of the tanks? I've heard of this being the cause of such persistent problems as the paint gradually flakes off. Notable replacements included:

Speedo at 22,200 miles
 Nearside door draught excluder at 30,000 miles
 Interior light unit at 39,000 miles
 Brake drums at 47,000 miles
 Timing case oil seals at 49,000 miles
 Bottom hose at 49,000 miles
 Crankshaft pulley at 55,000 miles
 NSF brake wheel cylinder and front hub oil seals at 57,000 miles
 Gearbox mounting at 58,000 miles
 Head gasket and hoses at 62,000 miles
 2 OSF brake cylinders at 62,500 miles
 Brake master cylinder at 64,500 miles
 Steering cross-tube assembly and flexible brake pipe at 66,500 miles
 Flasher unit, thermostat housing and rear hub oil seals at 68,000 miles
 Piston, set of rings, timing chain, clutch and slave cylinder and hoses at 68,500 miles
 No 3 exhaust valve and new rings on No 3 piston at 70,000 miles
 Radiator at 71,000 miles
 Engine mountings at 72,000 miles
 Steering idler and track rod end at 72,623 miles, when the Anglia passed its last MOT on 26 November 1980. Shortly after this the car was laid up as my grandfather stopped driving, and it remained in the garage of his Bournemouth home until he moved in January 1987, whereupon I collected the car. With a new battery and some fresh petrol, TCR soon ran, but immediate problems are no compression at all on No 3 cylinder - very odd considering it had new rings and exhaust only 3,000 miles ago! - a leaking water pump and a split rear seat - anyone out there got a good white leathercloth with red trim Anglia rear seat? 100E aficionados will notice, by the way, that the car was bought at a time of transition in 100E production, and is an interesting combination of early and late features - I can confirm that all external trim, including bumpers, is as it left the factory (except for a few dents!).

Malcolm McKay



(Photo - M McKay) On her way to a new home, January 87



(Photo - M. McKay) Back in use again

FORDS IN DONCASTER

Ian Stokes has provided a lot of material during his research into Ford production in Doncaster. After publicity in his local paper, Ian received the following approach:-

I was contacted by a Mr Taylor, who was at the Carr Hill Plant from the day they built the first car until the day they moved to Halewood. He was employed on deliveries, taking Fords around the country from Doncaster, driving for Silcock and Collins.

The delivery drivers first tested the cars before delivering them to Ford agents. Occasionally after leaving the factory in convoy of Populars the drivers would have to stop, get out and adjust the brakes before continuing their journey. Also through mistakes on the assembly line such things as putting a 12volt coil instead of the 6volt, the car would cut out shortly into the journey which meant a trip to the nearest Ford dealer. The cover photo shows Mr Taylor at the door of the 100,000th car produced at the Doncaster works. The model was an Escort finished in brilliant red and destined for America. The event was reported in the local paper as follows.

MAYOR AT WHEEL OF CAR 100,000

"History was made at the Doncaster factory of the Ford Motor Company on Friday when the Mayor drove the 100,000th car produced at the works off the production line. A brilliant red Escort model, it is destined for America which receives 4 out of 5 of the factory's exports.

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Then, the car - after a battery of cameramen had finished - was driven onto the last stage of production, where 5 operations, including the tightening of the cylinder head nuts and the alignment of the headlights by 25-year-old Ken Grantham of Corona Drive, Thorne, have to be done. The Mayoress, who accompanied the Mayor, was given a bouquet by a machinist in the works, 31-year-old Miss Beatrice Durant, of [REDACTED]. The Mayor drove the car off the line during the factory's 10 minute tea break at 10am but the line was soon moving again." Courtesy 'The Doncaster Gazette', 19 March 1959



(Photo - R. Bowers) A very evocative period shot of a fleet of 100E learners! I've asked before, but anybody learn in a school 100E?

MEMBERS PROFILE

Dear Paul,

I acquired my black 1959 100E in 1981 after a local firm that owned it went bankrupt. It was towed home and put away in the garage and that is where it stayed until last June when it was towed back out, the inches of dust blown off and work began in earnest.

First the engine was removed and stripped down but only to find that there was more work to be done than I had first thought. The rings were badly damaged which in turn had damaged the bores so that the engine was put to one side and left for another day.

Next the car was jacked up so that work could begin on the underside. This I think was the worst job that I have so far tackled with all the dirt and oil that has gathered over the years. When it was all clean I painted the underside with black bitumen. Whilst doing this I must have painted all of my arm at the same time. Anyway it was soon time for the axle and springs which had been well cleaned and painted before being replaced. All the brake pipes and cylinders were replaced at this point to save time later in the restoration. The front end was next on the list with all the steering and suspension being stripped down, given a good clean and then painted before being well greased and replaced. While working under the car little rust was found with only a few places in need of welding. One problem that I came across was when I removed the petrol tank the base had rusted away (anyone know of a good tank going?) but all in all the car is in basically sound condition with only minor work needed to the body. Inside is another story with much work needed, with the seats and headlining badly damaged, some beyond repair. At the moment I am in the process of cleaning the engine bay whilst I have room. I now have another engine to replace the other one which I hope will be in better condition.

All being well I hope to have the car back on the road sometime in the summer, the first time for many years.

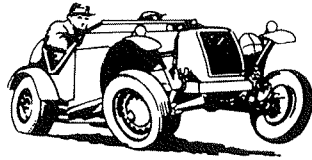
Russell Punter [Let's have a photo - Paul]

100E	Start-End	53	54	55	56	57	58	59	60	61	62	TOTAL
Anglia	BU 28/10/53- 4/ 9/59	538	21527	34257	46270	52352	74510	49449				279203
	KD 28/10/53- 4/ 9/59	360	12063	9580	9880	14210	13220	7325				66638
Prefect	BU 17/12/53-15/ 9/59	1	14712	37953	37235	28931	39379	20539				178750
	KD 17/12/53-15/ 9/59	-	11310	18765	12380	16270	11800	6380				76905
Escort	BU 13/ 9/55-29/ 5/61			87	4161	4707	8306	8240	4731	744		30976
	KD 13/ 9/55-29/ 5/61			100	650	190	225	400	505	85		2155
Squire	BU 23/ 9/55-23/ 9/59			2066	4815	4704	2706	1661				15952
	KD 23/ 9/55-23/ 9/59			300	255	755	420	160				1860
Popular	BU 25/ 8/59- June 62							18326	51887	36582	14020	120815
	KD 25/ 8/59- June 62							200	2200	1700	1200	5300
TOTAL BU		539	36239	74463	92481	90694	124901	98415	56618	37326	14020	625696
TOTAL KU		360	23373	28745	23135	31425	25665	14465	2705	1785	1200	152858
TOTAL	28/ 8/53- June/62	899	59612	103208	115616	122119	150566	112880	59323	39111	15220	778554
300E												
5cwt	BU 20/ 7/54-21/ 4/61		5472	23068	19113	14698	16187	19065	23214	5765		126582
	KD 9/ 8/54-25/ 4/61		805	3020	2370	1965	1530	1415	1245	335		12685
7cwt	BU 22/ 3/55-25/ 4/61			144	323	281	450	346	1169	193		2906
	KD 18/10/55-19/ 4/61			335	1465	1405	1050	1600	1000	295		7150
7cwt Del	BU Sept /55-April/61			814	7816	8294	8323	8323	10864	2938		47302
	KD Oct /55-Mar /61				150	50		40	20			260
TOTAL 5cwt			6277	26088	21483	16663	17717	20480	24459	6100		139267
TOTAL 7cwt BU				958	8139	8575	8773	8579	12053	3131		50208
	KD			335	1615	1455	1050	1640	1020	295		7410
TOATL 7cwt				1293	9574	10030	9823	10219	13073	3426		57618
TOTAL 300E	20/ 7/54-25/ 4/61		6277	27381	31237	26693	27540	30699	37532	9526		196885

