

# SIDEVALVE

*News*

DECEMBER 1989



PUBLISHED BY THE FORD SIDEVALVE OWNERS CLUB





1990 MEMBERSHIP RENEWAL

YOUR SUBSCRIPTION IS DUE FOR RENEWAL ON 31ST DECEMBER 1989.

THE RATE FOR RENEWAL FOR THE YEAR TO 31ST DECEMBER 1990 IS:

UK & EUROPEAN MEMBERS £15.

NON EUROPEAN MEMBERS £20.

FAMILY SUPPLEMENT £ 1.

PLEASE RENEW PROMPTLY

TO PAY YOUR SUBSCRIPTION PLEASE SEND YOUR CHEQUE OR POSTAL ORDER MADE PAYABLE TO F.S.O.C. DIRECT TO THE MEMBERSHIP SECRETARY, [REDACTED]

[REDACTED] DO NOT FORGET TO INCLUDE YOUR NAME AND MEMBERSHIP NUMBER.

NOTE: YOUR MEMBERSHIP NUMBER IS ON THE LABEL OF THE ENVELOPE THIS MAGAZINE CAME IN.

LIFE MEMBERS PLEASE NOTIFY THE MEMBERSHIP SECRETARY OF ANY CHANGE OF ADDRESS.

OVERSEAS MEMBERS: PLEASE PAY EITHER DIRECTLY INTO OUR BANK ACCOUNT QUOTING CODE NO: 30-93-93 ACCOUNT NUMBER 0426037 OR SEND YOUR SUBSCRIPTION CHEQUE MADE PAYABLE IN STERLING ON A LONDON BANK TO THE MEMBERSHIP SECRETARY. NO FOREIGN [INCLUDING EIRE] CHEQUES WILL BE ACCEPTED AS THEY COST THE CLUB MONEY TO EXCHANGE. U.S. DOLLARS [CASH NOT CHEQUES] ARE ACCEPTABLE IF SUFFICIENT ARE SENT TO COVER THE CURRENT EXCHANGE RATE PLUS A HANDLING CHARGE OF £2 CHARGED BY THE BANK.

1990 MEMBERSHIP CARDS WILL BE SENT WITH THE FEBRUARY MAGAZINE.



## AREA NEWS



### LONDON WEST BRANCH NEWS

Events on three consecutive weekends brought the rally season to a hectic, but most enjoyable, conclusion. First there was the Essex Fun Run on 17th September, and we would like to thank John Howe for the tremendous effort he put into this event, which was enjoyed by all from this branch. The following weekend it was the All Ford Rally at Abingdon, which seemed bigger than ever despite the new venue. The line-ups were most impressive, and it was a warm, dry day. It was nice to meet old friends from the North and Wales.



(Photo - P. Edwards)

Thanks to everybody for responding to my plea to get material in early for this issue, the reason is pictured above. Marc was born on October 23rd and at 9lbs 6ozs was a weight of Lynne's mind! For this reason please ignore the typos in this issue, life is a bit hectic and the proof reading never got done. Though I did spot one where we had typed in "bugger" instead of "bigger" - could have been embarrassing! Finally, Merry Christmas, a Happy New Year and see you all in February.



(Photo - J. Howe) The Chalk Pits, Amberley.

On 1st October I (in that Escort) was joined by John & Bev Howe and new recruit Peter Triggs, who has just acquired a '56 Prefect deluxe, to form the 100E contingent in a 9 car sidevalve convoy to the Chalk Pits Museum at Amberley in Sussex. Organised by the S.E. London group, this was another enjoyable day out, and I'm glad to say that it passed without mishap, to the 100Es that is! Two days later we held our first trial meeting at the Marquis of Cranby pub near esher. This proved to be a pleasant evening in convivial surroundings and it was unanimously decided by all who attended that this would be our regular venue until further notice. Anyone wishing to attend our meetings will be made very welcome, and should you require directions to the "Marquis", please ring me on [redacted].

Bill Ballard

### HAMPSHIRE GROUP

We hope to find a new venue in the new year so anyone who does not attend regularly please ring me prior to the monthly meeting if you are thinking of coming along for chat and informal get together.

By the time you read this we will have had our Christmas meal and will be thinking of the 1990 rally season ahead of us. Both Jean & myself look forward to meeting more members next year and last but not least, don't forget to renew your membership as the Club seems to be going from strength to strength and the more members we have the better service we can provide for you all.

Mick Crouch

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Front Cover - Ford of England (?)  
Loaned by Tony Fox, it is nice to feature a period 107E photograph on the cover.

Back Cover Copyright National Motor Museum  
Loaned by Bruce Plamer, the photo shows a 7W tourer on, we believe, a Torquay rally in the 1930s, any more information?

### Copy Deadline

Articles and adverts to me by 15th January

### Next Issue

Second class post, 15th February.



(Photo - J. Howe) No it hadn't broken down! John on the Amberly Run.

## LONDON NORTH EAST BRANCH

We will have met for the first time at the Plough P.H., at the Gallows Corner, Romford, where the A12 meets the A127, in November. Branch members own 100E, E93A, 103E, E493A and E83W. Further meetings will be held at the same venue, phone me on Romford [redacted] for details.

John Howe

## NOTTINGHAM AREA

having been busy with things like living, working and breathing I have eventually found time to put pen to paper. It's the end of the '89 rally season which means work! Out come engines, gearboxes, clutches, carpets, rust - you name it. Having 3 cars myself makes it hard to know where to start, but I've decided to start by putting another engine in our 100E. The donor car, is being gutted to make a rod! The local sidevalves have been a bit thin on the ground at this year's rallies for one reason or another. I've attended many rallies myself, but in my Mk 2 Zephyr. One event in particular sticks in my mind. It was a 1600E Rally at Staunton Harold. I was sat in the Zephyr watching the rain streaming down the windows, spirits were to say the least very low. Onto the filed comes Paul (Mr Regalia) Bainbridge & Co., in their C type. Out stepped Paul (Mr Regalia) Bainbridge, wearing loads of regalia - his jeans a distinctly darker shade from the kness down. They were soaked! Does that screen leak or what, perhaps they should call it a "sea" type (groan). It gave us a laugh anyway and the weather brightened up too. Paul won some regalia a while ago and thought I ought to mention it, so, there I have. Our 100E "Popeye" will have his 30th birthday next year and should go over the 100,000 miles mark. So, by way of celebration, we will really make the effort to attend National Sidevalve day (1990), and hopefully with a trailer made from the back end of another 100E. If anyone in the Club has ever made such a trailer I'd like to hear from them with any advice. Venues for our meetings in Nottingham may vary occasionally as we're trying to find a quieter, less crowded pub to replace the Hall Park Tavern. So if any new members wish to attend please contact me first to confirm. Finally, I'd like to wish all members a happy and prosperous New Year

Mick Gray

## MANCHESTER BRANCH

Despite the rally season being all but over for 1989, we are well advanced with our preparations for 1990. So far we have the following dates; so please make a note in your diaries :-

May 12 13 Oulton Park, Cheshire  
May 20 Lyndhurst  
August Bank Holiday G-MEX

In addition we intend to have a run out to Derbyshire in the spring culminating in a visit to a pub! We also plan to have our annual treasure hunt, and trips during the year to places of interest.

Although not yet decided, it is likely that North West Sidevalve Day will again be held at Glossop but this time it will coincide with the Glossop Carnival. I understand that sidevalves will be able to join in the procession! As the dates are decided I will let you know.

On the subject of branch outings, the Club was represented at the "National Old-Timers Autojumble & Classic Car Show" at Utttoxeter racecourse on the weekend 30 Sept/1st Oct. Three vehicles attended; Dave Wolfendale's lovely blue 103E, Alan Oake's Y type and Ken Devine's E83W. Did you see the photo of Ken's E83W in the "Auto Classic" page 6? Anyway, Ken's vehicle won the best commercial award, well done that man. We intend to make Utttoxeter an annual outing. Also at short notice, the Club was represented at the Bolton, Lancashire, "Lex Mead Classic Car Show" on the 14 15th Oct. Ken Devine's E83W was again present as was Joe Sambrook's 103E and Tony Williamson's 100E Anglia. Tony, to our pleasure, and no doubt his, won 2nd prize for Class 3 (Post war closed saloons to 31-12 59). Another success for the branch and the Club. Finally on the 29th Oct, there was a Club outing to the Leyland Motor Museum with 5 members attending despite the wet weather, a good time was had by all and some spares were obtained from the Autojumble. Well I think that's about it. Have a Merry Xmas and a fab New Year and I'll speak to you soon - if recovered from the Branch Xmas meal!

Harry Wheeldon

## SUFFOLK GROUP

As we approach the first anniversary of the Suffolk Group, the monthly meetings at the Sorrel Horse are regularly into double figures, which bodes well for the future. It's particularly good to see members who have travelled in from the edges of our region, some 50 miles away. Rumour has it that Georges "home for restorables" has gained a third model Y, and that he is well on the way with the restoration of his E494A. On the E494A front, mine still hasn't had the glass put back yet - will I ever finish it? Don't worry, it will definitely be ready for the new year... [Which one - Paul?!] If anyone is interested I've picked up several new 100E oil filters recently, they are going for the price of a pint! At the November meeting Phil Tricter brought along loads of photos of assorted sidevalves, including his 103E street rod!! Now there's been a lot of comment in the past on the subject of Custom Cars, but in fairness, Phil's car is a real credit to him and he has restored more Pop's than he has rotted. Anyway that's it for a couple of months, Merry Xmas.

Steve Minns



(Photo - A. Porter) Jim Coomber & Alan Porter waiting to start a SE Group day out. Yvon had altered the meeting place, but forgotten to tell them!

## **SOUTH EAST LONDON**

By the time you read this the South East London group should have completed their annual festive activities, (the area's annual Christmas dinner) this year held at the Alley's [?] Head, Dulwich. So Kevin, Stan, Martin, Jimmy, Allan, George, Gill, Pam, Christene, Linda, Sally, Janet, Clive, Norman and myself wish all of you a Merry Christmas and New Year for the time being.

Yvon Precieux

## **SOUTH WALES**

Well I am pleased to say that we have had another successful weekend with our trip to Abingdon. Most started the trip very early Sunday morning, meeting each other enroute. Some of us (Gerald & myself) drove up on the Saturday and stayed the evening and met up with our group at the show. Our cars, 8 in all and a good turnout, performed very well. My first long run and despite RLE 911 going through 5 fan belts and a pair of Pop (!?) socks it was I'm sure an enjoyable day for all of us. We met up with some of the friends we made during the Easter tour of Wales.

The year has now come to an end, so may I take this opportunity on behalf of the South Wales Branch, of wishing all the very best for Christmas and the New Year to all our friends and Sidevalve owners every where.

Linden C. Evans

## **OXON & BUCKS**

I can't believe that another rally season is over, I must be getting old! Yet again though, the group seems to have crammed a lot of different events in, although not always together.

One of the highlights for the group since I last put pen to paper must have been the happy reunion we had in July with Dick & Kathie Sterrett, our American members who were back over here on holiday. We all met up for a barbecue and reminisced over steaks and alcohol about the good old days 2 summers ago, when they still lived over here. You never know, they might just come back again to join us - they're certainly zany enough!

John and I have been to quite a few local rallies this season, taking both Ernie, and our other non F.S.O.C car, so we have

missed out on some of the club stands and rallies. A contingent from the group did go to Midland Sidevalve day (and got wet), and they were there at Bromley and Enfield without us. We all finally met up again at National.

The All Ford Rally is the usual end of the season rally for us, although the blazing sunshine this year was a bit of a bonus. We spent a very enjoyable day poking about in the autojumble (several useful finds here - including a suitcase for Ernie's boot and a preload tool for bearings), much picnicking, and talking to old friends. We did of course, arrive late as usual, despite the fact we were staying with friends only 2 miles up the road.

One Saturday in September we spent an hilarious day at the seaside in West Wittering, Sussex. 3 cars set out in convoy, not realising that number 4 - our intrepid new member, Dave Seymour, had waited nearly an hour for us, before deciding that he must be in the wrong place, and had set off ahead of us! Sorry Dave, you'll soon learn that our timekeeping is far from perfect!

We actually got as far as a very large roundabout near Slough before Ernie started making ominous noises. We pulled onto the pavement in front of a police patrol car and poked about under the bonnet without tracing it's source. As we belong to the RAC we decided we would carry on regardless. It did get worse, but had settled down to a regular noisy rhythm by Guildford and seemed to be coming from the back axle. That old problem again!

We met up with Dave at the coast, and parked by the beach in the howling wind and driving rain. Nothing for it but to go for a swim - we couldn't get any wetter, so we changed into our cozzies and ploughed into the foaming waters (pregnant women and new members were excused!). It wasn't TOO cold, although our faithful pack of seven dogs thought we were mad, and stood barking in confusion on the shore. The swim over, revitalised, our thoughts turned to food ('how unusual' I hear you say!). So we unpacked the deckchairs, hampers and cool boxes (amazing what you can cram into a sidevalve) and sat down for lunch. We couldn't believe our luck, the sky cleared and the sun beamed down on us - I've got the strap marks to prove it!

Lunch over, clouds gathering, we went for another swim. The dogs are now completely convinced that we're mad, but this time join in to humour us anyway. Afterwards, Stuart and myself, responsible committee members (honest!) partook of a game of tennis, with 7 dogs as ball boys. Exhausted, we finally abandoned the game, and sat down to a cup of tea in the pouring rain - those Sidevalve brollies are very useful - I suggest you get one! We then admitted defeat and made straight for the nearest Little Chef. Having pigged out, we headed for home, faced with the eternal Sidevalve dilemma when driving in the rain - you need your foot to the floor to get up the hills, but you've got to take your foot off to get the windscreen wipers to work (still, the headlights are so dim that you can't see even if the wipers are going!). The back axle held out all the way home - I promise not to start volume 2 of the Epic 'Ernie's Back Axle' saga, and so I will end by saying we all had a great day, and look forward to next year when we can do it all again!

Teresa Butler



## MEMBER'S LETTERS

### FORECOURT SIDEVALVES!

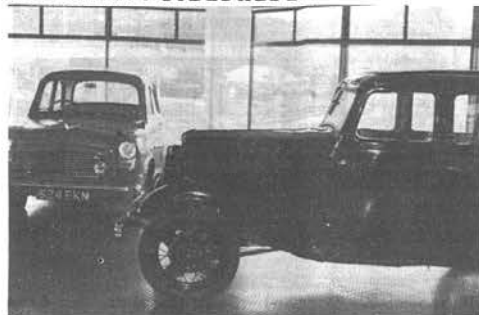


(Photos - P. French)

Dear Paul,  
I thought you might like to see these 2 100E's photographed earlier this year. Both sporting FSOC badges, 892 AOP was seen in the village of Sedlescombe, near Hastings, while XUF 105A was at a Lada dealer near Hawkshurst, Kent. Thrown in for good measure is my own 103E, SUF 449, in its "as purchased condition" (DEC 87). It is at present undergoing restoration, but I hope to attend FSOC rallies etc., in it when finished. Finally, keep up the good work.

Philip French

### SHOWROOM SIDEVALVES



(Photo - A. Main)

The Main Ford dealer at Hempstead Valley Shopping Centre, Gillingham, Kent, has on display these two sidevalves. The 1934 Model Y is owned by the garage, and the 1959 100E Anglia is looked after on behalf of a local widow.

Andy Main

### PERIOD EXTRAS ON THIS POP



(Photo - D. Aston)

Dear Paul,  
I purchased my 1955 Popular 103E, PKV 568, in July 1985, the previous owners were :- 10th March 1955 Swan Lane Garage, Coventry; 16th April 1955 Mr F J Benn, Coventry, 17th September 1963 Mrs Freda Lucas, Cadnam. The known history is that it was regularly serviced by Percy Hendry Ltd of Chandlers Ford when owned by Freda Lucas, a large number of receipts are still retained. Mrs Lucas moved to Warwickshire, and her son then arranged servicing. He also purchased a second car, a 1958 103E 217 RMC, for spares, I still have the remains. Driven by Mr Lucas into a barn on his property in August 1975 with a current MOT, their it remained until I purchased it and 217 RMC. The mileage is believed to be 125,000. Between July 1985 and May 1988 I restored the car to an everyday example, not concours. An interesting feature of the car is the number of genuine period extras fitted, including air cleaner, water pump, oil filter, heater, oil sensor, seat belts, radiator blind, Trice vacuum washers and temperature gauge.

David Aston

## MOYNALTY STEAM THRESHING!



(Photo - A. Porter)

Dear Paul,  
We have recently returned from a holiday in Southern Ireland, and whilst there managed to visit a local show known as "Moynalty Steam Threshing". The vent is mainly focused on farming, but had a good cross section of everything.

Enclosed are some photos taken at the show. You will notice a Y Type and an E493A Prefect. On my visit there it rained heavily, as it always seems to do when I take my annual leave. I stopped to talk to a man who was sitting in the drivers seat of what I think is an E494C van. After talking for a short while, I realised he was not the owner. On enquiring if he knew the owner, the reply was "Sure I don't know who owns it, I only got in here out of the wet." Can you imagine that happening here without the owner going potty? It was an enjoyable show despite the weather.

Whilst in the area I came across an upright Anglia dumped behind the Jet Garage in Kells. The engine and gearbox were inside the car, I have heard since the car has been buried since to make room! "Another Ford bites the dust!" Keep up the good work.

Alan Porter & family

## PERIOD PHOTO



Dear Paul,  
Enclosed is a period shot of a bungalow in Woodbridge with a sidevalve beside it. Registration number KDX 67.

R. Bowers

## NORTHERLY SIDEVALVES



Dear Paul,

I was most interested to read the story of the Abbeycolor van, as I saw this van in the late 70's when it was lying in a shed about 3 miles from the town of Stornoway. The reg.no. was then JS 8695 and the mileages was approx 7,000. Inside the van were all the documents including old style registration book, MOTs and the receipt for when it was purchased. It was bought from the local Ford dealers - Millar's Garage, Stornoway - who unfortunately closed down 2 years ago. Part of this garage is now being run by my uncle. He told me that there were about 3 van loads of spares going back to the Model T, dumped when the garage shut down. Unfortunately he was on holiday at the time and didn't manage to save any.

I recently spoke to Annie MacIver, who is the sister of the original owner. She is very pleased to see that the van is being so well looked after. While I was at her house she gave me the original tyre pump and gauge. The pump is rusty but restorable and the gauge is in perfect condition. If Mr Madin would like these two items please let him know and I will send them to him. I also enclose two photos which I took from the train just outside Forres Railway Station, which is on the Inverness Aberdeen line. As you can see the first one is a Popular, the second one, which is not very clear, I think is a Prefect. These cars have been sitting there for the last 2 or 3 years, and look restorable. Especially the prefect.

I thoroughly enjoy receiving your excellent magazine.

Roddy Murray

## A DRY OUT IN THE FENS

Dear Paul,

On the weekend of Sept 30th/Oct 1st the newly formed Wisbech & District Historic Vehicle Club held its first rally at Pipers Farm, Wisbech St. Mary. Attendance on Saturday was disappointing, but on Sunday a run was held through the surrounding Fenland villages covering about 26 miles. I followed a very smoky and smelly Albion lorry in my E93A Prefect.

There were well over 100 vehicles on Sunday, including several sidevalves. Considering the club had been formed for less than 2 months this was a very good turn out and things look well for the future.

I have enclosed a photograph of 4 of the sidevalves at the rally. They are a Pop owned by Michael Ward, my E93A Prefect, and



## ADDITION TO THE PRONTAPRINT FLEET



(Photo - D. Hughes) Four very smart sidevalves, but full marks to the ones with FOSC badges!

Prefect (fitted with a Handa overdrive) owned by my father, Peter. If any members would like a ride to the Fens next year we would be more than happy to see them.

David Hughes.

## LEICESTER'S SIDEVALUE MAYOR!



(Photo - B. Palmer) The Mayor posed beside yet another sidevalve!

Dear Paul,  
In the August S/V News, Dick Peters got a photo printed of himself and the Lord Mayor of Leicester at the Leicester show. However, Leicester Council does sponsor a "markets week", one of the events being a parade of classic vehicles from the De Monford Hall through the pedestrian only zone of the city centre, to the famous market.

This is held midday, midweek, on Wednesday 23rd August, but it does include a bit of "hospitality" from the council and a rather unusual memento rather than the customary brass plaque!

My father, being retired, duly turned out for this event which turned out to be one of the hottest days of the year! His 103E (VBC 276) didn't vapour lock, but the Bond in front did! He persuaded the long suffering Mayor to pose by his sidevalve, just to outdo Dick Peters I suspect!

Bruce Palmer.



(Photo - Bill Scurfield)

Dear Paul,  
Here is a shot of Prontaprint Northampton's latest delivery vehicles. A 1958 Thames 5cwt van, due for completion December 1989. I have got fed up with people asking me if the upright van is a replica!

Bill Scurfield

## WHERE ARE THEY NOW



(Photos - R. Peters)

Dear Paul,  
The enclosed photos show a Model Y saloon, JV 2259, which I photographed at Highgate, London, in 1971. As it has never surfaced again, I now wonder if it has gone to a good home or "the way of all flesh"? Similarly, the Model Y van (JJ 4556) was seen at Battersea Park, London, at the start of the HCVC London to Brighton run in 1981 and also seems to have vanished! Have these photos jogged a memory somewhere? Dick & Rene Peters

## CLUB NOTICE BOARD

### ADVERTS FOR SIDEVALVE NEWS

Members are increasingly sending adverts for inclusion in Sidevalve News to committee members other than the Editor. My address is printed on every form, so please try and help yourself by sending them direct to me.

Paul Edwards

### FROM THE GENERAL SECRETARY

The first thing to do in this magazine is to congratulate Paul and Lynne Edwards on the birth of their son recently, I'm glad to report that both baby and mother are well.

The restriction on the sale of spares to North American members continues, although I am doing what I can to resolve the situation. A number of members think that they can absolve the Club from any blame by signing a disclaimer, unfortunately this is not the case, I have taken advice on this matter and have been informed that a written disclaimer would not stand up in a court of law. However, I am still pursuing the possibility of taking out an additional insurance policy to cover the sale of spares to North America. One of our North American members has also informed me that it may be possible for one of his companies to act as an agent for the Club and he is investigating this matter further.

At a recent Committee meeting, the question of Club representation at Classic Car Shows, like Bristol and G-Mex was discussed. The organisers of the Club stand at G-Mex felt that they were receiving very little cooperation from the show organisers, who were making large profits from the goodwill of the Car Club's participating. Apparently a number of other Car Clubs were also disgruntled with the way that the show organisers treated the participating Car Clubs, after a great deal of discussion it was agreed by a majority decision of the Committee that the Club would not participate in any future Classic Car Shows unless the situation improved. I have since asked the Events Co-Ordinator to write to the organisers of these shows pointing out the reasons for our decision and asking for their response. Obviously I realise that this decision may be seen as controversial by the membership, which is why I would like anyone, especially local group organisers, who has any comments on this subject to let me know before the 13th January (the date of the next Committee Meeting) and I will put these views to the Committee.

Recently I attended the 2nd AGM of the Federation of British Historic Vehicle Clubs (FBHVC) as the representative of the Club (and people wonder what I do with my spare time!!) It proved to be an interesting meeting. The FBHVC have been very active in lobbying the Commission and it seems that their efforts have already paid off, as there was a proposal put to the European Parliament that people should be given a financial incentive to scrap vehicles over 12 years of age. Fortunately Bryan Cassidy (the MEP for Hampshire West and Dorset East) heard of the proposal and managed to rally support from all parties to defeat the proposal, otherwise the effect could have been devastating to the Historic Vehicle

movement. Bryan Cassidy attended the FBHVC AGM and reported on what had happened in Europe during the last year. The lobbyist employed by the FBHVC, Edward Seymour-Rouse, was also present and gave his views on the activities in Europe.

The FBHVC is the UK representative of the Federation Internationale des Vehicules Anciens (FIVA) and many of the FBHVC Committee are very active in FIVA. It was pointed out that although Edward Seymour-Rouse is employed by the FBHVC he is actually representing FIVA and therefore all of Europe. The FBHVC has agreed that FIVA will in future employ the lobbyist, but until FIVA has sorted out its finances the FBHVC will continue to pay for his services. In order to enable FIVA to afford the cost of the lobbyists' services it has become necessary for FIVA to raise its subscription fees to member countries. This means that the FBHVC has in turn got to raise additional funds from its member clubs. In order to raise this money without crippling the small clubs and without creating an administrative nightmare in collecting an amount per head of membership, it has been proposed that all clubs will pay the same subscription as last year and in addition all large clubs (over 1000 members) will be asked to contribute £200. Therefore the FSOC will be expected to pay £240.00 next year, but in my opinion this is a small price to pay if the FBHVC is fighting to allow us the right to continue to use our vehicles on any road in Europe whenever we wish.