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THE SPECIAL REGISTER

Malcolm McKay



REGISTRARS COMMENTS

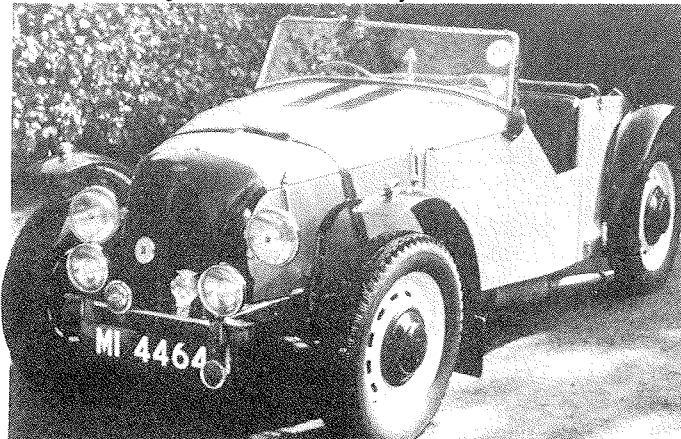
Specials continue to receive a lot of attention in the motoring press, as new discoveries continue to confuse the experts - recent ones have been one that got me but I think it may be a Peel P1000 in December's "Practical Classics", a Markham-Peasey Super Sabre (described as possibly a Falcon!) in January's "Classic & Sportscar", and in the February edition of the same mag, a Falcon bodied Elva and, believe it or not, an Ashley Sportiva in Athens - described as an MG2000!! February's "Classic Cars" features the RGS Atlanta - possibly the first complete fibreglass bodyshell, and "Practical Classics" also kindly carried my Rochdale Register letter, which has already, only 3 days after publication, uncovered another GT, a gentleman who built another in 1960, and a Cheetah that took 18 years to build and has only covered 530 miles since (eat your heart out Yvon!). Many congratulations to the Buckler Register, with whom we share many members, on their marvellous performance in the long-distance MCC Edinburgh Trial in October where the team of 3 took 2 1st Class Awards and 1 3rd! Thanks to Ken and also John Orpin for this information. [See page 14 for a full report - Paul]

FALCON MARK II

Following Pete Stanners' letter in the October mag, John Orpin wrote to point out that the Falcon Mark II shell is just being reproduced, with a slightly modified rear end to conform with lighting regulations, and a spaceframe to take more modern running gear, by Autotune, Unit 1, Riverside Industrial Estate, Rishton, Blackburn, Lancs BB1 4NF - Tel 0254 886 819. They may well be able to help members whose Falcons have damaged or missing body panels... I've also heard from Robert Daniels of the Coventry Group who followed up the Special advertised at Beaulieu Autojumble (Yes, I was tempted too!) - it too turned out to be a Falcon Mark II, which Robert has now acquired, complete with Bowden IFS and RS and hydraulic brakes, plus 15" VW wheels. It needs some restoration, but will be a nice one when finished, and should handle exceptionally well.

METAL BODIED SPECIALS

There are a fair number of metal-bodied cars on the Register, most of which date from the early '50s, before fibreglass became readily available.

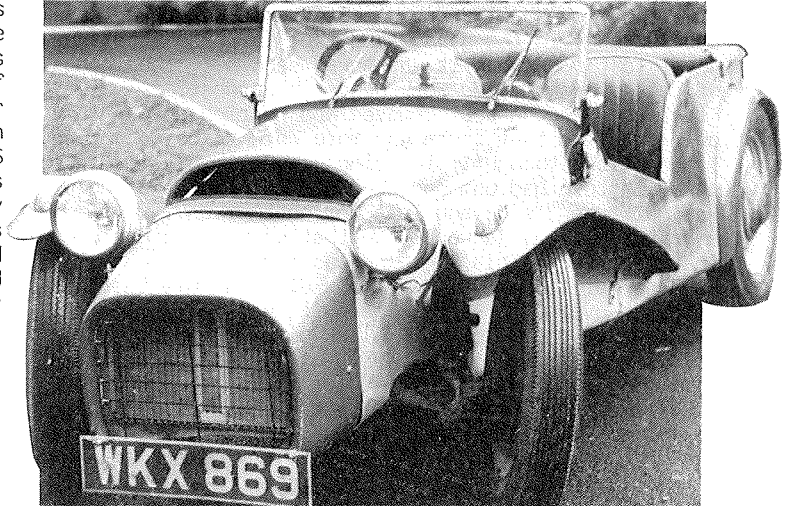


(Photo - G. McCann) Nice, but at a price!

Many of these were one-offs, whether home-built or built to order by coachbuilders such as Rochdale Motor Panels. Recently I received a telephone call from George McCann of Dublin, a Specialist Car Dealer who had acquired, among other exotica, an 'absolutely superb 1937 Ford Rochdale'.

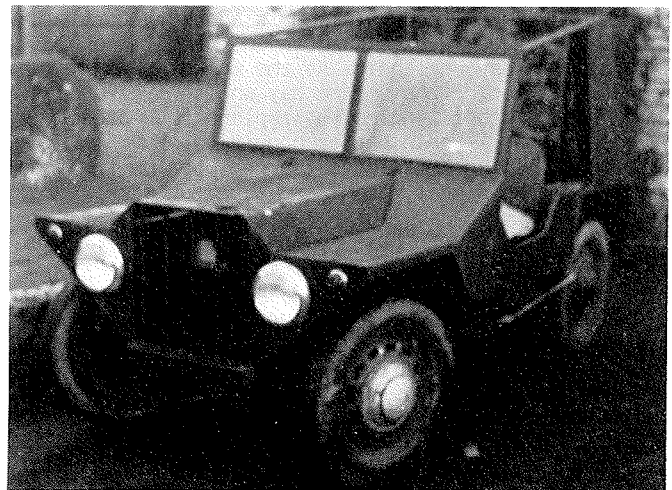
He agreed to obtain photos, which show a fine little open tourer complete with cut-down 103E grille and FSOE badges! I am 99.9% sure the body is not from Rochdale - perhaps it once had a Rochdale body which was damaged and removed, but the name stayed on the log book - but surely someone must know the car? - Please let me know!

George can be contacted on Dublin 934786 if you're interested in buying - apparently the car drives superbly and the asking price is offers over £3500...!!



(Photo - D. Massey) Shades of "The Prisoner"!

Another metal-bodied car belongs to member David Massey, who is keen to identify the type. The car is described as a 1955 103E Tourer, relatively late for a metal-bodied special, and the simple construction of most of the body panels suggest a home-built one-off - perhaps someone else can tell us more?



(Photo - S. Holding) "The Mouse"

The photo above shows Stuart Holding's latest acquisition, rumoured to be 1 of 3 built for Trials and called the "Mouse"!

The name certainly suits, though it looks more like a practical off-road vehicle to me - perhaps our Trials specialists can throw some light? The wheelbase has been shortened by about 10" from the original 103E, and the Reg is XAU 930.

Stuart promises to bring it to a few events, and hopes it may stir some memories - I hope so too!

Malcolm McKay

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* PRACTICAL PAGE *

TECH TIPS - JIM NORMAN

Throughout its history the road testers of the various car magazines have criticised the 100E for 3 faults. In ascending order of seriousness they are the sidevalve engine, 3-speed gearbox and vacuum wipers. Fords managed to cure the first 2 faults when they introduced the 107E, but the vacuum wipers remained. Also throughout the car's history owners have been curing this fault. In the early days of the 100E Owners Club, when it seemed everyone modified their car, the phrase 'slung away the vacuum wipers, fitted electrics off a Mini' appeared in almost every Club magazine!

The Mini wiper conversion has stood the test of time, and for purists it does look right. But first you need your Mini wiper assembly, and it must be from an early Mini with the wiper spindles equally spaced on each side of the centre line. Later Minis had their wipers offset to the drivers side these will not fit. Removing the wiper assembly can pose a problem as the 2 large nuts securing the spindles seize on. Do not try to turn them, simply cut through them with a hacksaw blade, being careful not to damage the spindle underneath. The wedge shaped spacer behind is made of soft plastic and is easily cut away. Once home, the threads can be cleaned up with a wire brush while the 100E nuts and spacer are used.

If you want your new wipers to self park, you may have a problem as many Minis did not feature this. If the motor has 3 terminals, you are in luck, but if only 2, they won't. You can fit another motor to the Mini linkage, but make sure it is a square one. Undo the big nut where the cable enters the motor, then after marking the position of the dome with the wire on it, remove the 4 screws holding the flat plate down. The cable and gear wheel are connected by an arm, held down by a circlip. Remove these, and the motor and cable can be separated. On reassembly, put the dome back to exactly the same position it came from if the car it was taken from had wipers that park on the right. If they parked on the left, turn the dome through 180 degrees.

We finally get to the 100E and the first job is to disconnect the battery. This is important as you can easily catch the starter cable. The wiper arms are carefully prised off their spindles and the large nuts, chromed wedge pieces and rubber gaskets below are removed. Inside the car, the wiper knob is removed. It may just pull off, have a grub screw or on later cars there is a hole underneath into which you push a thin spike (perhaps a nail), when the knob can be pulled off. The nut mounting the switch is undone when the entire assembly can be removed. Disconnect the vacuum pipe and don't forget to plug the end.

On comparison, you will find that the Mini wiper spindles are about an inch further apart than the 100E ones. Remove the 2 screws in the wheel-box nearest the motor, when the end wheel box and cable can be slid off, and the offending inch cut off the bared end of the outer tube. Do not worry that this was originally flared to hold it in position: the car will do that while the unflared end allows a bit of 'adjustment' if the inch was not quite right.

The new assembly is slid into place and the spindles pushed through the holes in the car. A willing volunteer fits the rubber gaskets, wedge piece and large nuts, which are duly tightened. You should now make up a suitable bracket to hold the motor (which will be hanging down) to the bulkhead, but few people enjoy working in the cramped space above the parcel shelf (especially if there is a glove box to negotiate!), so paint a 2 inch by 4 inch block of wood matt black and stand the motor on that, securing the block by 2 screws through the parcel shelf. I admit to having a block of wood!

Early cars, with the wiper switch mounted on top of the dash, will need to, have this switch removed from the vacuum unit and put back to block the hole. An

ordinary flick switch can then be used for the electric wipers. Later cars, however, may use a 100E/105E/107E headlamp switch, mounted in the original location and using the original wiper knob. You must use the nut and surround which came with the light switch - they will just go on.

The wiring is quite straightforward. A wire from 1 switch terminal (the twin terminal on the light switch) is connected to a suitable earth. The other terminal (either side of the spares on the light switch) connects to the number 1 terminal on the motor. A second wire connects the number 2 motor terminal to the blue/black wire behind the ignition switch. The "E" terminal connects to earth. Reconnect the battery, switch on the ignition and switch on the wipers. If you have used a light switch and nothing happens, take the wire from the motor to the other spare terminal. Switch them off again, in the park position if they are not self parking, and refit the arms and blades. Going up hills in the rain should be much easier from now on.

Jim Norman

WINTER LAY-UP

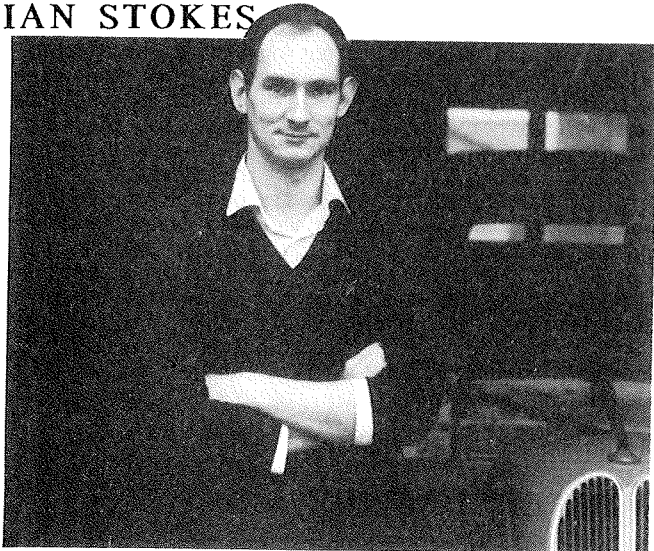
Having completed restoring my car last Easter I now have the problem of laying it up for the winter. I list below what I have done, but would be pleased to know what other members do with their vehicles.

- 1) Treat last couple of gallons of petrol with liberal amounts of Redex UCL. Judge amount of fuel in the tank so as not to leave too much in the tank to go stale.
- 2) Drain out engine oil whilst hot to scour sump and remove any acidic residues. Refill with clean engine oil, and turn engine over with the starting handle to coat bearings with clean oil.
- 3) Remove spark plugs and give a good squirt of Redex down each plug hole, also down the carb to lubricate butterfly spindle, clean and replace plugs. Turn engine over on handle to spread Redex around valve stems, piston rings etc.
- 4) Cooling system - I maintain a good quality anti-freeze solution in all the year round to minimise corrosion and ensure frost protection.
- 5) Cover engine with an old blanket to reduce condensation and stop damp air finding its way via the carb into the bores and causing rust.
- 6) Remove battery. Clean battery tray. Lift rubber battery mat. Clean and vaseline battery terminals.
- 7) Grease all grease points to force out water and dirt, clean and oil all hinges, door and boot lid catches, locks, bonnet hinges and catches, throttle linkage choke and starter cables etc.
- 8) Exterior - thoroughly wash and leather off and ensure vehicle is dry (a good windy day is best), then polish. I then cover with old cotton sheets to keep off dust.
- 9) Interior - remove carpets and store in a dry warm place. Ensure the car is left clean and free of rubbish which may cause staining. Leave windows slightly open.
- 10) Position car in corner of garage and place on axle stands to leave wheels clear of the ground. Check tyre pressures. Do not apply handbrake.
- 11) Monthly, I turn the engine over with the starting handle 10-15 times and operate all the controls - brakes, clutch, steering etc.
- 12) Do not forget to exercise the battery by discharging gently with a couple of light bulbs and re-charge. Always leave in a fully charge condition.