A very interesting talk on the problems of lead free fuel was given by Dr. Matthew Vincent, a research scientist with one of the major oil companies and a Vintage Alvis enthusiast. I am afraid that if you want to know the details of the talk you should talk to Martin Howard, who also attended the AGM and probably understood the implications of that talk far better than I did.

The perennial subject of the DVLC was discussed and good news was forthcoming this time. The FBHVC had talks with the new Minister for Transport (Mr. Atkins) recently and it was agreed that original registration numbers could be retained by a vehicle provided the owner agreed that the number remained with the vehicle. It was also agreed that owners with period numbers could reapply for their original number. This decision has only been recently taken and may not have worked its way through the system at DVLC, but all members trying to retain their original number should persist in their efforts.

Finally, can I take this opportunity to thank all the Committee for their efforts during the year and may I wish all Club members a very merry Christmas and a happy and prosperous New Year (and don't forget to renew your membership!!!)

Shirley Wood

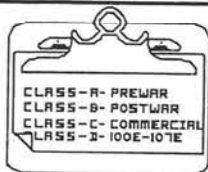
### APPEAL FOR OLD MAGAZINES

If any members have any club literature of pre 1981 vintage, would you please contact me. The Club Library needs to fill a substantial historical gap. If you have, we would ideally like to photocopy the original and return it to you, with your permission. Of course, donations will be very appreciated!!

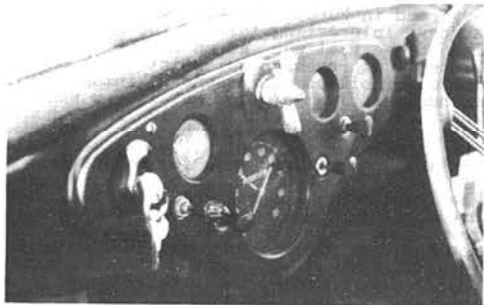
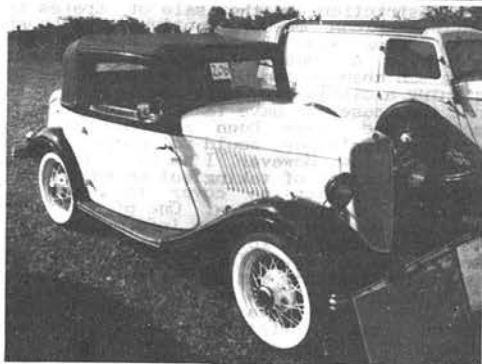
The aim is to have a copy of all Club literature produced since 1969.

Philip Hardwicke

## EVENTS ROUNDUP



### ABINGDON ALL FORD RALLY



(All Photos - B. Palmer)

I enclose some photos from the All Ford Rally at Abingdon.

The 493A Ute was for sale by an autojumbler, who refused to be drawn on a price! A case of "make me an offer". I took some close ups of the detail of the cab and interior - note the "Perfect Commercial" badge in the temp/clock space on the dash.

There was also a pre-war Y special bodied tourer, possibly a Jensen. This was another vehicle which had just turned up out of some barn or other!

The Model Y is French built and owned by a Y&C member. It is a "6 CV CABRIOLET COACHWORK BY KELCH OF PARIS, ONLY ONE EXAMPLE WAS EVER PRODUCED".

Ken Devine's coachbuilt E83W van from Oldham is a beautiful restoration/rebuild.

There is also a shot of the FSOC doing their arena tour!

Bruce Palmer



(All Photos - B. Palmer)

## ESSEX FUN RUN



(Photo - J. Howe) In convoy, on the way to Fichingfield.

At five to ten on the morning of 17th September I was anxiously waiting at Hainault Forest Park for the arrival of sidevalves ready to do the Essex Run. By 10.20 twelve sidevalves of varying shapes and sizes had joined 'Ujeen' my 100E Prefect, and were awaiting 'the off'. Leaving at short intervals, they took a scenic route through the countryside with the option of an 'observation quiz' on the way.

In Havering village we found a Dellow at the side of the road advertised for sale. A quick enquiry resulted in us quickly driving off muttering "8,000!!?". Taking to some of the narrowest of country lanes, we travelled on to Greensted church; the oldest wooden church in the world.

On through the ominous sounding Clatterford End, the route continued through Fyfield and various Rodings to Great Dunmow and thence to Thaxted, near which the famous sidevalve powered elephants were made.

At great Bardfield we made a further brief halt and stood, noses against the glass, peering at the offerings of a classic car showroom. There was an upright hidden behind the Rolls Royces and Bentleys.

Another foray down some more narrow lanes and Finchingfield was reached. I was one of the last to arrive, so can't explain how it was done, but by some means, fair or foul, the entire green, just behind the revered spot which Ford chose to place a 100E Anglia over 30 years ago, was surrounded by sidevalves. In addition to the 13 that had left Hainault there were two more Prefects (one each of 100E, 107E) and an upright Pop. Leaving the cars to many admiring glances from the many tourists visiting this 'chocolate box' village, we adjourned to the variety of pubs and tea rooms for refreshment.

After some maneuvering to obtain 'the' photograph, twelve cars travelled in convoy to Saffron Walden, en route to which the threatening skies finally opened! One more (rather wet) photocall and we departed in various directions for home, so ending an enjoyable day in the Essex countryside. The run itself was nearly 50 miles and some people had travelled at least as far as that before it started. Many thanks to all those that came, proving that Ford sidevalves are to be USED and aren't afraid of a little rain!!

John Howe



(Photos - J. Howe) Sidevalves galore in Fichingfield.



(Photos - R. Bower) More sidevalve mayhem!

## 100E REGISTER



**Tony Fox  
Registrar.**

### REGISTRAR'S COMMENTS

I am pleased to announce that Philip Hardwicke has volunteered to be the 107E Registrar, and I would like to wish Phil the best of luck with the Register. In this issue we feature a 300E restoration and two Prefect stories. One of which belongs to our sidevalve cartoonist John Howe.

### 300E RESTORATION

On the 1st October 1988 I started work on 4570 VE, a 1960 300E Thames van which belongs to Albert Gylby and was found to be in a bit of a bad way.



(Photos - T. Fox)

The sills were the first job to do, so we started with new full sills, inner sills and a bit of welding to the floor, the chassis box sections and the bottom of the A and B posts. When this was finished we put new jacking points on. Moving on, there's more to come, the rear inner wheel arches needed reworking and the LH side rear wing and wheel arch was badly filled, as was the RH side which had to be cut out along with part of the rear panel. The LH side panel from the sill 7" up had to be cut off and 4" up on the RH side and remade. The front doors were scrapped and

second hand ones were got, courtesy of Steve Hancock. All the welding from the A post to the rear took 75 hrs.

Let's move to the front. Both front wings needed the bottom quarter repairing, the front panel was in good condition and needed no work. The bonnet had gone in the front corners, so we got one from a 1956 Prefect, which matched the wings. When this was finished we got down to the real stuff, inner front wheel arches by the floor, inner wings, inner front panel and the suspension tops, all needed a lot of work and 60 hrs of welding.

When all this was finished the van was rolled on its side so that it could be cleaned and painted with green Hammerite. The engine and gearbox came out, the rear axle and all the front suspension came off, to be cleaned and repainted. The rear springs were reconditioned and then all was refitted. All the paint was stripped off the body before repainting in 2 tone green and beige outside, and green inside. The seats were recovered in black and grey, and a new carpet was fitted. A new wooden floor for the back was fitted, along with wood side panels and boxed wheel arches.

All the work on the van took just over a year and 750 hrs. I would also like to thank Graham Fox and Pete Wilson for their help.

Tony Fox

### A PREFECT NAMED UJEN

I bought my 100E Prefect Deluxe, chassis no. 100E76 [redacted] in August 1968. The idea of an 'old car' came when I realised that my wife was unlikely to appreciate the purchase on a London bus - another of my interests! I could remember my father's 100E Pop of years gone by (538 WVV - is it still around?) and after buying Mel Smith's "100E Profile", I formed a desire to own a 100E of my own, preferably a Prefect, preferably black, and preferably an early one with aeroplane mascot, chrome lamp bezels etc.

As it turned out, the car I bought was to be a black Prefect, but one of the last made prior to the introduction of the 107E. Contrary to what everyone, including myself, would recommend, I bought the first car I went to see. My examination of the underside was perhaps what impressed me most. With some trepidation I wriggled under the full length of the car to find an amazingly clean underbody. None of the usual crud that seemed to adorn the various Cortinas that I had run as a daily car. The only rust seemed to be confined to the usual lower front wings and a small patch ahead of the rear nearside wheel arch. Less impressive were the nearside doors and rear flank which were scored having argued with a gate post at some time in the past.

There were 47884 miles on the clock and the car was being sold by a "gentleman" (he owned a Riley RM) who had used the Prefect to teach his daughter to drive. She had passed the test and wanted something faster - she was intending to buy a Fiat 126! The previous owner to this had been the first, a stack of MOTs showing his sedate 1000-1200 miles per annum came with the car.

The registration had recently been sold (543 PTW being replaced with XMC 287A) along with (one suspects) the grandmother of the family. After some agonising over the number problem, I came to the conclusion that I could buy an old banger and so provide a new old number - not until later did I realise that this was not so

straight forward as I expected. I decided to buy the car for 325, collecting it on August 5th, the day after my birthday.

The next few months saw various small problems attended to. A local autojumble provided an entire set of seats to match the originals, enabling me to "mix & match" the best of the covers. Included with these were matching door pulls in perfect condition! Odd mechanical problems appeared and were dealt with - starter bendix spring, clutch slave cylinder, regulator, brake light switch, all in addition to the usual servicing. My father contributed his old grease gun from 538 WVW! I had 2 cylinder head weeps in the usual place, ahead of the thermostat housing, and a rear light lens took some tracking down. Replacement of the nearly new front brake shoes eventually cured the ear piercing screeching of the brakes! Weeks were spent trying to produce a perfect shape to the damaged nearside bodywork.

During the winter of 86/87, my daily Cortina burst into flames and the Prefect was in daily use for my journey into London. As soon as possible I bought and fitted a heater! I began attending Club and other events, first going to the AGM in May and then after Bromley I had the car resprayed by a local firm. This cost as much as the car itself, but produced a superb shiny black finish, which of course showed off some of the failings of my nearside bodywork!

The car now looked good and drove well and apart from having to hide the "A" plate behind a convenient bush or whatever, all was well. I investigated the cherished number transfer procedure, and was somewhat disappointed to find that the donor vehicle had to be MOT'd - it couldn't be a complete old banger after all. Some scouring of the classifieds in Practical Classics produced UJN 626 - a 1959 100E Pop in horrible mat grey paint and with a quarter inch of what looked like best farmyard in the boot and engine bay. The number was particularly attractive since it was a local issue, and the right year, if a few months late. With the car came a goodly selection of spares including gearbox and axle, and a new silencer. For a short while I owned 2 100Es. After the deed was done (I still have a little guilt at becoming a number stripper!) I was able to sell the car at not too much loss. I believe that XMC 478A is now bright blue.

With the plate came the name UJEEN. Ujeen has now passed 60000 miles, averaging 3 times as many miles each year than when with his first owner. Apart from that faulty regulator and one puncture he has never actually broken down, although the spare gearbox provided parts when he got toothache on second gear, and the spare silencer was used after the exhaust came adrift on the M25 returning from the 1988 National Sidevalve.

Ujeen has been on Bill Ballard's long weekends to the Isle of Wight and Wales, performing 100% reliably each time. Everyone comments on how quiet the engine seems to run - the announcer at Abingdon this year, actually asked if it was running as we went round the arena! From the driving seat the engine at idle is barely audible. Each time the service comes due I debate whether to adjust the tappets, but with such silent running and the eternally good advice - "if it works don't fix it" - I never have in at least 13000 miles! I tell people that my biggest problem was filing the "RR" off the cylinder block!



(Photo J. Howe) The moment of glory!

The biggest surprise ever, was in August when Ujeen won Best 100E Prefect at National Sidevalve at Witney - I'm still inclined to think that somebody added up the points wrong!

John Howe

## 8 YEARS ON THE RALLY CIRCUIT

I purchased my Prefect in 1981 from the original owner in Braintree, Essex, this gentleman had bought the car from the main Ford dealers, Candor Motors of Colchester. The car was always serviced & Mot'd at the garage where I began work in 1978. I still have service bills etc. The vehicle has covered 45,807 miles, is black and registered 532 HWV.

I have been to many rallies since beginning in the 1982 season, the car has always got me there and back. Being a mechanic I carry out all repairs and in the winter of 87 overhauled the gearbox, fitting a second synchromesh cluster.

Last season the car was not used as I decided to rebuild the engine, the crankshaft was reground, block rebored and new pistons fitted along with new exhaust valves.

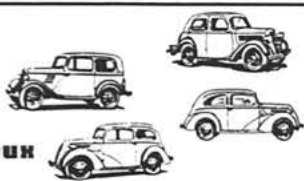


(Photo - B. Smith)

The enclosed photo shows the Prefect at Thurlow Steam Rally, Suffolk, standing next to the Maddams 1955 Prefect.

Barry Smith

## PREWAR REGISTER



**Yvon Precieux  
Registrar.**

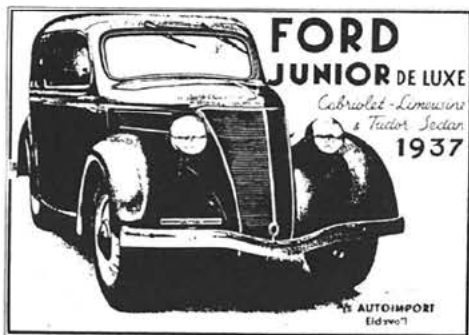
### REGISTRAR'S COMMENTS

In the last issue of S/V News, I gave mention to Ken Ley and his determined restoration of his "Y" Terrier tourer, sadly I have to record the recent death (at the time of my submitting this copy material) of Ken from cancer. Our deepest sympathy goes to his family.

### SWANSEA REQUESTS

Congratulations to Paul Bainbridge and Anne Mason, Model C and Model Y respectively, who with the assistance of this register have recently been advised by Swansea that they may retain their original registration plates. Register success to date has been 100%, and we are now well into double figures, however every success means a lot of hard work for your Registrar, which is where I would ask you to be patient when endeavouring to forward requests of the above nature. Vehicles pending include 2 7Ws, a 7Y and an E93A Prefect.

### ONE FROM THE ARCHIVES



### MEMBER'S PROFILE

As promised in the last issue here is John Miller's account of his 7ws and those encountered on his travels :-

"Firstly my cars:

1) EUM 803 is a 1937 " door 7W chassis number 78 [redacted] and is one of the 2102 which had a sliding roof. The V5 has a date of registration of 1st February 1980, with a note indicating previously register and/or used prior to this. It also describes it as a Ford Prefect saloon and an engine number of 78 [redacted]. I cannot remember whether it has this engine in it or not, but I am sure that it does have the early type 10HP block and head. It also had the longer starter motor until it kicked back one day I was trying to start it (years ago) and sheared the commutator shaft. I bought it from photographs sent by the owner who lived in Bradford, and it was agreed he

would trailer it up to Greta Green and that I would meet him there with my trailer. No tails of woe here as everything went according to plan and we both arrived within 20 minutes of each other. The interior was cloth and although original was in a poor condition and was all extracted, except for the drivers seat, and is stored in the loft of my house in Fife. As you can see from the photographs the chrome is poor and it needs 3 wings. With the rear wings removed the rear arches have extra ventilation of 2 inches all the way round. Unfortunately as I have moved to Jersey and my house is let, the car is residing in the open in a friends back yard and the condition is not improving. However I have decided to get a quote on the welding needed, so restoration might begin at long last.



(Photo - J. Miller) EUM 803 with CAB 923 on the trailer.

2) CAB 923 is a 1938 4 door 7W with fixed roof, first registered 10th May 1938. Chassis no. 10 [redacted] and engine no. 10 [redacted] although again I do not know if it has that engine in it. On the V5 it is described as a 2 axle rigid saloon with a cc of 1141? The only correct details seem to be the colour, green, the chassis number and the fact that it is not licensed. Again I purchased this car after seeing photographs of it looking poorly, from Leamington Spa, the vendor agreed to bring it up to Scotland, south of Edinburgh, as part of a trip he was making. A location was arranged and I met him and collected the car. It has major chassis rot, and the drivers side door dividing pillar is not attached to anything at the foot. However its engine was running - just. Although the car is painted Vineyard Green, I believe its original colour was Coronation Blue. Again this car had a cloth interior which has since been removed and stored. Also rear bodywork and rear arches require much attention. Should I consider this one my "spares car" or maybe I should look for a later Prefect chassis and consider a transplant?

3) 8074 DD is a 1937 4 door 7W, and is one of the 5431 with a sliding roof and has the other additional extra offered at the time leather upholstery. Luxury? Well I must admit that having driven a Ford popular often enough, there is a lot to be said for the comfort of the 7W seats, which are different from those of a Pop. There is also the ability on fine weather days (which do happen in Scotland) to cruise around with the sunroof fully back and for additional breezy, wind in the hair motoring, the door windows down and the windscreens open.

Nearly the feeling of an open top sports car, but for the performance but who cares? Oh for a 7W tourer, like Tony Russells!!! 8074 DD was first registered on 11th June 1937 as JN 9272, but following a number transfer in 1985 became AFX 908A, then in 1986 had the number 8074 DD bought and transferred on to it. I bought the car in 1987, not from photographs this time but from a friend who had purchased it at Beaulie in 1985 as AFX 908A. I had seen this one at close quarters, and even driven it a few times before my friend eventually sold it to me. Chassis number is C74 [redacted] and the V5 has the engine number as the same. When I got the car there was a crack in the early style block (although it may not have been engine number C74 [redacted] which subsequently got worse. An attempt to have it repaired resulted in another 2 cracks, therefore that block has been sidelined and a later 1172cc engine fitted. The V5 describes the car as a Ford 10 delux (I am not sure that the delux term should apply, unless when first registered the fact that the car had optional extras qualified it as a delux?). 2 axle rigid body saloon and the car is black. Although the car is in good condition the green leather seats are starting to show their age, as are the interior panels. The headlining has been restored at sometime in the past, and the bootlid is beginning to rust along the bottom. A lot of the paint is, I think, original but it has had a partial respray at the rear and unfortunately numerous blisters have appeared and flaked off giving a measles effect! Thus a respray is planned once the bootlid has been repaired. Something which you might be able to help answer, is that CAB 923 and 8074 DD have red Ford badges on both the nosecone and the spare wheel cover, whereas EUM 803 has blue Ford badges, any suggestions?

BJB 79 is not one of my cars, and appears to be one of the "proper" conversions of a saloon, an article on the conversion having appeared in an earlier S/V News. It comes from an estate in Scotland, and was photographed after just having its interior redone. I think that the mileage was under 40,000 as it only gets used on the estate to take parties shooting. It was in sound condition, with the later type running boards and a somewhat strange rear bumper. Not a very common vehicle at all, and I thought probably the only one left, until last month when I heard a story about a possible 7W woodie which could mean another one may exist. This recent story still has to be followed up and the said vehicle hopefully tracked down and identified. Well that's all I have just now. I'll start collecting information for my next letter in another six years."

John Z Miller

## PERIOD SHOWROOM



(Photo - Walden Motor Company Ltd, Dublin)

Dear Yvon,  
Although I won 100E types only, I still like to read your section. After seeing the "Woody 7Ws" item in the October issue, I thought that you might like to use the enclosed photograph, which was taken in the Walden Motor Company premises shortly after the war. The 4 door "woody" in the foreground looks rather scruffy, which is a reflection of wartime parts shortages as much as the hard life it may have led. Apart from the 4 door 7W saloon alongside, a Model Y can be seen parked outside.

Colm O'Neill

## MODEL C PICKUP

Another first for the Club, at the time of writing I have been informed that a Model C pickup as depicted in the booklet "Picture of a Ford" has been imported into this country, the first to join the register. Full details will be provided in the next issue, so watch this space.

## FINAL PLER FOR THE YEAR

Although a very successful year both in numbers joining the Club, (Ys&Cs especially) there are still a number of you who are yet to fill in Register forms, and that includes a few committee members. I work hard to create a positive column, and I would ask those of you whose forms are still outstanding to send me an SAE and I will forward a form by return of post.

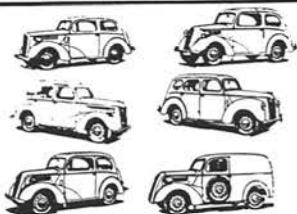
Yvon



(Photos - J. Miller) Still working!



**ANGLIA,  
PREFECT  
& POPULAR  
REGISTER**



**Andy Main  
Registrar.**

**REGISTRAR'S COMMENTS**

Well, that's another year gone and another decade, no doubt the next one will bring more changes. Once again there has been a shortage of hours in the day. I do apologise to anyone who has had to wait longer than usual for a reply, but unfortunately I have to work to earn a crust! The Register now runs into 800 vehicles, but I know that many more are not on the Register. I will send you an application form on receipt of an SAE. Once again I have kept up my commitment to the investigation of remanufactured spares, which have been announced when produced. As is my usual end of year edition, I feature a selection of newer overseas members.

**WALTER SCHNELL TROPHY**

You may have noticed among the National S/V Rally winners, that Bob Steer won the Walter Schnell Class. You may ask who is Walter Schnell? A few years ago (I won't say how many as it may give our ages away) whilst sitting in Poppy on Folkestone sea front, this young man came up to me and said, "I've got one of these in Switzerland." After joining the Club, and Register, Walter sent an extra sum of money to the Club, and so to encourage the good restoration of a Register member's vehicle the Walter Schnell Trophy came about.



(Photo - G. Bugmann) Two Swiss 103Es.

Walter and his car are pictured on the left of his friend and fellow Club member Georges Bugmann's Popular. Walter purchased his 1954 103E Popular in April 1977 from Elvington, near Dover, whilst living in Folkestone for six months. He then drove it home to Switzerland. "The Green Dragon", as Walter calls it, has been restored since residing in the Alps. The headlights have been changed to conform to the Swiss MOT. Georges Bugmann purchased his 1956 103E Popular in November 1986, through an advert seen in Walter's S/V news. Georges and

Walter travelled to Cornwall and then towed it all the way home behind Georges Granada.



(Photo - G. Bugmann) The long tow!

As can be seen in the first photo, it is now being totally rebuilt.

**GERMAN PREFECT**



(Photo - G. Arnold) London to Heidelberg.

Gregory Arnold also had a long drive to get his S/V home. He purchased his 1953 E493A Prefect through an acquaintance in London on 14th February 1989 and drove it home to Heidelberg, West Germany. Gregory had no problems on his journey but says it was a long run in February without a heater. The car only used 1 litre of oil en-route.

**FEENEY & JOHNSON IN FINLAND**



(Photo - A. Svenfelt) Looking immaculate.

Anders Svenfelt lives in Finland, and owns a 1952 E493AF Prefect. The first owner was

disabled and extra control equipment was fitted by Feeney & Johnson Ltd., before the car was sold to him. If the owner had not been disabled, he would probably have had to buy a Moskvitch or a Skoda, as cars from the West were in short supply in Finland in the 1950's. The owner did not drive the car very often, and it ended up being stored for over 20 years. The second owner purchased it in 1980, carried out various repairs and resprayed it. Anders then purchased it in 1983, long before he could get a licence to drive, so his father drove it to old car rallies for him. In August 1987 Anders took it by ferry to Sweden to participate in a rally there.

## A THAMES IN CANADA



(Photo S. Goodin) "LIL RED WINEO"

Spanky Goodin lives in Peterborough, Canada, and owns a 1950 E4930CF/A 5 cwt van, which he purchased in the summer of 1958. He had to remove the rear wall of the barn to get it out.

The Thames was purchased new by a Mr James McGee of Omemeo, Ontario. By 1963, and only having driven 33,000 miles, Mr McGee was unable to drive so the van passed to his grandson Tom Reeds who was 13 years old at the time. Spanky was fortunate enough to live next door to Tom, and at 15 was 2 years his senior and a somewhat experienced driver?

Spanky & Tom spent many enjoyable hours driving about the farm fields behind their homes, mastering the art of S/V driving. Unfortunately both front fenders (wings) were destroyed as they got to close to fence posts and one fateful day the crown wheel and pinion gave up. After searching but being unable to find new parts for this foreign Ford, "Thames" or "LIL RED WINEO" as it was called, was parked in Tom's barn until 1980 when Tom decided he would completely dismantle and restore it. The dismantling proceeded quickly, the restoration never happened. After many years of trying to purchase the van from Tom, he eventually sold it to Spanky in the summer of 85 for \$100 Canadian (40). Because most of the vital parts have disappeared, the Thames will not be restored as original.