If there is anything that I have forgotten, or any point that anyone disagrees with I would very much like to hear from them.

Roger Young

MEET THE COMMITTEE CLUB LIBRARIAN IAN STOKES



(Photo - I. Stokes) Ian with 103E, in the shade.

Being brought up in the 1960's, I could remember the shape of the upright Ford. With this vision implanted, I set out to buy one when possible, and so became involved with old cars. Involvement in the Club came later, after getting interested in local history and putting together an article for the Club magazine.

As for the old car scene in general, I enjoy seeing them on the road and displayed at rallies. Though, to be quite honest, I would like to see more than just static displays at events.

Hopefully, if everything goes as planned, my Popular should be back on the road at the end of the summer.

BOOKS IN F.S.O.C. LIBRARY

The books available for loan from the library consist of the following items at the present. The library is expanding, we are grateful for any contributions of brochures, manuals, old magazines etc.

1) "ONE OFF - I Build a Ford 10 Sportscar"
A descriptive book in diary form of the author's building of a Ford 10 Special from start to finish. C1953 P&P £1.14.

2) "The Ford 10 Competition Engine"
A complete tuning manual describing in stages the work which can be done on the Ford 10, and the later 100E, within and beyond the limits of the 1172 formula. Includes modifications, refinements of tuning, accessories for power and supercharging etc. There are several photos of tuning equipment. C1958 P&P £1.14

3) "The Construction of Ford Specials"
A practical book giving the instructions of every stage of construction including overhauling all systems, to finishing with trimming and legal and insurance. C1960 P&P £1.24

4) "Ford Specials"
A comprehensive book describing in detail the building, modifying and racing of Ford Specials. C1960 P&P £1.24

5) "Ford Panel Vans"
History of the Ford's light vans, from the Model T to the Ford Fiesta. Chapters on all Sidevalve vans. Reviewed in Club News in April 1981. P&P £1.00

6) "The History of Ford in Australia"
Ford's history from the beginning in 1904 to date. Chapter 7 deals with the small Sidevalves. Reviewed last year in Sidevalve News. P&P £1.24

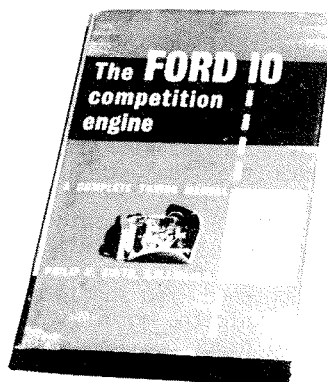
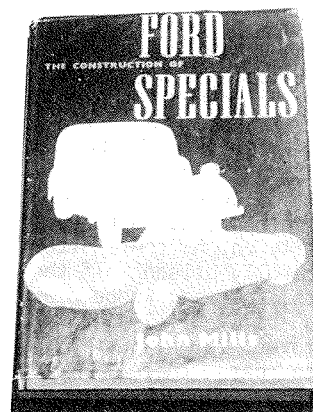
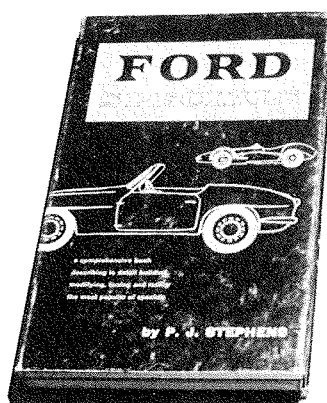
The rest of the books are self explanatory maintenance handbooks and manuals.

- 7) Ford Cars all Sidevalve types P&P £1.04
- 8) Ford Anglia, Prefect and Pop. 100E P&P £1.00
- 9) 100E Autobook P&P £1.00
- 10) 100E Anglia, Prefect Pop. P&P £1.00
- 11) Anglia 105E P&P £1.00
- 12) Cassell Book of Ford New Prefect 100E P&P 96p
- 13) Instruction Book Fordson Van P&P 64p
- 14) Pitmans Ford 8 & Anglia P&P 88p
- 15) Pitmans Ford 10 & Prefect P&P 88p
- 16) Original 100E Repair Manual (£30 deposit) P&P £3.07