## CANADIAN PERFECT

Dennis Patchett lives in Sunderland, Ontario, and owns a 1950 E493A F/A Perfect. Purchased in May 1988 from the original owner, but not used since 1962, Dennis is now restoring it.



(Photo - D. Patchett)

## AUSTRALIAN PERFECT UTE



(Photo - D. Jacobs) Note the panel behind the door.

Another gem sent to me by Dave Watson. This 1949 Perfect Ute was photographed in Woodville gardens, S. Australia, in 1978. The attached wooden detail panel is an unusual display board.

## AND FINALLY

I would like to thank all those members, new and old, who have sent me restoration details, articles and photographs. I would have loved to have featured them all, but lack of space prevented this. Everything however is filed for future use or reference.

I would like to take this opportunity to thank all those behind the scenes who have helped me with photocopying, drawing and new certificate production. Without this help the Register would not be able to progress. Let us not forget the Spares Secretaries, who spend most evenings and weekends buying and selling spares so that we can keep our vehicles on the road. Many thanks also to Mick & Jean for sending out the register forms to new members, and to Paul who sorts through pages of my scribble each edition.

Wishing all Club members a very happy Christmas and good sidevalve motoring in the 1990's - with or without lead.

Andy Main.

## SPECIAL REGISTER



**Malcolm McKay  
Registrar.**

### REGISTRAR'S COMMENTS

When I started working for "Classic Cars" magazine and announced my interest in Ford Specials to the world, as it were, I thought I would be inundated with letters and telephone calls about mystery specials. There have been one or two, all off one-off trials type specials from the early 50's, but very few; to my surprise, I have been inundated with calls about Berkleys, another of my motoring interests!



(Photo J. Harvey)

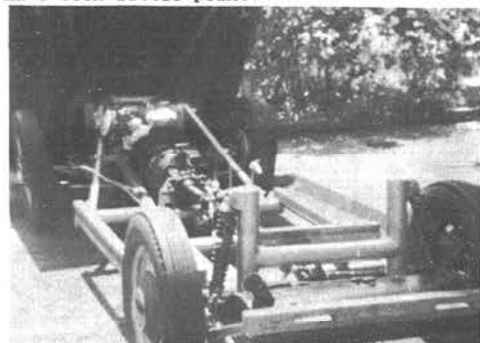
Having said that the Specials Register continues to grow. Another Super Two has appeared in Norfolk, and Mike Marczynski, of Manchester, has recently purchased (from Jim Harvey of course!) this trials special. Registration is HUD 492, the chassis is of tubular steel, about 1.5" diameter, and the engine is Ford 10hp. the whole setup is rather Dellowesque, with quarter elliptic rear springs, outside handbrake, alloy 2 seater body, no doors, spare wheel on the rear. There is also independent front suspension and a 4 speed box! Does anyone recall this car, either from the 50's trials scene or more recently? Mike and I would be delighted to hear from you if you do.

### THE WATFORD CHEETAH

This month's featured car will already be familiar to anyone who attended this year's National Day and saw Mark Taylor's magnificent example, or to anyone who knows Yvon Precieux! Not quite the Rolls Royce of Ford specials, but certainly one of the best - and rarest - the Cheetah burst on the market in mid 1959, and disappeared as mysteriously in late 1961.

The manufacturer was Watford Sports Cars Ltd., who operated from Woodmans yard, High St, Watford, opposite the Benskins Brewery. The lads worked hard, or spent too much time in the brewery, as the works were open from 8am to 8pm Monday to Friday, and 10am to 1pm on Saturday and Sunday. The whole design of the Cheetah was well thought out

and no changes made, or new models introduced, during the production run. So what did the Cheetah buyer get? well, the adverts always split the kit, probably in the hope of reducing the price shock - into body for £130 and chassis for £70. These prices, too, were constant throughout the production run. Although listed separately, chassis and body were designed to go together and I am not aware of any Cheetah bodies or chassis being used with other makes of chassis or body. There would have been little point.



(Photo - Y. Precieux) The Watford Cheetah chassis.

The chassis was rather similar to that of the Tornado Typhoon, and also the proprietary Halifax chassis. Watford Sports Cars' brochure proudly states :

Constructed in high grade 16swg 3" tubular steel, with strengtheners in 1.5" or 1.75" tube, the chassis is complete in every detail. Front and rear Armstrong telescopic suspension units,, panhard rod, steering bracket, brake and clutch mechanism are supplied with fixing points. All necessary nuts and bolts for fixing component parts to the chassis are included. Modifications of front axle to independent front suspension radius arms, gear lever and track rods (all fitted with new ball joints) are included in our price, also new front brake rods, and special heat, oil and petrol resisting paint. The wheel base is 8'. Designed to suit component parts of all 8-10hp Fords (from 1937 onwards) the robust construction will withstand all necessary stresses and strains of even the most enthusiastic motorist. No technical knowledge is required to assemble standard Ford parts to the chassis, which when married to the body completes your CHEETAH model, a sports car home built within 80 hours for as little as £275 styled on next years lines, for the modern motorist.

Unfortunately the above chassis claims proved rather optimistic! Yvon found that the chassis is prone to stress cracks in two places. Most serious is the tendency to cracking of the main rails adjacent to the drivers feet. Here, for reasons best known to themselves, Watford saw fit to weld the front ends of the main fore and aft chassis tubes to a cross tube of the same size, then weld on further tubes continuing forward slightly further inboard to take the engine suspension and bonnet. This, of course, weakens the structure and must be watched! The other problem area is the rear outrigger frame which holds the petrol

tank. Watford seem to have been totally unaware of the principles of chassis construction, especially the benefits of triangulation, and expected a butt welded ladder frame to take all the stress. It is not really surprising that they never recommended the fitting of other more powerful engines! The demonstration chassis sported a totally standard Ford 10 engine, 3 speed box, torque tube and Ford axle with 17" wheels.

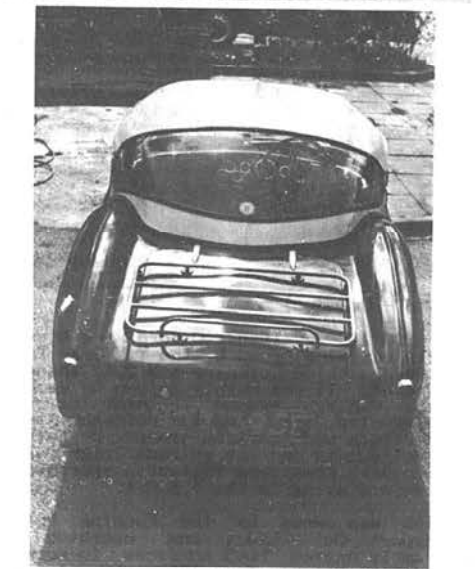
The chassis was underslung at the rear, so the radius arms A-frame was removed: a large panhard rod was fitted and there never seem to be any problems from the loss of the A-frame, Tornado & Halifax used the same system. Mechanical brakes were retained and the lengthened wheelbase improved weight distribution.

The bodywork was comprehensive, well thought out and well finished, the brochure again :

than 100. I only know for certain of the 2 survivors shown here, but there have been rumors of others - does anyone have any further information? I would be delighted to hear!



(Photo - I. Woodrow) Mark Taylor's CHEETAH at the National.



(Photos - Y. Precieux) Yvon's car, showing the original hardtop complete with central spine and sidescreens.

Made from tough glass fibre material, and polyester resins, the CHEETAH model is not simply a shell, but a complete body. Its unique design incorporates the floor, bulkhead, and boot base, all of which are ingeniously laminated to the body, making the finished product completely waterproof. The bonnet which hinges to the body is the lift up racing type, and two occasional seats fit comfortably into the spacious cockpit. Handy map pockets are conveniently located within the door construction. A large capacity boot neatly accommodates spare wheel and battery, leaving ample room for luggage storage.

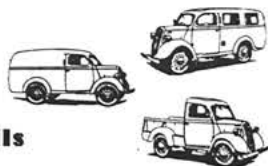
Three sets of hinges, and two door locks are supplied with the body. Fixing points and wheel arches are specially strengthened with extra glass fibre. In addition all sorbo padding required to line the body, sides and door interiors is supplied together with floor mats. No glass fibre trimming is required, and spraying is not required since the body is self coloured and delivered to you brilliantly polished. The body dimensions are 12'9" long by 4'9" width. The CHEETAH has been specially introduced for the home builder who has the minimum of equipment and facilities. Light in construction, it is easily handled by two adults. Expert craftsmanship, and modern design have skillfully been married to produce a model of pleasing lines, and practical application.

For construction, design and finish the CHEETAH has an envious future in the glass fibre world, and the completed model as delivered to you, will prove that our printed illustrations have minimised rather than exaggerated the high quality finish.

So the Cheetah was really quite a large car, similar in size to an MGB. Windscreen and hardtop were extra, the usual windscreen being a wrap around affair that may have originated from the rear of Hillman Minx. Mark Taylor fitted an MGB screen to his car, which also has 15" ballammy wheels. Unfortunately these make it desperately low slung, with a tendency for bumps in the road to catch the brake lever and slam the brakes on...! Yvon also feels it is essential to strengthen the steering drop arms as the i.f.s puts extra strain on them, it isn't fun when they break as he discovered.

And that is all I can tell you about the Watford Cheetah. Idiosyncratic styling, especially of the optional windscreen and hardtop, can be seen from the photographs. There are no clues to the numbers made, but I would guess from survival rates at less

## E83W REGISTER



Malcolm Wells  
Registrar.

### REGISTRAR'S COMMENTS

Hello and a Happy Xmas to all E83W owners everywhere. Thankyou to everyone who has supported the Club and the E83W Register by returning forms and sending many photographs during the past year. I was appointed E83W Registrar in November 1988 and have thoroughly enjoyed the position and look forward to another year. I hope I have been able to bring a bit more interest back to the E83W pages in the magazine. There are now (October 7th) 150 E83Ws registered.

A few items have been suggested as possibilities for remanufacture such as gear stick gaiter, rear brake cables, and grille badge holders (spoons).

The Abingdon All Ford Rally in September was superb as always. A new venue this year saw 7 1/2 E83Ws present, comprising of 1 pantechnicon, 2 vans, 2 pickups, 2 uttlecons and a chassis (driveable). This event is held every year and is open to any Ford manufactured before 1965. Info from Bob Tredwell on Abingdon [REDACTED]

A quick hello to new member Joloy Havinden who has recently purchased the most Northerly found E83W. Located on the Isle of Lewis and trailered home to Rothienorman Aberdeenshire. More on this E83W later.

Cheerio for now, Malcolm.



(Photo - Unknown)

JWL 300 is a 1940, Oxford registered, mobile canteen owned by the Y.M.C.A. Taken in 1943 outside Coventry Y.M.C.A. where it was based. It was mainly driven by members of the W.R.V.S. around the army camps in the Coventry area, supply refreshments to the British and American troops. My father, Ken Wells, is on the extreme right along with other Armstrong Whitworth apprentices who were staying in the Y.M.C.A.

K 2158 was owned by the Kuching Matang Transport Co. Ltd., and operated on extremely uneven road surfaces in Borneo, Indonesia. Dating from 1955 the mini bus was photographed in February 1963 at Satok Bridge terminus.



(Photo - By kind permission of Mr S. Morris, Ian Allan Publications Ltd, from an article in Buses Illustrated by A. F. Porter in 1964.

This bus company owned a fleet of VW kombis and Ford Thames 10 cwt chassis with minute rear entrance bus bodies.



(Photo - M. Butcher)

The white van in the scrapyard near Weston was photographed in the early 70's, and was probably put in the crusher (Boo Hoo!).



(Photo - Bought at Autojumble)

MLA 455 is a 1951 model, used by Watneys in London as a promotional vehicle. It is still in existence and is being restored by member David Payne as a pickup, minus the Watneys barrel.

KDL 703 was first registered on 1st May 1954 to a Mr Norman Pitman, a butcher in Cowes on the Isle Of Wight. It then had 6 more owners before being purchased in August 1988 by Club member Bill Phillips of Sandown. The van was green when it arrived on trailer, and it was completely stripped down to the last nut and bolt and rebuilt by Bill. He resprayed it in light blue with dark blue wheels, most attractive.



(Photos - B. Phillips) KDL 703

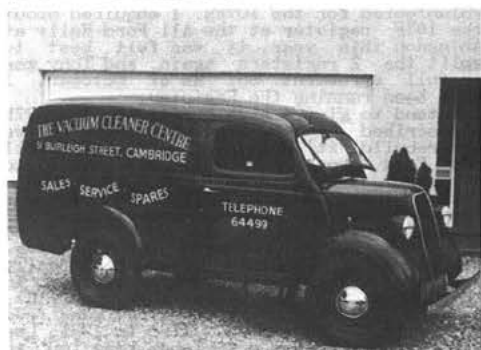


(Photo - B. Phillips) KDL 977

KDL 977 is another 1954 van, purchased in March 1984 by Bill after it had been laid up for 12 years. As with 703, KDL 977 was completely rebuilt by Bill and resprayed dark brown with brown wheels. Reluctantly this van was sold in 1988 to someone on the mainland, and I think that it was resprayed green before its trip across the water. Hope GXV 28 is ok Bill.



(Photo B. Phillips) KDL 977



(Photo - J. Redfarn) LSV 408

LSV 408, originally WMY 412, is a 1957 van owned by Club member John Redfarn at Cambridge. Purchased in March 1985 with 15196 miles on the clock. WHY was found in a barn still in primer and is still on the original tyres and has had only one new inner tube. The engine, no. C63 [redacted] is original, except for valves, gaskets, plugs and filter etc. The only other parts replaced were the exhaust and 2 brake linings. WHY is dark green with dark yellow lettering, the bumpers and hub caps have been chromed by John to add a bit of sparkle. Must be one of the most original E83Ws around.

## RESTORATION! RESTORATION! RESTORATION!

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## RESTORATION! RESTORATION! RESTORATION!

## 107E REGISTER

**Philip Hardwicke  
Registrar.**



### REGISTRAR'S COMMENTS

Welcome to the ALL NEW 107E Register!!! Eight years ago, Dave Simpson formed the original Register for this model. Tony Williamson (1987) and Peter Bates (1988) also ran it, with Peter also running the 100E Register alongside it. Recently Tony Fox decided to take on the 100E Register. As no one was forthcoming, he also volunteered for the 107Es. I enquired about the 107E register at the All Ford Rally at Abingdon this year, it was felt best to split the 2 registers again, and Tony was in full agreement. So, as of October, I have been running the Register.

I intend to give a high profile to the 107E - described by our Club Chairman Jim (we can rebuild it) Norman as "the best small car Ford ever produced", who am I to disagree?

Back in 1981, the then Editor, John Skinner (now running the Sussex group) welcomed Dave as Registrar. It is interesting to note that 105E powered 100E Anglias, Prefects and Populars were specifically excluded, and were indeed frowned upon. In the August 1981 Sidevalve magazine (p16), we were told how Dave's car had gone from 15,000 to 34,000 miles. Also in 1981, Les Kingon remarked how petrol had gone up to

1.70 a gallon. Some people might be interested to note that in at least one South Wales garage today, the price is 1.69 for leaded!

For the first owner articles in the new 107E column, we here from Bill (Your Classic) Ballard and Bill Davies. Bill couldn't supply a photo of his 107E, as he scrapped it some years ago. It had done 60,000 miles in Bill's caravan towing days. The total mileage of 596 AYP was a staggering 140,000! Bill was the first FSOC person I met whilst working in Billingham, Cleveland, and consequently parts of 596 AYP still live on (bumpers, radiator, front grille, headlight surrounds, front indicators, overriders etc.). I will feature my car later on. That's all for the Register this month. If you have ever owned a 107E, or recently got one, please write to me - or even if you've just got an amusing story or helpful advice - let me know.

Philip Hardwicke

Bill's towing tales started as follows :  
"After buying a small caravan, the problem next was what to pull it with. Having owned several 100Es the obvious answer was the 107E with 4 speed box. A 107E was not that easy to find, but eventually through the Exchange & Mart I located one in the Forest of Dean. We, my son and I, decided to travel down by train and the gentleman who owned the car from new was to meet us at Gloucester station. First problem was that Birmingham signal box lost power, so no points or signals were working into Birmingham New St Station, so we were about 2 hours late arriving at Gloucester. The chap I bought the car off was still waiting and took us to view the 107E in his new Datsun, being



"I'VE GOT ANOTHER ONE ROUND THE BACK...  
.... IN THE COW SHED....."

well into his 70's he could not maintain the Ford himself. When we rounded the corner to his drive my heart sank, maybe I'd been expecting too much but it had obviously been parked under the same tree that a flock of starlings inhabit for months, it was covered in guano. This had taken its toll on the paintwork, but worse was to come when I lifted the bonnet. Through the cobwebs the hoses were patched up with tape, not a good prospect for travelling up to Teeside. Still in or a penny, and off we went. After getting lost around Brum we got home about 1.30 am the next morning, mainly because I felt it prudent to take things easy. Well home in time for work, I was on morning shift at 6 am.

the second problem, and this was a real dilemma! How do I explain to my wife that this vehicle, which looked as if it was ready for the scrap yard, was the one which I'd travelled to the end of the country for and parted with good money?? More gripping tales of caravanning at a later date"

Bill Davies

A happier tale, of a car very much still with us, comes from Bill Ballard :-

"There is no truth in the rumour that I buy new sidevalves just so that I can write about them in the mag! [I'm not complaining - Paul] In fact my latest acquisition is not strictly a sidevalve, as it is a 1960 107E Prefect deluxe, which of course has an overhead-valve engine in a 100E bodyshell. BKX 382A was previously owned by Mr Marc Evangeli, who had in turn acquired her from a dealer on 10.4.89. It is believed that the dealer was responsible for re-registering her, and the original number is not known to me at present. I purchased her from Marc, and collected her from his garage in Wheathampstead, Hertfordshire, on 19th July 1989. With Sandra (for whom the car was bought) following me in the 'poshmobile', the journey of 60 odd miles to Chessington was uneventful, save for the exhaust starting to blow after we had done about 10 miles. Judicious use of the accelerator prevented us from being done for rousing the neighbours!



(Photo - W. D. Ballard) Bill's (or Sandra's) 107E.

Noticeable differences between the 107E and my usual steed, my 100E Escort, were that on the 107E the clutch was much lighter to operate; the suspension seemed much firmer (the escort has different rear springing arrangements) and the 4 speed box led to slightly better acceleration.

Within days of taking up her allotted space in my garage (or should it be museum?), the interior of the Prefect was stripped. I then called upon the services of a mobile welder friend to fit new inner and outer sills and to repair the floor pans and rear wheel arches. By early August I had got as far as applying Bondaprimer to the welded parts when disaster struck. The Escort, which I had hoped to take to North west Sidevalve day at Glossop, developed fuel problems (the subject of a 'wind up' by Yvon in October's mag!) which were proving difficult to resolve. So there was nothing for it but to reinstate the 107E for this 500 mile round trip. The interior fittings were hurriedly put back and, in an effort to make the car presentable, I sprayed over any Bondaprimer that showed on the exterior surfaces with an aerosol can I had picked up from the local Unipart shop. This turned out to match the original Ambassador Blue paint quite well. A new exhaust was fitted and then she was given a wash and brush up. The folks up North got quite a surprise when Sandra and I turned up in her, and one person was heard to say that I had customised my Escort!

She was to be used for one more event, the Essex Fun Run on 17th September, when she appeared under her new identity of XYX 775 (which came from another 107E of the same age), before being retired to the garage for the restoration work to continue.

It is my intention to respray her in a contemporary two-tone scheme of Ambassador Blue (top panels) and Pompadour Blue (lower panels) over the coming winter. I hope to have her looking spick and span by 5th September 1990, her 30th birthday.

Bill Ballard.



(Photo - P. Hardwicke) Two two tone grey 107Es at Abingdon All Ford Rally.



(Photo - P. Hardwicke) the 107E Class winner at the 105E meet at Bridgnorth.



## CIRCUIT OF IRELAND

Early in 1989 I was approached by fellow FSCC member Peter Bassi, owner of a 100E Prefect and like myself a 300E van, and asked if I would like to be co-driver/navigator in his 1956 Prefect in the above International Rally organised by the Ulster Automobile Club.

The rally consists of about 600 miles of cross-country navigation, regularity trials and staged autotests, some of which are on public roads, others in car parks. There are penalties for going too slow, too fast or the wrong way and above all only vehicles older than 1974 are allowed to enter. Departure point was Killinchy near Belfast, the destination Oughterard in Connemara.

Having hankered for years after doing something along these lines and having had my confidence in travel abroad in an old vehicle boosted no end by a 1200-mile trip to France in June in my 1947 Rover 12 Sports Saloon, I happily took up the offer. Accordingly I arrived at Peter's house after work on the Thursday evening to start the epic journey. Peter had only recently put the Prefect back on the road after a lengthy rebuild and the previous week had been one of furious last-minute activity. Preparations had included town-and-country tyres all round, strengthened rear springs, new shockers, map lamp, extra driving lamps and rally type safety belts. Many years before, when 100Es were rallied regularly along with Minis and A35s, 193 HMX had been a rally car itself, so here was the perfect opportunity to roll back the clock.

For various reasons we had decided to travel Holyhead-Dublin, so the Thursday evening was taken up with an uneventful 120-mile run from Liverpool to Holyhead for the overnight boat. Several other cars were spotted on their way to the same rally. On the way north from Dublin to Belfast we encountered our first problem. Having made a breakfast stop at a roadside cafe, an ominous noise started in the gearbox as we restarted our journey to the starting point near Belfast. Initial investigations revealed nothing so we pressed on, conscious of the problem getting noisier and worse all the time. Being true Brits our sole aim at this point was to cross the starting line and then retire immediately, but honourably. By the time we reached Killinchy, 2nd gear was unusable, first made a frightful noise and third just about worked but with an awful clonking noise. It was then that lady luck took control. A casual question to some of the local enthusiasts, more in jest than anything else, put us on the scent of a local scrapyard "that might have a few old bits". Amazingly the local scrappy had a 100E gearbox in his shed, rusty but complete and usable. His palm was accordingly crossed with silver, and the lifesaver ferried back to our stricken 100E. Regrettably our evening wasn't a great success in rally terms as we decided to by-pass the last time control in favour of driving straight to Sligo for the night, incurring maximum penalty points for that stage of course. Even so it was 1.10am by the time we got to bed, and heaven knows what time the other competitors got in after doing all the stages. However a new day dawned, the car was going well, even if it did leave an oil slick behind caused by a leaking rear-end oil seal on the engine and spirits were high after a night's rest.

Saturday was a splendid day. The route took us from Sligo to Oughterard through beautiful country over some of the worst roads imaginable. Highest point on the rally was reached after a climb through the remote coal-mining area of Arigna. By now we had time to chart the course properly and our performance was much better, with the Prefect performing well against the Minis, Sprites and big Healeys. By now Peter had sufficient confidence in the gearbox to give the car some stick, which was necessary in order to keep up with average speed requirements. The section on unmade road was particularly exciting. The day's rallying finished at Oughterard where the town was taken over by the rally and a walk down the street was a walk down memory lane, circa 1965.

Sunday's itinerary was an out-and-back from Oughterard, stopping at Westport for lunch. The terrain was the same as Saturday, but the autotests became ever more evil, culminating in a real hum-dinger just before the final Time Control outside the Connemara Galway Hotel in Oughterard. A wonderful sense of achievement came over us as Peter brought the gallant Prefect to the finish line, something that had seemed impossible at Friday lunchtime as we sat dejectedly, a long way from home with a broken gearbox.

By now provisional results were beginning to trickle through from the organiser's computer, but first priority was to make for the bar to quaff a well earned Guinness and drink a toast to 193 HMX.

The event finished on the Sunday evening with a set dinner for all organisers and competitors. This included a presentation of an engraved glass and 2 brass plaques to every finishing team. It didn't really matter that we had come 79th out of 105. Nor did it matter that we had come 6th in our class out of 15, although we did feel rather proud of the result, especially as we had had such a disastrous first day. The important thing was that we had enjoyed ourselves immensely and carried the Ford Sidevalve banner together with Howard Copland and Elizabeth Byrn in their E93A Prefect, with pride among such exalted opposition as Porsche 911s and the other sports cars.

For our part, we drove quietly back to Dublin for the boat home, with the car running better all the time. The journey back from Holyhead to Liverpool through the night must have been something of a record for a 100E - 120 miles in 140 minutes.