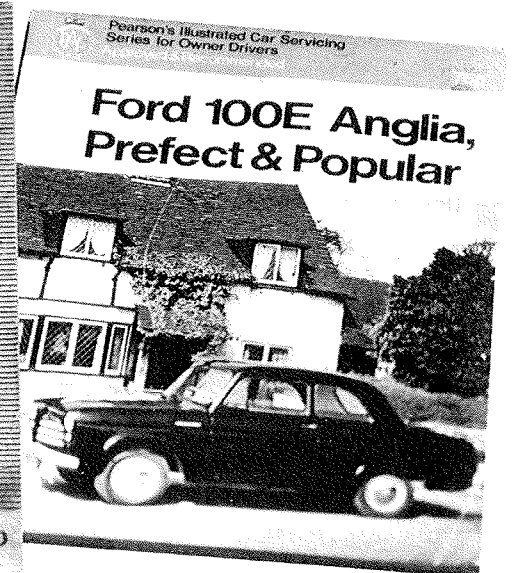
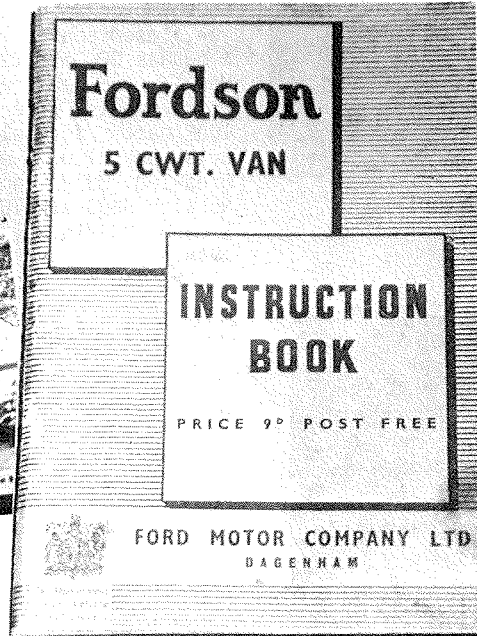
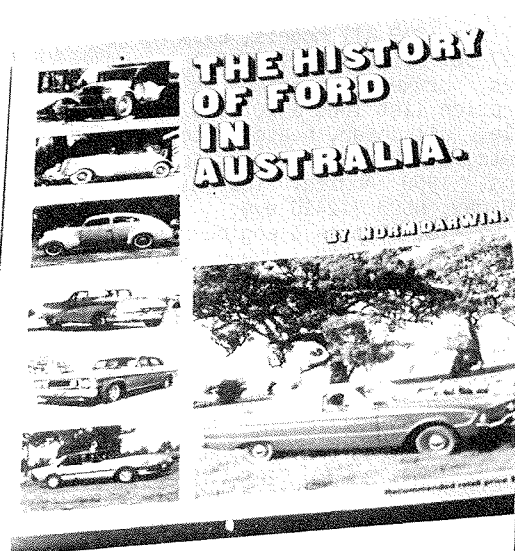
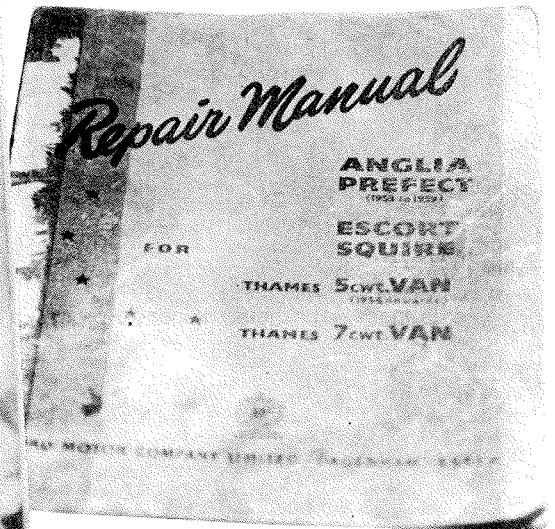
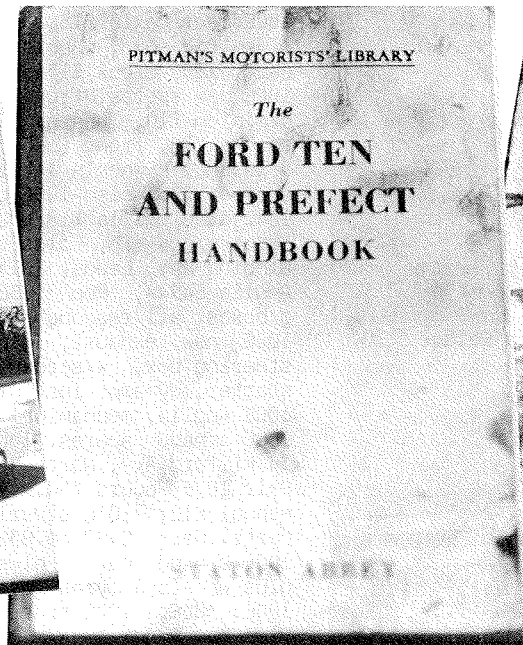
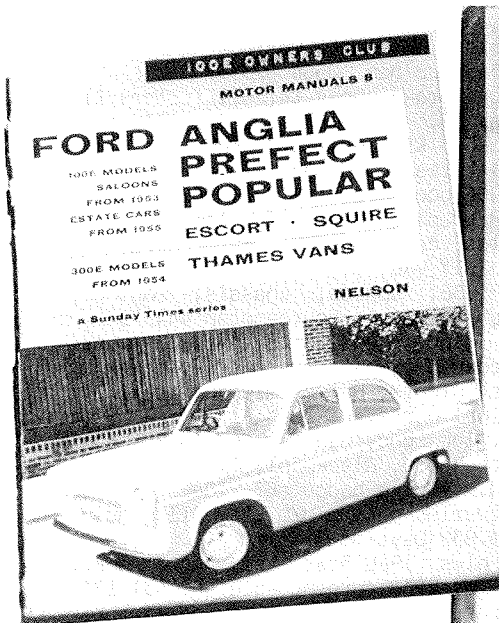
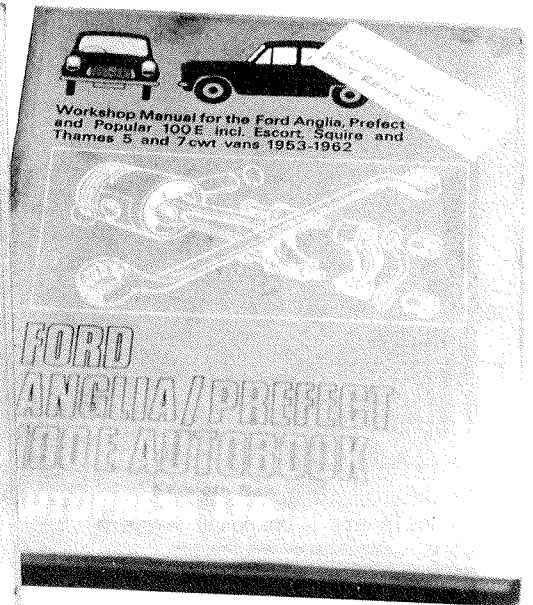
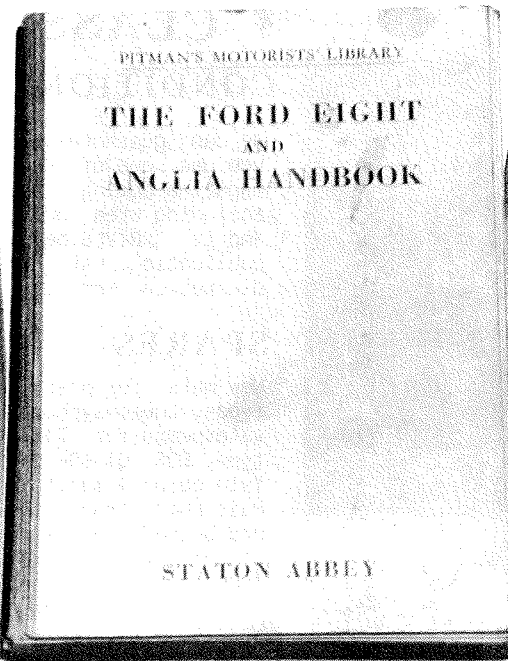
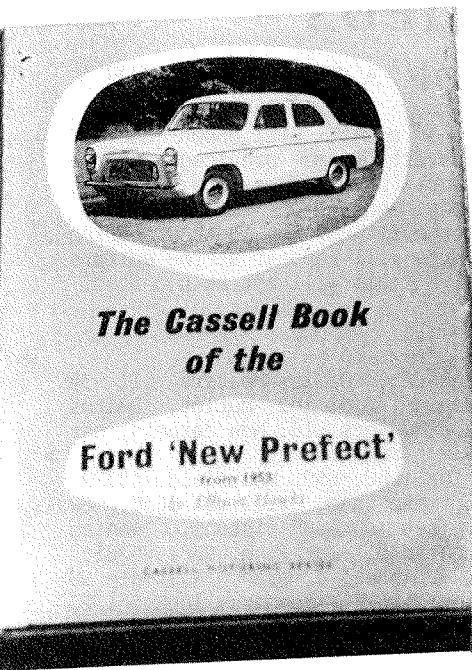
Postage prices are at 1st class rate and include recorded delivery. A deposit of £20 is required for the loan of a book. The cheque will be returned uncashed when the book is returned within 4 weeks unless a written request for further time is received. A separate cheque or postal order should be sent for the postage and packing. Parcels should also be returned recorded delivery.

Ian Stokes

Below, and over the page, we feature some of the books available. No captions are necessary.



More books from the club library.