Anthony Rowland



(Photo - A. Rowland) Tony putting the Prefect through its paces on an Autotest.

## **TECHNICAL TIPS - JIM NORMAN**

I am writing this on the first frosty day of this winter. By the time you read it, we will no doubt have had many frosty days (unless you are one of our members from the Southern hemisphere) and will have had ample opportunity to discover if your heater works. The 100E and 107E heaters were very effective. They may not have been tremendous at ventilation or, especially the 100E, demisting, but as far as keeping the driver and passengers warm they did their stuff. If yours does not, then it's time to find out why.

There are 3 reasons why the heater will be ineffective. The coolant may not be reaching full temperature (if you can hold your hand on the top of the radiator, then it is not getting hot enough). The parcel shelf has collapsed (100E only) on top of the heater, thus restricting the amount of air going through it, or the water circulation is impaired. This may be due to causes outside the heater - a kinked hose or the shut-off tap on the head partially closed. Alternatively, the heater radiator could be partially blocked. Flushing is unlikely to free it and a visit to your local specialist may be required. This article finally comes to the point - how to get the thing out!

Removal isn't too difficult, but remember that the heater is still full of water after you have drained the rest of the system, keeping the anti-freeze, of course, so remove the carpets and underfelt from the front before you start. Pull off the demister hoses (one for the 100E, 2 for the 107E) and trace the wire from the motor to the bullet connector, from which it is undone. Under the bonnet, loosen the clips and pull off the heater hoses. The 107E is held in position by 2 1/2" AF bolts at the top behind the rocker box and one very awkward 1/2" nut behind the cylinder head. On the 100E, the nuts are not quite so inaccessible, but to make up for it there are 2 of them, with only one unit at the top. When all 3 have been freed, the heater unit is pulled back into the car, slid to the passenger side and lowered to the floor. It is a tight squeeze, but it will just fit between the bulkhead and parcel shelf. The heaters are held together by a series of Philips headed self-tapping screws - they go into the radiator on the 100E and lid of the 107E. Once removed, the radiators can be extracted. Make a note of which way up the radiator goes in the 107E - you can install it upside down, which makes refitting it more fun than normal!

The 100E heater is difficult to fit, but the 107E is mind boggling. You are advised to have the assistance of a friend - not too good a friend as he may never speak to you again! 100E first. Wriggle it back into place, then poke the water pipes through the bulkhead followed by a bottom stud, which must have the earth wire over it. Place a nut on this stud to prevent it coming back through the hole while you struggle to align the top stud and finally the other bottom one. Although they have given you great amusement, you can congratulate yourself at this stage that you do not own a 107E!

Originally, this follows the pattern of the 100E unit - push pipes through bulkhead followed by bottom stud, with earth lead and fit nut. Fine. Now align the captive nuts in the top brackets with the holes in the bulkhead and install the bolts, spring and flat washers. You will find that the holes won't actually line up, so your friend inside the car is moving the heater around according to your commands in a vain attempt to achieve this. You meanwhile, are trying to insert the bolts from the outside. I suggest you start early.

There are no short cuts, you just keep struggling until you finally achieve success, then put all the bits back. Top up the radiator, leaving one heater hose off (the top one on the 107E) until water comes out of the stub, then quickly push the hose on and tighten it up. When the temperature drops below freezing and your sweltering in your car, you will realise it was all worth it! Having read this back, I realise I should have told you to check that the motor works without the fan catching anything before you refit the unit. Just hold the earth and feed wires to the two battery terminals. It could save you taking the entire assembly out again!

## **NEVER TOO OLD TO LEARN?**

Fourteen days after our run on the Norwich Union Rally, a quick check and oil change for the rebuilt engine, and we set out on Saturday, 10th June, from Essex heading for Bristol and the Bristol-Bournemouth Rally. Another fine, warm and sunny weekend. A visit to the Chatsworth Roman villa, where we encountered 2 Australian couples who wondered how on earth a 1939 Australian Prefect tourer (1978 Queensland road tax sticker still on the front windscreen) could pop up in the midst of the English countryside. We explained. Arrived safely at our hotel in Bristol; check in, refreshments, dinner, fireworks and then a well deserved sleep. The other day was an early start with burning sun in Wells, in Yeovil, in Blandford Forum and of

**NORTH WEST LONDON**

**Keith A. D.**



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course in Bournemouth. Tea, dinner, sleep. Again a well organised rally day with a splendid atmosphere, nice cars, nice people, and importantly, no single problem with the Prefect.

The next morning more sun and more English countryside. Shopping in Arundel, picnicking in West Sussex. It started to look that very little could be reported. However, two miles before entering the Dartford tunnel, on the south side, disaster struck. The engine started to stall, and died out when I finally had to stop behind a big lorry. I could restart it, but I had to rev up otherwise the engine would die again. With one foot on the accelerator, the other foot used for the clutch and the left hand on the handbrake for keeping some distance from the truck in front of me in the tunnel, we managed to scrape home - after another multitude of restarts at every corner, traffic light or other obstacle.

Next evening cleaned quickly the carburettor. Thought it was some dirt in one of the jets. To no avail. I had to set the carb on fast idling by turning in the throttle adjusting screw, there was also a distinct metal noise, like a silver coin was hopping on one of the pistons. My first reaction was that it could be the generator rear bearing which needed a drop of oil or even the distributor shaft which was in need of the same.

During the week I took the carb off and cleaned every single bit of it. On Friday evening I put it back, but the engine would barely start on the handle with the starting device engaged. Finally I got it running, but after having been warmed up and the starting device disengaged, I had to keep the engine on very fast idling, otherwise it would stop. While it was fast idling it ran very uneven, rhythmic I should say, going up and down. Another strange thing I noticed was that the air adjusting screw, on top of the float chamber, did not give any reaction, whatever I did with it. When the engine was warm I stopped it for a period of 5 minutes. Then it would not start again on the handle or the battery, only when I let the car roll down my driveway it started again on engaging the clutch.

On Saturday I decided to renew and change as much as I could; new coil, new distributor cap, new plugs - the old ones came out black which indicated a too rich mixture, and a brand new carburetor. I also oiled the generator bearing and the distributor works. The engine started on the handle but very, very difficult. Finally had it running and guess what; after a short period of warming the engine, I got it back on an even idling speed. However, with the airmix screw on the float chamber in a FULLY CLOSED position. As soon as I tried to open this airmix screw, which should be the normal situation, the engine started running uneven and threatened to stop. As the engine was running quite normal I took it for a drive on the road. PERFECT! Good acceleration, normal speed, good pickup and very even driving on high (40mph!) and low speeds in third gear.

Arriving home after half an hour I tried to adjust the air screw again, but the same unexpected result as before the test drive. If you screwed it out the engine stopped, and again when the engine was warm, no starting on the handle or the battery, only rolling down and engaging the clutch. In the meantime that tinkling noise had gone away, but I still wondered if it was something else than just some dry bearings.

On Sunday I tried combinations with some bits and pieces of the old and new carburettor. But the results were exactly the same; only even idling with a very rich mixture, difficult starting on the handle and no starting at all when warm.

I had at that point come to the conclusion that there must be an air leak somewhere, but I could not figure out where, I suspected the manifolds, probably on the hotspot flanges, the hotspot itself, the windscreen wiper tube adapter, or otherwise between the manifold and the engine block. Something must have slowly deteriorated during that long drive from Bournemouth, although it manifested itself all in a sudden at the end, and I could not imagine that it was the carb - not after having put a new one one.

To make a long story short, I changed the manifold gasket and found by doing this that the exhaust pipe did not fit properly on the exhaust manifold and blew hot gasses straight on the petrol pump. The tinkling noise that I had heard was the exhaust pipe clamp which had become loose. At that time I also discovered uneven supply of petrol to the carb, so a petrol pump problem with very weak pressure on the outlet side. No wonder after being beaten with hundreds of degrees hot exhaust gasses!

I renewed the diaphragm and valves and the pump worked again, but the problem remained! I was now so desperate that I started to change every single bit of the carburettor, by changing every single part of the old one with the new one, piece by piece. It was then that I finally discovered that the float chamber needle valve of the new carburettor had become stuck in closed position and did not allow petrol to come in. Changed that for the old one problem solved!!!

By now all the bits and pieces around the engine block are more or less new. If I had spotted the outlet pipe problem earlier, I might also have found the petrol pump problem earlier, and had I not renewed the carburettor in the early stages, I would not have created a second problem with the needle valve. So even if you change old parts for new ones, careful checking is still essential and do not take for granted that, because a part is new, it also will work properly. ONE IS NEVER TOO OLD TO LEARN.

Friedel Erdelmann



(Photo - F. Erdelmann) "Old Faithfull" at the start of the Bristol Bournemouth Rally, and about to cause a lot of head scratching!

# CLASSIFIEDS

## MISC

Tim Brandon, all mechanical repairs and rebuilds over 30 years experience on Fords. Stowmarket anytime  
1938 Fordson Tractor, overhauled, dry stored for 10 years, exchange for E83W or 5cwt van, cash adjustment. [redacted] Cheltenham

## SPECIALS

Ford Ashley, fair condition, needs cosmetics to finish, new tyres, radiator, exc mech, drives well, offers or swap Pop 103E. Sheffield [redacted]

## POST WAR UPRIGHT

Popular, black, 1953, tax, years MOT, 30000 miles from new, recent new floor, battery, h/lining, exc cond, moving forces sale, £1995. West London [redacted]

E493A Prefect 1953, unfinished project, needs assembling, recon running engine, new clutch, brake shoes, re upholstered seats, many spares, £1000 ono. Lincs [redacted] for further details

E493A Prefect 1952, for restoration, abandoned project, virtually complete, V5 nice number, includes good spare chassis, new badges, Club workshop manual, spares list. £195 Chelmsford [redacted]eves  
103E 1954, black, engine, body & running gear all very good, interior rather tatty, hence £700 ono. Some spares included. [redacted] Erith, Kent

E93A with V5 logbook, 98% complete, needs full restoration, dry stored last 10 yrs, £300, Bolton [redacted]  
103E, abandoned restoration project, with s/h and new spares, [redacted] Royston

Post War Upright 1952 E493A Prefect, complete. Move to Italy, forces sale. Tel. 0438 (Stevenage) [redacted]  
Good home wanted for 1959 Pop, welding required. Tel. 0734 (Reading) [redacted]

E93A Prefect 1952, V5, stored since 1974, easy restoration, needs respray, numerous spares, Details Moore [redacted] (Hull)

## 100E/107E

Squire estate 1956, UVF 261, 4 new tyres, working order, needs renovating Mr Enefer, [redacted] Norfolk

Prefect 107E, VGC, only used for shows, resprayed, MOT reg 840 DNP, space needed, £1250. [redacted]

Prefect 100E 1958, beige, 53000 miles from new, Upholstery & bodywork beautiful cond, orig handbook, Ford workshop manual, service history, years MOT £850. Par Cornwall [redacted]

107E 1960, 2 tone grey, complete runner, bible restoration project, new sills and some spares provided. £150 ono. Phillip on Dover [redacted]

Anglia 1959, blue, 59000 miles, for renovation or spares, A reg, reluctant sale due to moving, could be good runner, c/o Bill Skinley, Wigan [redacted]

300E 1959, side windows, pale green, orig radio, store 15 years, so no MOT, £650. Andy Harvey [redacted]

Prefect 107E, 1960, orig reg, complete unused several years, ideal restoration, new wings, sills, needs respray, spare engine, trans, driveshaft, classic struts, £150 01 [redacted] SE London

Prefect 107E 1960, Anglia 1955 spares or could renovate, offers [redacted] Gwynedd  
Escort 1960, MOT April, good cond, Escort rear side panels, 300E, front bumper, rear lenses, Squire bonnet badge, all new. [redacted] Nuneaton

Prefect 1959 100E, MOT August, colour grey, two owners from new immac condition, sensible offers. [redacted] Medway

100E/107E 1959 Prefect, Blue/beige, Good runner. Needs M.O.T. Recon. engine and gear box, new clutch & many other new parts. Car full spare parts. £475 ono cash. Tel. 0707 (Herts) [redacted]

Four door Prefect, original condition, £500 ono. Tel. [redacted]  
1958 Prefect, Good original condition. Tel. [redacted] (Manchester).