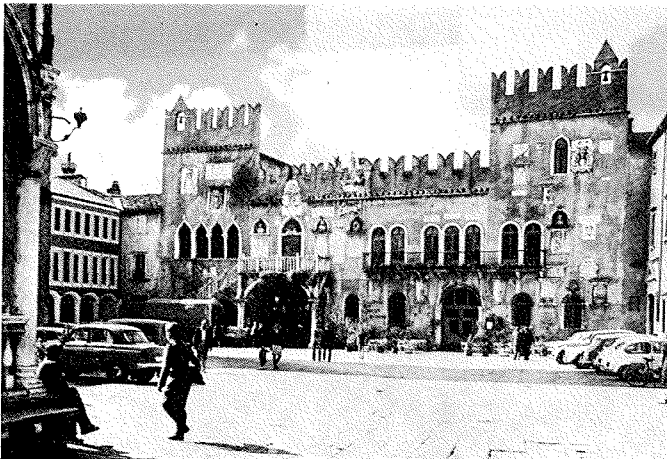


* POSTCARDS *

From the collection of Gordon Mackenzie



(Publishers - Unknown) Antwerp



(Publishers - Unknown) Koper, Pretorska Palace



(Publishers - RH Gudka) Wabera St, Nairobi



(Publishers - Unknown) Hema, The Netherlands.

* CLASSIFIEDS *

CONDITIONS OF ACCEPTANCE

We can guarantee that an advert will appear ONLY if you use one of the advert forms provided in the magazine during the year, (or use a maximum 28 words, including area and phone number & USE BLOCK CAPITALS) and it ARRIVES before the 15th of the month preceding publication. Late adverts will appear at the editors discretion. Non-sidevalve items will not be accepted.

SPARES

New mats for 5cwt vans £25, Gally Heaters all 93A types, thermosyphon design, £18 inc outlet, Smiths waterpumps for 93A type heaters £16, New carpets, car type, £28. [REDACTED]

Twin carbs & manifold for 100E, £50. Mansfield [REDACTED] Pair E04A front wings, exc cond, will fit 103E, new n/s beaded rear wing, set +60 100E pistons, - wanted anything tourer, n/s unbeaded front wing. [REDACTED]

100E Aquaplane head £25, steel 4 branch & single SU inlet £10, upright gbox, 107E X-members, 100E 5 1/2J wheels, offers West Sussex [REDACTED] E93A engine, g/box, Aquaplane inlet, h/axle casing, s/column £125 ono. Southport [REDACTED]

100E rear axle £15, X-member £5, 2 door doors, no glass £5 each, wheels £10 each, upright wheels £1 each, 100E g/box £15. Nr B'ham. [REDACTED]

100E new spares, front brake shoes £4, oil filters £1, c/pinion £10, heater £5, screen rubber £5. 103E rear shocks £20, front (used) £5. Ipswich [REDACTED]

5 103E 17" wheels & tyres, good cond, inc box of used spares, £35, also 103E boot lid £10. 0704 33031 6-8pm. 100E steel sills £18, repair section for lower edge of front wings £8, plus carriage. S. Waldenberg, 39 [REDACTED]

Anglia E494A, Pop 103E, spares, chassis, engines, g/boxes, all reasonable prices, Southampton [REDACTED]

100E new exhaust, used steering assembly, g/box, steering box, w/screen, trans, rear axle, heater, starter, dynamo, instruments, Hammersmith [REDACTED] 100E Anglia, mechanical parts, Wisbech [REDACTED] 100E s/hand spares, inc body panels, SAE to S. King, [REDACTED]

Pair 103E doors £50, Anglia badge £3, 100E workshop manual £12, 103E steering nut, L/H/D £25. All genuine parts. Herts [REDACTED] Daytime

100E s/hand parts, plus 1960 5cwt van, non runner, plus wheels & tyres for E93A, urgent sale. 01 531 1366 100E, 300E, 107E front brake shoes, box of four £3. Plus many new & s/h parts for 100E's & uprights. Southampton [REDACTED]

New & used spares, from 1939 all models, E93A kingpins & bushes QP 85TC £17.50. Bristol [REDACTED]

New & used engines, brakes, steering, suspension, trim, panels, free price list 100E & 107E. [REDACTED] 100E parts for sale, all cheap, heater motor, master cyls, petrol pump etc, [REDACTED] - after 6pm

Breaking E83W vans, 1950 Anglia. Tel Mike Page, Norwich 0603 712010 day, [REDACTED] eve.

Y dash (no dials), wheels, bumpers & engine parts £15. 494A Anglia dash (complete) £30. Cheap spares to clear, Ian on Avebury [REDACTED] (Marlborough)

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100E/107E

Swap 1959 Anglia (good engine & body, T&T April) for 300E van, must be fairly sound & running. 0725 705218

107E 1960, VGC but not running, MOT May 88, orig interior, good runner, used daily until month ago, offer over £300, Tania, Stratford [REDACTED]

Prefect 1958, unfinished project, many new parts & some useful spares, negligible rust, offers around £350, Horsham [REDACTED] Evenings/Sundays

Prefect 100E 1959, orig showroom cond, extras, one owner, 36930 genuine miles, long MOT, reasonable offers, Cheltenham [REDACTED]

Prefect 107E, one lady owner for over 20 years, T&T, reg 9700 PO, £550 for quick sale, Bognor [REDACTED]

100E for restoration, lack of space forces sale, good engine, offers, phone Mellis [REDACTED]

Prefect 100E Deluxe 1958, VGC, clean throughout, all original, very low mileage, £600. Havant [REDACTED]

Anglia 1958, VGC, orig colour beige, MOT, full service history, £850 ono, Burnham on Crouch [REDACTED]

Prefect 107E 1960, genuine 39000 miles, full history, all original in VGC. £575 [REDACTED] (Devon)

Popular Deluxe 1959, good cond, reliable, many new parts, T&T, chassis no. [REDACTED] may make it earliest known, £495 Kilburn [REDACTED]

Squire 1958, last run 86, offers, Exmouth [REDACTED]

Popular Deluxe 1960, £500, exc cond throughout, MOT, rebuilt engine 10,000 miles, 2 owners, last 17 years, ideal second car, ring for full details, house purchase forces sale, Bristol [REDACTED]

Popular 1961, immac cond, T&T, very low mileage, plus spares, Purley, [REDACTED]

Anglia 1957 £150, Anglia 1958 £100, Popular 1960 £75, need work, good restoration projects. [REDACTED]

Prefect 100E 1956, part restored most body done, needs interior restoring, spare seats, new exhaust, h/brake cable, engine ok. £250 ono. Stamford [REDACTED]

1959 100E, [see letters page] may be possible to repair, was good runner before accident, recon engine, many extras, spares, offers Surrey [REDACTED]

Prefect 107E 1960, MOT, new 1340 engine, good cond, runs well, 45 mpg, many new parts, alarm & radio cassette, radial tyres, sensible offers, [REDACTED]

Popular 1960, sound body, engine needs work, Popular 1961 T&T, good body, in regular use, engine needs work, £375 ono. West London [REDACTED]

Popular Deluxe 1960, blue, exc cond, T&T, some spares, £800 ono, London [REDACTED]