1959 Escort, recently restored by a YBIS scheme. Contact Mr. A.R. Murrick Carpenter, tel daytime [redacted] or weekends 021 [redacted]

## WANTED

100E New Popular front bumper & 2 mounting bracket, Jack on [redacted]eves, MOT passable draglink for 1955 103E exterior o/s door handle, Rod on [redacted] Bury, PLEASE HELP

Two seats for 300E van 1958, NOT 100E CAR SEATS, condition unimportant if frames sound, Tony Rowland [redacted] Fornby Round 3" dia. Tudor W/washer bottle, must have cage bracket, n.o.s. or VGC, complete system n/r. Ed Ingold, Canada, address inside cover, airmail please

7Y n/s seat, spare wheel badge, concave type headlamp lens sound rad, n/s & o/s inner wings. [redacted]eves, Eastbourne  
Original reg no V5 and chassis plate for 1961 100E Pop to finish restoration. Richard [redacted] Leicester

2 rear indicators & 2 stop tail lenses for 1956 100E Delux, type with separate lens, plus cardboard between front grill & rad. Barry [redacted]on, Essex

Set of 100E wheel trims for 1958 Prefect delux, two new over riders, badge bar, [redacted] Cork IRELAND

For E493A Prefect N/s rear wing, engine & g/box, rear light assemblies & interior light lens. [redacted]Cambs  
HELP, 100E suspension bushes, engine gaskets, front brake springs, wheel cyl repair kits, PLEASE call [redacted] or write B Walls, [redacted] Berkshire, Riverview, Michigan, USA,

100E Anglia doors, in good cond, prefer East Anglia, have spares to swap or sell. [redacted]

Pair of chrome bumpers & overriders for 1949 E494A Anglia, 021 372388 or write B White, [redacted] Co. Cork, IRL

For 100E Popular, bumpers, door handle, door pulls, petrol pump, rear reflectors, rubber mats, hub cap, front bumper irons, petrol cap, cash waiting URGENT, [redacted] Southampton

Aquaplane oil pump, valve chest cover, 44.1 or 47.1 rear axle, Buckler D g/box, for E93A Falcon, [redacted] Nuneaton  
1937 7W glove box door and front ash tray, bulbous type headlight lens, any suitable spares. [redacted] Plumstead

Aquaplane exhaust manif, for 1959 100E Morgan, also Aquaplane head & twin SUs, write John Hunt [redacted] Colts Neck, [redacted] PLEASE HELP

Wanted Heater for 1957 103E, front seats in brown with check base and white piping. Tel. [redacted] (Midsomer Norton) [redacted]

Rear offside bakelite window surround.  
Rear offside stop and tail fittings. All  
to fit a 103E. Contact Thomas Welch.

## INTERNATIONAL SECTION



1958 100E Anglia script for boot door, V-shaped front wing trim, correspond with other owners, Robert Pare, [redacted] Boiling Springs, Pennsylvania.  
100E wings, Prefect drivers door, any repair panels for 300E, reg docs for 300E, log book or V5, [redacted]

### SPARES

E493A 1953, complete will dismantle, new running boards, brakes, rad, 4 tyres, doors, boot, bonnet, front window, grille, wings, [redacted] Dover

Model Y, most parts from complete 2 door, no engine or back axle, panels rough, good bonnet, £100 J Clay [redacted] Norfolk

E93A engine & g/box, complete with ancillaries, was running, £40 ono, can deliver, [redacted] Suffolk

Spring spoked steering wheel, similar to upright Prefect (will fit) but in white, thought to be Ford, £4 + P&P, 100E Squire, orig colour brochure, mint, £5.50, Palmer [redacted] Croydon

100E engine & g/box, £35 call Martin on [redacted] Wokingham

Free 8hp prewar engine, complete but seized, Tony Rowland, [redacted] Farnby

E83W parts, 10hp engine £30, g/box £15, 6 wheels & tyres £60, 6 shockers £2.50 each, 4 indicators £3-50 each, 2 head lamps £5 each, Burghfield Common [redacted]

100E new parts, piston set, rings, valves, springs, fuel pump, oil filter, £100 ono, [redacted] Colchester

Hub puller £10, grill 310, upright crown wheel & 1 halfshaft £30, 100E/107E s/h spares, doors bonnet bumpers g/box starters instrument panels steering rear lights etc. etc, collect Bristol [redacted]

New 100E flying, £19 ono [redacted] Wigan  
FREE pair early 300E front doors, good cond, dry stored, collect by end January or scrapping, Ian [redacted] Saffron Walden

103E carb £6, 103E speedo £6, 100E speedo £6, 2 1.25" SUs £30, 8hp stove enameled inlet manif £6, 103E oil filter £5, 0625 [redacted] Wilmslow

E93W grille c/w trim & badge vgc, exchange for 18" wheel & tyre, Allan [redacted] Astley

New 100E spares, drop arm, t/r ends, f/w bearings, rear engine mount, exhaust, water hoses, fan belt, also many s/h spares, [redacted] Maldon

Y rear axle with spoked wheels, fitted to trailer, offers, [redacted] Plymouth

103E rear wings, new unused, £100, postage possible, [redacted] Goole

o/s front wing, good cond, possibly for 7W, no edge piping, £50, Rod [redacted] Bury

1958 Anglia, complete running gear, engine g/box, axle suspension, wheels, brakes, £50 the lot might split, [redacted] Anglesey

Upright spares, 2 g/boxes, 1 wheel, 2 chrome centre hubcaps, dynamo, carb \$35, 100E Pop for repair or spares, basically sound, orig reg, offers [redacted] Cambs

Upright spares, new steering brake & engine spares, used body panels, used engine & g/box, other new & used parts to clear, [redacted] Malvern

Spares 100E new drivers door, chrome grille, o/s sill and petrol tank. Offers. Tel. Derby [redacted] after 6pm.

Aquaplane head, inlet & exhaust manif, Derrington head, superb cond, for E93A, also free 93A spares, J Lane, [redacted] Barry,

### SPARES TO AMERICA AND CANADA

Dear Shirley,  
I have just received your letter regarding the selling of parts to North American members. I do, in no way, want to place a financial burden on the membership.

Does the committee fully realize the implications for the North American members? In many instances, the Club is the only source of parts. There is no other source for us over here!

How do you think I feel after spending hundreds of hours rebuilding a 1951 Anglia, getting to the point of needing a few small engine parts to get it running and to receive your letter saying "sorry, no parts available from us"?

I am stretching my imagination to its limit, but still cannot understand the liability of selling, for example, a distributor and spark plug, gaskets. Maybe brake parts or parts related to the safety of the vehicle could be at risk?

I have never heard of a parts supplier being sued here in Canada. I am 48 years old and read extensively about cars - here and in the UK. Your Club is not selling cars. Your Club has generally supplied small parts related to the running of these cars, rather than safety related items, tyres.

Suggestion 1. Sell parts unrelated to safety e.g. engine parts, trim items. Surely no one in his right mind could sue you over bumper grommets or spark plugs.

Put brake parts, shocks on a temporary "backlist". Mostly we can make or recondition these parts ourselves.

Suggestion 2. Sell parts, but have members when ordering, sign a waiver stating that the Club will not be held responsible in any way for accidents etc., putting the responsibility on the owner.

I cannot stress how important the matter is, and how important it is to find a solution. It is already difficult restoring a foreign car while having a very limited source of parts. If parts are not available, what is the point of having a car.

I am sure that the FSOC committee will find the answer. Thank you for hearing me out. I hope good news will soon arrive.

Bob Adams

Bob sent this letter to Shirley, but forwarded me a copy and it is obviously an important topic which should be aired in the magazine.

Other American and Canadian members have written expressing their concern, and for the official Club response see Shirley's article on the Club Notice Board Page.

This therefore is my personal response. Please realise that this a decision which has been forced on us by our insurance company, we deeply regret having to take it - but we all have responsibilities other than the Club, and can simply not afford to take the risk of selling spares without cover. We have to operate without the risk of personal liability. However, please be patient - if it is humanly possible we will find a solution.

Paul Edwards

## CONTINUING...TALES OF BLUE STREAK

Dear Paul,

The Anglia-Prefect Car Club has been formed 12 years, and the invitation from the Ford 8 & 10 HP Clubs of South Australia and Victoria to join them for their annual rally provided New South Wales members with an opportunity for our longest run since our formation. Nine cars (4 Prefects, 3 Anglias, 1 7W and 1 Pop) and three on trailers (1 Anglia, 1 Prefect, 1 C Coupe) set out in convoy from Sidney at 6 am on Thursday 15th June, headed for Albury and then on to Swan Hill, 1000 kms away.

Thursday - the day long run to Albury was relatively uneventful: we all suffered minor hiccups, and our small Fords found some of the hills (some seemed like Mt Everest!) slow going. Thursday night and Friday morning saw a certain amount of frenzied repair work in the motel yard, but we all left early Friday to travel the Murray valley Highway - Albury, Yarrowonga, Echuca and on to Swan Hill. This is excellent small Ford country, no hills, but still took us all day to reach our destination.

Saturday - we and our hosts with their 11 cars from Melbourne and 11 from Adelaide proceeded on a leisurely run, taking in a few of the local tourist sites, finishing off with a rally dinner at night.

Sunday - was a much quieter day with a welcome spell from travelling. We took in the sights of Swan Hill (on foot - with the thought of 3 days driving in front of us!) and farewelled our Melbourne and Adelaide enthusiasts on their return trip. Two of our Prefects had valve rebuilds, and some other not-so-major repairs were undertaken. Monday - we headed out of Swan Hill to Balranald, and on to Hay for lunch. The country along the Murray was fairly closely settled with mixed farming, but out on the Hay plain and in this area of the State, the acreages are huge, and the land is flat from horizon to horizon. The afternoon run to West Wyalong was through slightly more undulating country with some timber. The sighting, and subsequent purchase, of a 10hp van proved to be a highlight of the afternoon.

Tuesday - we left west Wyalong in very wet conditions with some flooding on the roads. We spent longer at Grenfell than planned, attending to electrical repairs, followed by a breakdown on the outskirts of the town. We proceeded on to Cowra, to Bathurst where the Popular Ute did a lap of honour around Mt Panorama (just for the record!). The remainder of the day's trip to Lithgow and Katoomba was relatively uneventful, although the weather deteriorated as we approached the mountains, with heavy rain continuing on right into Sydney. We stayed the night in foggy Katoomba.

Wednesday - left for home, driving through more heavy rain (most inconvenient with one wiper and no demister!) through Sydney to Woodville.

You can imagine how pleased we were to safely complete the last leg of the great adventure in the Blue Streak. We had covered 2443 kilometers in six days of driving, averaging 400 kms per day. It was certainly a memorable trip, but not one we would care to undertake again too soon!

Brian Alford

[For new members "Blue Streak" is Brian's Popular Ute, it must have been quite a sight on the Bathurst circuit! - Paul]

## ANGLIA UTE

Dear Paul,

After 2 years hard work by my father and myself, the Anglia utility has been completed. In fact it's first run was on the 28th June where she attended an early Ford rally/display.



(Photo - C. Kempnich) Clinton's Ute alongside a Model Y.

This was the first national event held and catered mainly for flathead V8s of American and Australian origin. There was a category for English sidevalves, and alongside my Anglia there was one 7Y and three V8 Pilots.

The round trip of about 60 miles was undertaken without any problems. The only squeak came from the clutch pedal touching the floor boards. The trip was well worth it with the Anglia receiving heaps of attention and chatter.

I have kept a detailed log of our restoration and would be pleased to pass on details for the magazine or correspond with anyone involved in restoring their Anglia.

I will be de-registering my ute as the annual fee of \$290 is a lot for a vehicle that travels only 100 miles or so a year. However, I intend to get a limited registration which costs \$60 and allows for charity and rally runs. Here lies my problem. I need a Club member to verify that my vehicle is older than 30 years so that I can receive historic plates and limited registration. Are there any fellow members in Queensland or close to me (N.S.W.)? This would also allow me to mix with more sidevalve owners. They are very rare here now, and my opportunities to display the vehicle are limited.

I also know the whereabouts of a E493A Prefect utility. It has been standing in the open for many years but seems solid, though I have only had a superficial look. A tree has grown through the rear of the chassis, some glass is broken but engine and all panels remain. If anyone is interested I will send a photo and correspond. I hate seeing pieces of motoring heritage rot away. I've no idea of shipping prices, but the vehicle could be bought quite cheaply.

Clinton F. Kempnich

Australia

Sorry for the delay in this appearing in the magazine Clinton, your letter was misplaced. If any Australian members can help Clinton out, please contact him direct.