Prefect 100E 1958, unfinished project, sale due to marital problems, orig documents, good runner, £400, Manchester area [REDACTED]

Popular Deluxe 1961, grey, red interior, good cond, one owner now deceased, T&T, 64,000 miles. £800 Devon [REDACTED]

1959 100E, 1 owner, 54000 miles, MOT Dec, 0502 86037

Anglia 1955, inc spares, long MOT, little attention, need the space, £375. Huddersfield [REDACTED]

Prefect Deluxe 1958, good running order, T&T, 43,600 miles, needs work on rear wings, offers over £800 Bristol [REDACTED]

107E 1960, Xflow, white, needs respray & loving care, full MOT, reg number sold. London [REDACTED]

107E 1959, VGC, T&T, lots of spares, sale due to ill health, £1000. [REDACTED]

POSTWAR UPRIGHT

E83W van 1954, for restoration, part dismantled, spare engine, box axles, windscreen frame, body very good for age, £250 ono. Malcolm after 6pm, Bristol [REDACTED]

1949 Prefect, stripped, partly restored, spare engine, orig log book, offers. Chippenham [REDACTED]

Prefect 1954, MOT, much work done, nice engine, clean reliable car, £625 ono. Dagenham [REDACTED]

E93A 1953, non runner, good cond, garaged with head gasket blown, many spares. West London [REDACTED]

Popular 103E, immac rolling shell with spares, offers tel Bletchington [REDACTED] after 5 pm

Pop 1956, just out of MOT but VGC, good home wanted, East Bourne [REDACTED]

Pop 1956, one owner, 78000 miles, one owner, MOT, offers. Dunsfold (Surrey) [REDACTED]

Pop, needs restoration, engine runs, £50. Chapel End (Nr Whitmore) 393385

Prefect 1952, sound but engine seized, £300. Tel Keith on 01 205 2408 (Wembley)

WANTED

100E for restoration/spares, will collect. 01 655 0936

103E 10hp set valves and split valve guides, plus valve guide removal tool. B'ham [REDACTED]

103E exhaust & front bumper (good cond), steel rear wings (any restorable cond). Can collect within 100 miles Norfolk. [REDACTED]

103E Rear wings, [REDACTED]

E93A water pump, [REDACTED]

1948 Export Anglia, wiring, upholstery, 3 bar grille, switches all needed, plus "Braken van" and "Ute" advertising or vehicles. Iowa, USA, [REDACTED]

E493A Prefect bumpers & overriders. Wearside 5343435

V5 for special, any registration will suffice, please help. [REDACTED]

R/h chrome dog leg 107E, chrome bumper & long bonnet motif for 56 100E, 100E rear hub puller, also 100E van, must be fair cond. [REDACTED]

Pair of white rubber gaskets for rear light cluster, beaded edge type for 1962 100E Popular. Must be as new as possible. Your price paid. [REDACTED]

Swing axle IFS conversion, complete or parts, panhard rod, 15" wheels, Buckler gears and CWP, also LMB parts suit 103E. Bucks [REDACTED]

100E exterior sunvisor will buy or swap for 100E spares. South Benfleet [REDACTED]

Escort drivers seat or frame, 15" wheels, E93A engine mods. Rob on Coventry [REDACTED]

E493A front bumper and headlight bezel, to repair accident damage, [REDACTED]

E493A 6 volt regulator, headlight bulbs for Prefect. Brian on Medway 0634 [REDACTED]

E93A grille - centre chromed strip only (in two parts) required, or info regarding remanufacture. 0206 251539

103E tyres in good cond, with or without wheels, also Ford 6 volt radio. Stone (Staffs) [REDACTED]

Cars & vans wanted for renovation & spares, 100E, 103E or specials. Can collect anywhere, must be cheap. Hythe (Kent) [REDACTED]

Split valve guide removing tool and grinding guide, also diagram & flasher part number to install indicators on 6 volt Pop. Postage paid, please help. [REDACTED]

PREWAR

Prefect 1939, light maroon, 66000 miles, stored 20 years, one family owned, sound orig, some surface rust, offers. Surrey [REDACTED]

1938 10 Saloon, working order, inside good, body good, offers, Northampton [REDACTED] evenings

£5* for a classified ad and a free photo

No other national motoring magazine can offer you such good value.

Nothing sells like a photo

Only available from

**practical
CLASSICS
& Car Restorer**

* 25p per word (min 20 words or £5) and you can have a free photograph of your car for sale, when you have a classified in Practical Classics

SEND IN THIS COUPON WITH CLASSIFIED AD ATTACHED

To: Practical Classics, 5 Rectory Road, Beckenham, Kent BR3 1HL
Please place the enclosed classified ad in the next issue of Practical Classics

No. of words _____ cost at 25p per word _____

I enclose my cheque for £ _____ (payable to PPC Publishing Ltd)

Min. £5! Please include a near photo of my car for sale

Or I wish to pay by Access Visa

No. _____

Name _____

Address _____

INTERNATIONAL SECTION

LETTER FROM AMERICA

Our trip to England was excellent but too short! Besides the normal tourist attractions, we went to the club's Spares Day as well as the All Ford Rally the following day.

Although the Spares Day was small, we were surprisingly pleased at the quality of the spares and other club merchandise available. We tried to contact everyone we knew here in the Club before we left - most asked that we be on the lookout for body parts. We do have a few leads - but sadly we didn't have enough time to follow through on anything concrete. Mike picked up quite a few mechanical parts. He packed them in his carry-on and security tore into it at the airport. What a sight! But he didn't want to let his prized 'new toys' out of his control - and I don't blame him. We did get something for George Norton, but we haven't run into him yet. Sounds like another Christmas gift.

The All Ford Rally was enormous - comparable to the All English Show here in Bowie, Maryland (that we keep asking the English Fords we know here in the U.S. to come to). A good showing of cars - say 700 - and a lot of vendor booths too. I had a good time checking out all those cars and taking pictures. Some of them looked like mini U.S. models - and the U.S. models, well I just don't understand how they can fit on those roads over there.

Other impressions in general. While our rooms and dining out costs were very reasonably priced, I never bothered to figure out just how much we were paying to fill the gas tank of our rented car. I think I didn't really want to know since we were doing a lot of driving around. Gas turns out to be about 4 times our cost here. But our miles per gallon were twice as much as what we would get on a similar American Ford model. Of course, this is due to the fact that you don't hide your engine under a bunch of pollution devices. Another is the apparent ages of the club members we meet. Our most enthusiastic contacts with club members here are a little bit older than us. And I was told by an English gentleman I used to work with that those 100E Fords were only driven by little old ladies back there. So of course, I expected Shirley Wood to be in her sixties. It was a relief to dispel that myth!

When we got back here we had one week to get ready to go up to Hershey, Pennsylvania, for the national meet of the Antique Automobile Club of America. We have a couple of spaces there with a few friends and try to sell a variety of spare parts. Our trouble is that Mike hates to part with his English Ford stuff. And so again, we came back with more stuff than we left with. Actually, we found this guy (or more probably he found us) who found a few gigantic barrels of English Ford original parts in a warehouse he bought. Luckily he didn't trash them! Last year we picked up a box or two that turned out to be mostly valves with some pistons. Mike has finished identifying them and soon I will be figuring out how to get my PCW to provide a decent inventory listing.

Also, we entered the car to have it judged this year. Unfortunately they don't tell you how you've done. They won't even let you take the list of points they judge on. But I copied it, which was a task, they even go as far as checking the bolts on the chassis. And of course, everything has to be original which gave those expert judges their just desserts. I delighted in looking at their puzzled expressions trying to figure out Mike's Anglia, there was no way they were going to tell us what is original for our car.

At Hershey, we finally met Herb Halpern, a member from upstate New York. He was able to buy a few of the new parts Mike just bought. For some reason, it's so hard for me to come home and start writing anything after doing it all day. So let me say here, publicly, that my New Year's resolution this year is to get something to Paul well before his deadline.

Linda and Mike Davies

ANOTHER DUTCH ADVERT

We feature another period Dutch advert from Rudd Muhring on the opposite page. Once again, we fortunately have a translation which we print below. Rudd's car appeared in February last year, and the previous advert was printed in June 87.

That's him....

my NEW ANGLIA

easy driving in town -
quickly on the highway.
And you don't get
tired like other cars in
this price class

Is that the luggage
space you were talking
about? Its really
fantastic for a car of
that type! It should
also be practical for me

*payment can made on very
good finance terms

F4950 - price of factory (Four doors new Prefect F5275)

Here are still more points why more business men are choosing a new Ford Anglia: a very nice model - lots of space for four people - safe steel carrosserie - nice leather seats - 36 hp with lots of power - independent McPherson system like the well known Ford Consul & Zephyr 6 - great window surface in his class: ie fantastic view around you - very less fuel consumption and less repairs

In his class the new Anglia won 1st and 3rd place in the International RAC Rally, held in England 8-13 March 1955 OVER CA 3600 KM, and 1st place in the Tulip Rally 1954

ALSO THE NEW ANGLIA PROVES IT:
FORD LEADS THE WAY! TECHNICAL AESTHETICAL ECONOMICAL
NV DUTCH FORD CAR FACTORY AMSTERDAM

HUNCHBACK TAUNUS

We have another look at the German scene, courtesy of Ford News of Germany, translated by Friedel Erdelman.



(Photo - Ford of Germany) A "Hunch back" Taunus

The art experts from the Rheinischen country museum in Bonn were astonished. Under its own steam drove a Hunch back Taunus, production year 1950, from Kassel to the capital city Bonn. The vehicle now decorates the entrance of the recommendable exhibition "From the tin" (Art and culture in Rheinland and Westfalen, 1945-1952), which is open until December 8 in Bonn and subsequently in Dusseldorf and Bochum.

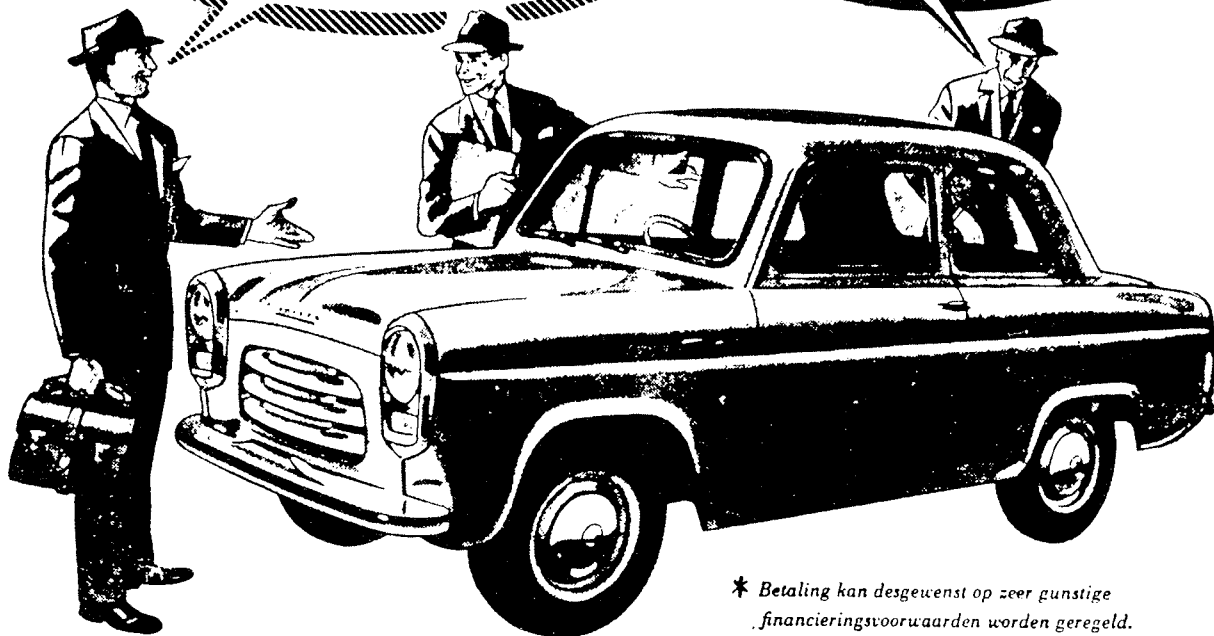
Why did the museum people think about a "Hunch back"? We liked to show a car, which at the time was produced in Nordrhein - Westfalen, said art historian Dr. Hans M Schmidt.

Dat is 'm nou....

m'n **New Anglia**

Makkelijk manoeuvreerbaar in de stad - snel op de grote weg. En je wordt er niet vermoeid in zoals in andere wagens in deze prijsklasse!

Is dat die kofferruimte waar je 't over had? Die is werkelijk formidabel voor 'n wagen van dit type! Zou ook praktisch voor mij zijn!



* Betaling kan desgewenst op zeer gunstige financieringsvoorwaarden worden geregeld.

f 4950.- cat.pr. af fabriek (vierdeurs New Prefect f 5275.- cat.pr. af fabr.)

Hier zijn nog meer punten waarom steeds meer zakenlieden een Ford New Anglia prefereren:

bijzonder aantrekkelijk model • ruim plaats voor vier personen • veilige, geheel stalen zelfdragende carrosserie • met schuimrubber overtrokken zitplaatsen • kunstlederen bekleding • 36 pk motor met groot acceleratievermogen • onafhankelijke voorwielophanging als bij de bekende Ford Consul en Zephyr Six • grootste raamoppervlak in z'n klasse: onbelemmerd uitzicht geheel rondom • oervaste wegligging • zeer zuinig in brandstofverbruik en onderhoud.

In zijn klasse bezette de New Anglia eerste en derde plaats in Internationale R.A.C. Rallye, gehouden in Engeland, 8 - 13 Maart 1955, over ca. 3.600 km, en eerste plaats in Tulpen Rallye 1954.

* Maak met de Ford Dealer in uw omgeving een afspraak voor een proefrit.

Ook de

New Anglia

bewijst het:



Ford gaat vóór! technisch - aesthetisch - economisch

N.V. NEDERLANDSCHE FORD AUTOMOBIEL FABRIEK AMSTERDAM





In Heriot, Scotland,
a run on the bank isn't a sign
of financial instability, it's just the way
things always have been and still are,
every Thursday from 3:30 to 4:30.
The only time the bank is open.
The good things in life stay that way.

